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Streetcar Expansion

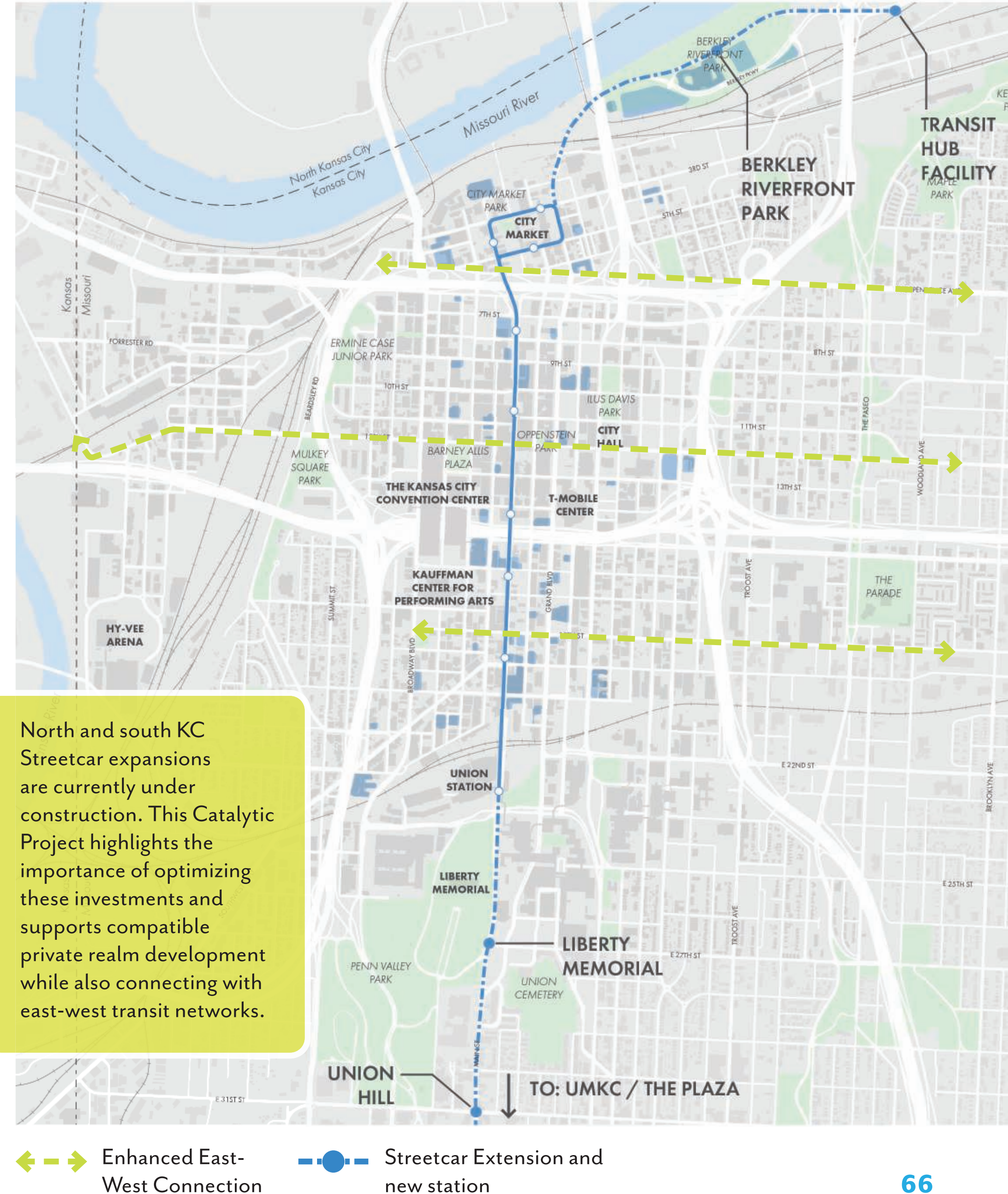
OVERVIEW

Kansas City has been an innovator in the development of the Streetcar line. By linking the Streetcar with Smart City approaches, eliminating fares, developing a stable funding source, and spurring significant adjacent development, the Streetcar has rightly become an unqualified success and a source of enormous community pride and support. This success has been recognized nationally and funding to expand south and north has been secured. With careful planning, both expansion areas are likely to result in a strong return on investment and a range of community benefits through adjacent development, and several projects have already been announced.

The KC Streetcar should continue to be supported with the goal that both the north and south expansions are achieved with the same economic benefits as the original line. There are new opportunities with the extensions that should be explored, such as incorporating other modes like bus, biking and walking, elevating the importance of east-west connections, mitigating against displacement and planning attractive and well-designed connection points.

TO MOVE THIS PROJECT FORWARD

- D1a. Encourage economic inclusion and diverse participation in all aspects of Streetcar planning and implementation.
- D1b. Advocate for strong east-west transit options that can connect the Streetcar to neighborhoods as part of Streetcar extensions.
- D1c. Coordinate closely with stakeholders systemwide to create a seamless Streetcar customer experience, a security presence, and coordinated wayfinding.
- D1d. Continue to advocate for zero-fare box policies for the existing Streetcar line and the expansion.



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- D1e. Use smart technology, such as free wi-fi and kiosks to leverage the value created by the KC Streetcar.
- D1f. Protect KC Streetcar service travel time and reliability by aggressively implementing past recommendations related to Downtown parking management, including transitioning high demand and special event locations to paid parking, expanding parking enforcement, and advancing supportive code amendments to prevent overbuilding of parking facilities.
- D1g. Ensure KC Streetcar and Downtown transit services receive the maximum possible transit signal priority to improve service and reliability, giving priority for total passenger throughput as opposed to the number of vehicles.
- D1h. Support the study of KC Streetcar expansion corridors including the following:
 - i. Northern routes (Riverfront to I-29/I-35 and North Kansas City)
 - ii. Downtown east/west routes (Independence Avenue / 18th St / KCK)
 - iii. Midtown east/west (31 St /Linwood/39th)
 - iv. South Kansas City
- D1i. Support co-locating of affordable housing near KC Streetcar and rapid transit stops through supportive code modifications to allow higher density development, reduced and/or eliminated parking requirements, and accessory dwelling units in locations served by transit.
- D1j. Maximize KC Streetcar development frontage and the quality of the pedestrian environment through proactive access management (i.e. reduction in curb cuts during new developments), a widening of sidewalks, and a greening of the corridor with expanded green infrastructure and tree plantings.



A development concept showing private and public realm improvements to best leverage KC Streetcar expansions.



"Smart kiosk"



Streetscape enhancement and high-density apartment housing along a streetcar line