KANSAS CITY STREETCAR

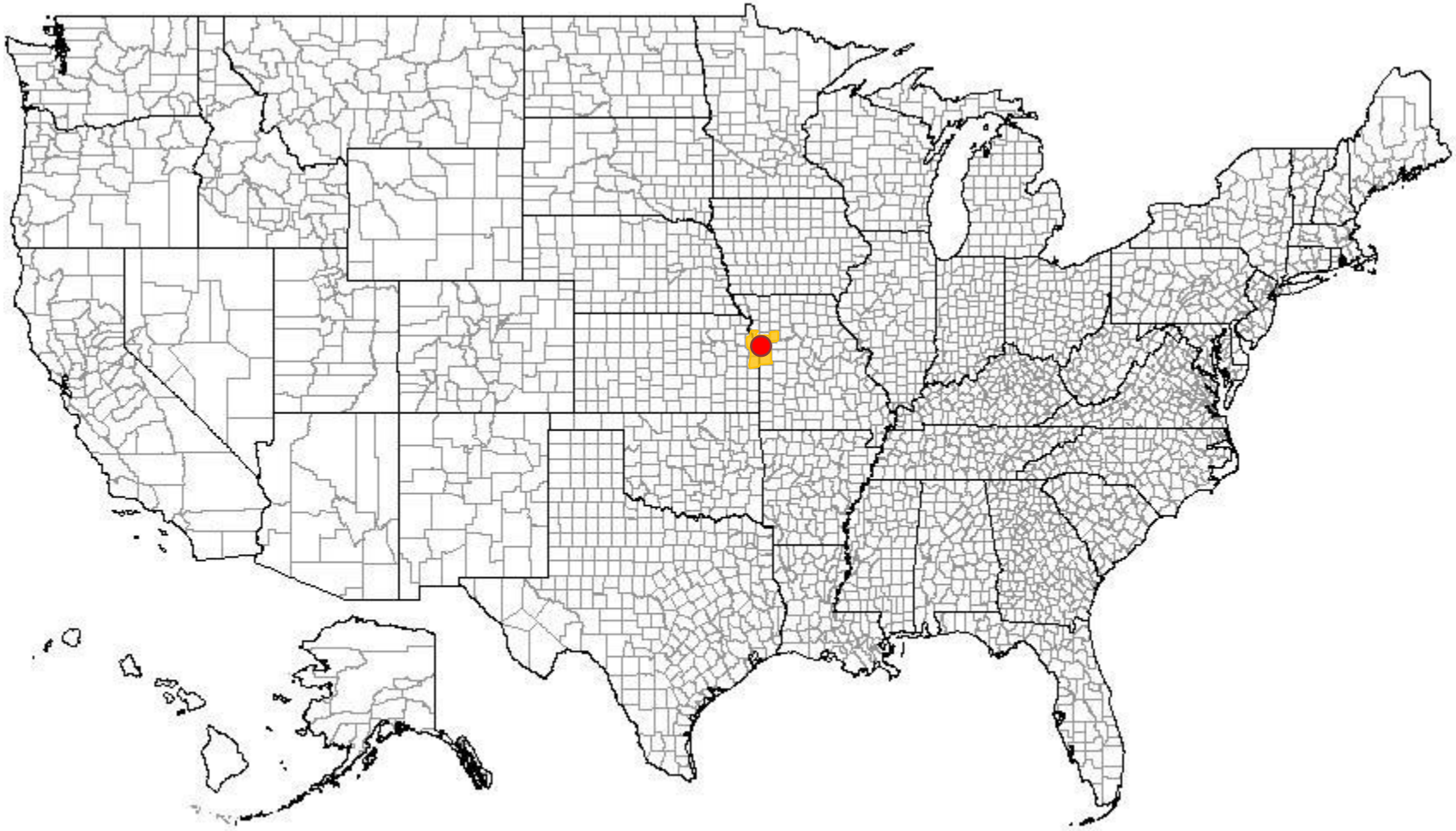
KAREN CLAWSON

MID-AMERICA REGIONAL COUNCIL

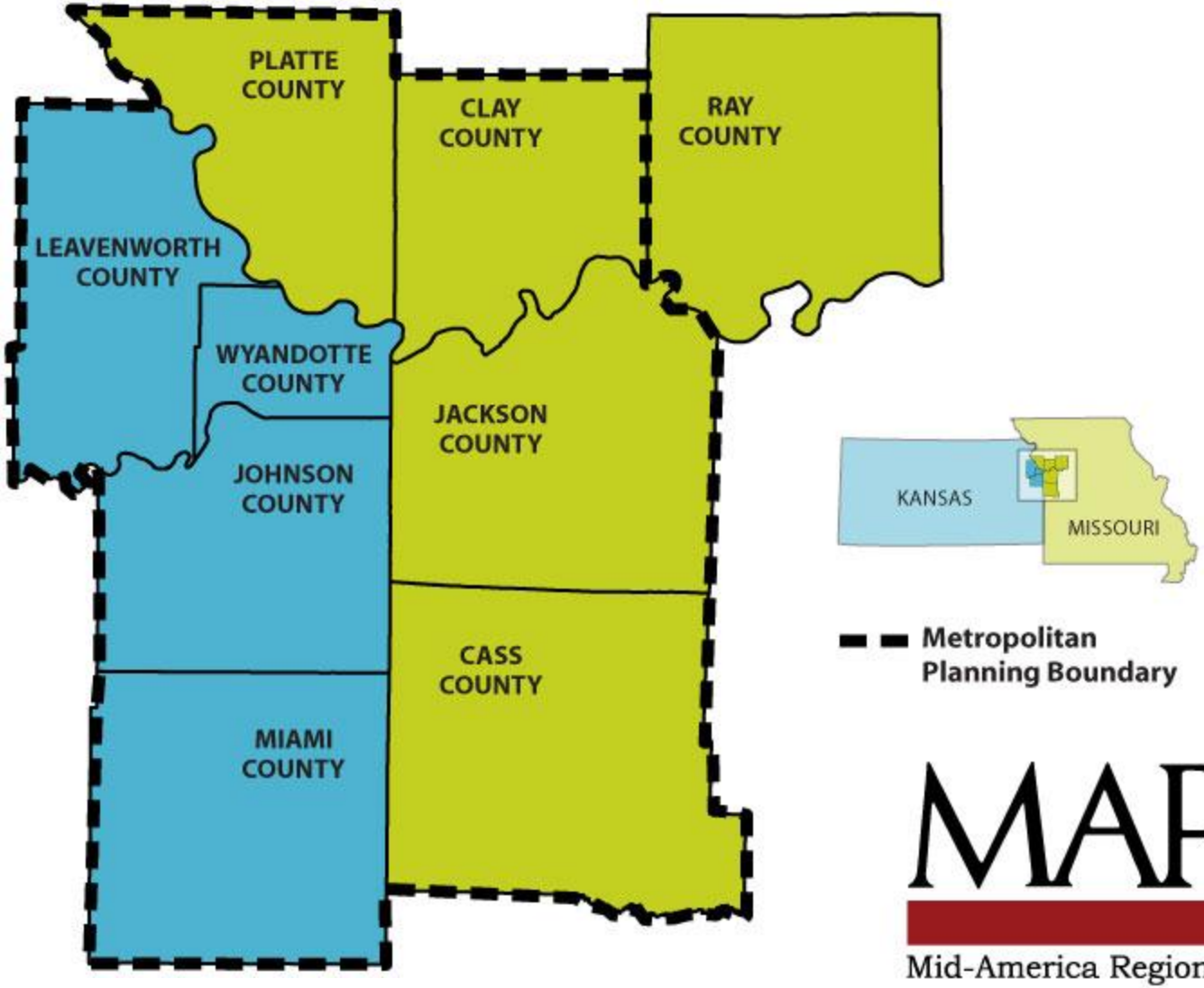
KANSAS CITY STREETCAR

- Regional Context
- Alternatives Analysis
- Kansas City Streetcar Project

KANSAS CITY REGION



KANSAS CITY REGION

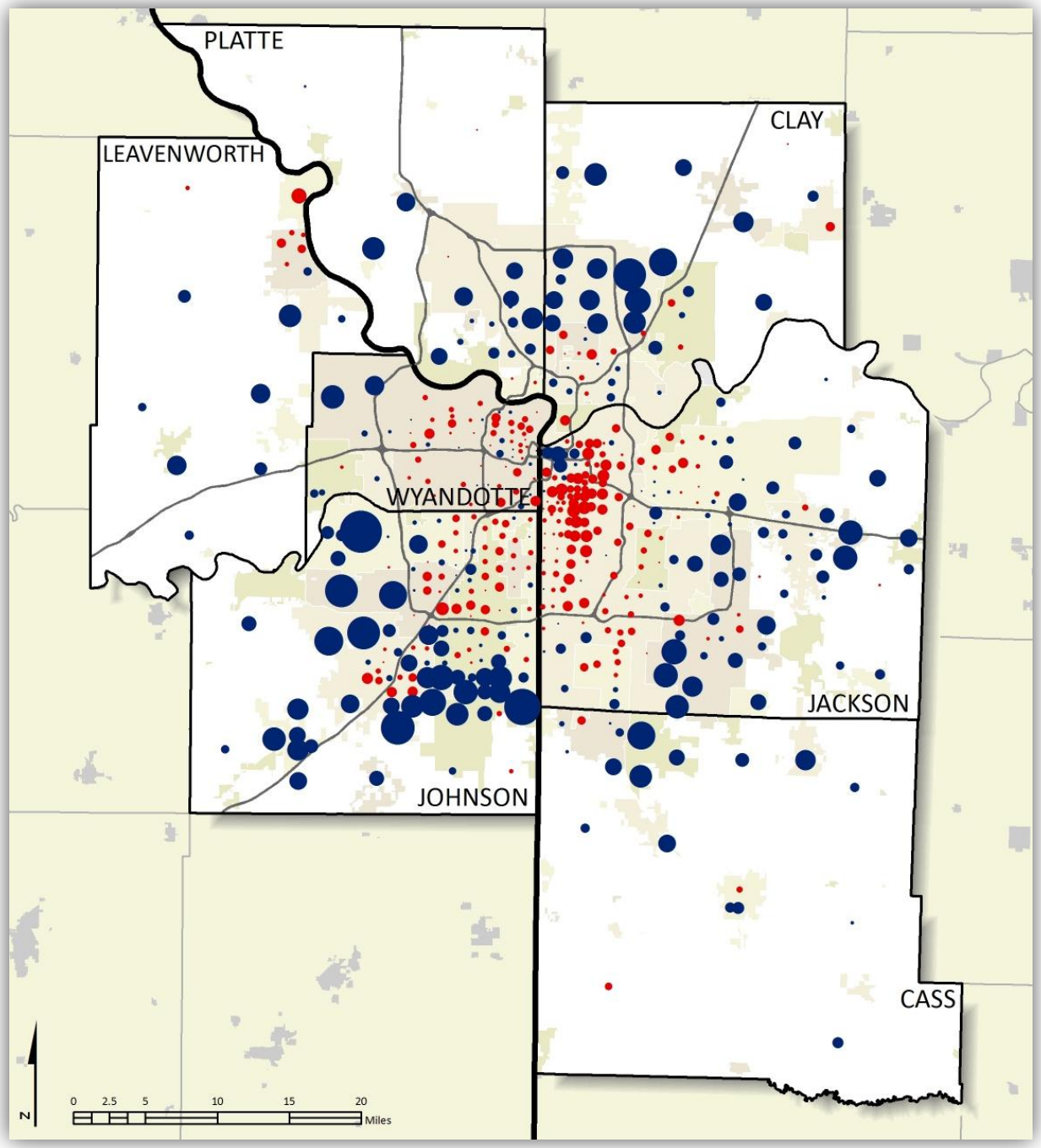


MARC

Mid-America Regional Council

KANSAS CITY REGION

- Trends and Challenges
- Growing older
- Getting more diverse
- Household size is shrinking
- Less desire by younger generations to be dependent on personal automobiles
- Desire for more transportation choices
- Economy not terrible but not great either



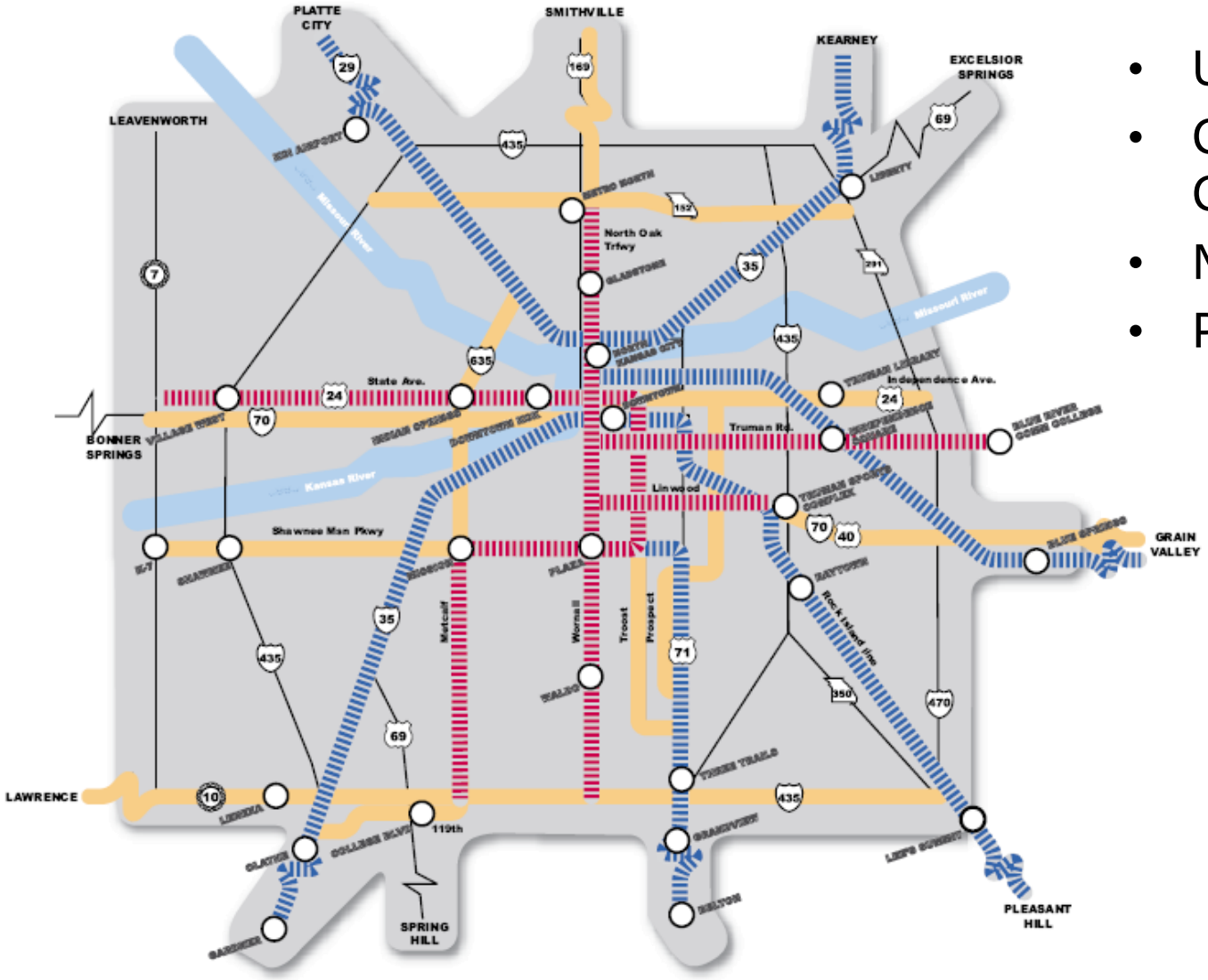
2000-2010 Population Change

Gain
1
100
10,000

Loss
1
100
10,000

smartmoves

REGIONAL TRANSIT VISION

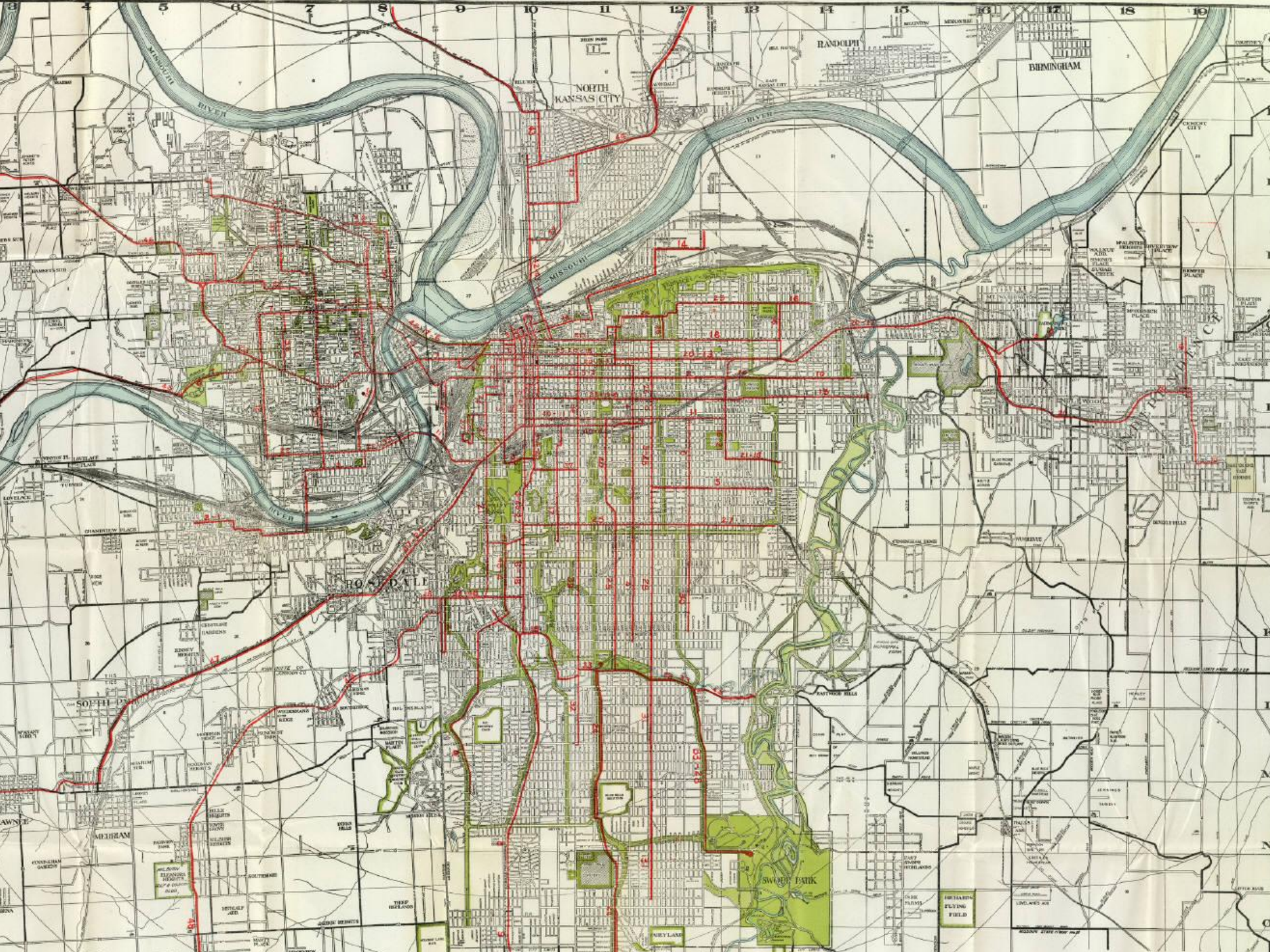


- Urban Corridors
- Commuter Corridors
- Major Fixed Routes
- Paratransit

Bus?

Streetcar?

Commuter Rail?

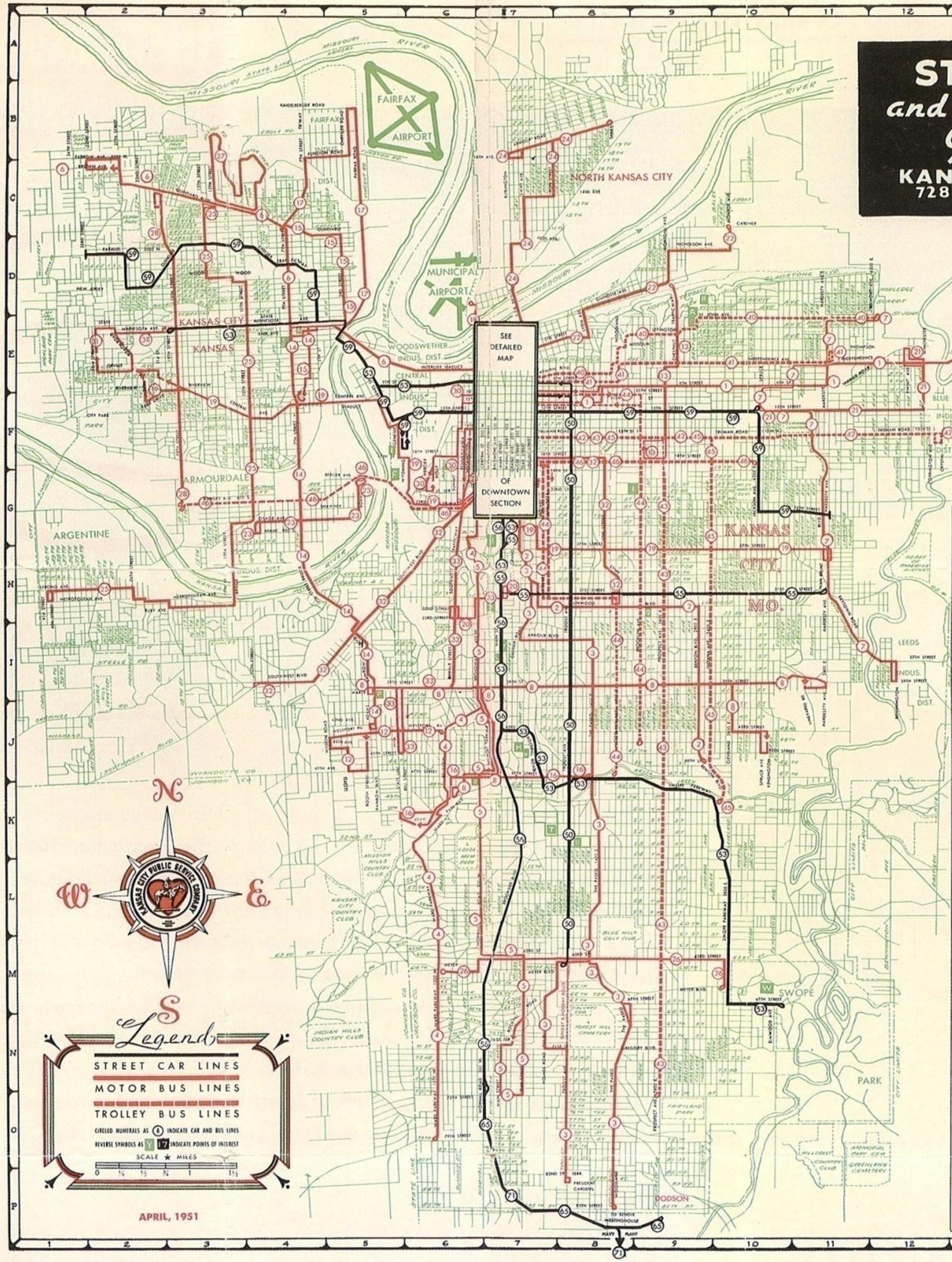

NORTH KANSAS CITY
RANDOLPH
BIRMINGHAM
ROSEDALE
SOUTH PARK
MERRIAM
SWOPE PARK
MISSOURI RIVER

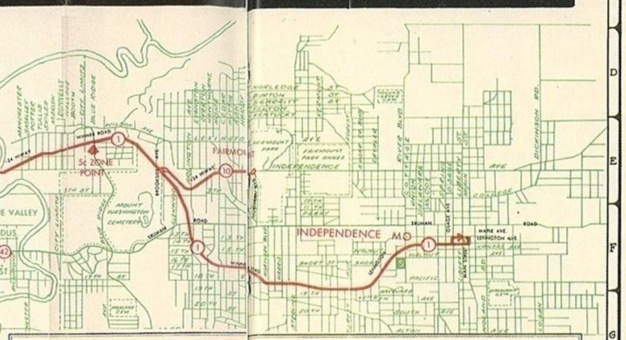

Kthschild's
CLARKS
ROTHSCHILD'S
HAS THE CLOTHES
PALACE
HOTEL
TAYLOR'S
56 75TH ST COUNTRY CLUB
766
GO
WALK WITH GREEN LIGHT ONLY


HARDWARE
BRAM'S
56
799

STREET CAR, TROLLEY BUS and MOTOR BUS LINES *Serving Greater Kansas City*

KANSAS CITY PUBLIC SERVICE CO.
728 DELAWARE ST., K.C. MO. — TELEPHONE GRand 0050





STREET CAR LINES

COUNTRY CLUB—ROUTE 56—ON MAIN ST.
N. B. sign reads. "56-Main-3rd—COUNTRY CLUB"
S. B. sign reads. "56-75th St.—COUNTRY CLUB" or "56-61st St.—COUNTRY CLUB" or "56-31st St.-COUNTRY CLUB"

PARALLEL-JACKSON—ROUTE 59—ON 12TH ST.
E. B. sign reads. "59-24th St.-Hardesty — JACKSON" or "59-1[illegible] and JACKSON"
W. B. sign reads. "59-Parallel-33rd—PARALLEL" or "59-JAMES and CENTRAL" or "59—STOCKYARDS-GENESEE-16th" or "[illegible]12th-on BROADWAY"

SWOPE PARK-MINNESOTA AVE.—ROUTE 53—ON GRAND AVE. OR 8TH ST.
N. B. sign reads. "53-Minnesota-19th—MINNESOTA" or "53—CENTRAL and JAMES via GRAND and 8th ST."
S. B. sign reads. "53-Swope Park—SWOPE PARK"

31ST STREET—ROUTE 55—ON MAIN ST.
N. B. sign reads. "55-Main-9th-31st STREET"
S. B. sign reads. "55-31st St.-Van Brunt—31st STREET"

TROOST AVE.—ROUTE 50—E. B. ON 10TH ST. OR W. B. ON 8TH ST.
E. B. sign reads. "50-Troost-63rd—TROOST" or "50-Troost-[illegible]th—TROOST"
W. B. sign reads. "50-8th St.-Walnut—TROOST"

MOTOR BUS LINES

ARMOUR-PASEO-SOUTH TROOST—ROUTE 3—N. B. ON BALTIMORE OR S. B. ON WYANDOTTE
N. B. sign reads. "3-Main-9th—ARMOUR-PASEO"
S. B. sign reads. "3-Woodland-85th—ARMOUR-PASEO-MARLBORO" or
"3-Troost-82nd Ter.—ARMOUR-PASEO-SO. TROOST"
"3-Paseo-63rd—ARMOUR-PASEO"
"3-Paseo-49th—ARMOUR-PASEO"
"3-Paseo-39th—ARMOUR-PASEO"

BROADWAY-WARD PARKWAY—ROUTE 4—N. B. ON BALTIMORE OR S. B. ON WYANDOTTE
N. B. sign reads. "5-Main-9th—BROADWAY-WORNALL"
S. B. sign reads. "4-Ward Pkwy.-39th—BROADWAY-SO. WARD PKWY."
"4-Belleview-Ward Pkwy.—BROADWAY-WARD PKWY."
"4-Belleview-Meyer Blvd.—BROADWAY-WARD PKWY."

BROADWAY-WORNALL-SOUTH OAK—ROUTE 5—N. B. ON BALTIMORE OR S. B. ON WYANDOTTE
N. B. sign reads. "5-Main-9th—BROADWAY-WORNALL"
S. B. sign reads. "5-Main-75th—BROADWAY-WORNALL-SO. OAK"
"5-Meyer Blvd.—BROADWAY-WORNALL"
"5-Country Club Plaza—BROADWAY-WORNALL"

EAST 5TH ST.—ROUTE 22—N. B. ON GRAND, W. B. ON 5TH ST. OR S. B. ON OAK ST.
Both directions sign reads. "22-10th-Grand-Monroe-Gard'r—EAST 5th ST."

KANSAS CITY-INDEPENDENCE-FAIRMOUNT—ROUTE 1—W. B. ON 11TH ST., E. B. ON 10TH ST.
E. B. sign reads. "1-Lex'ton-Main—INDEP., MO.-K. C." or "1-C[illegible]mont—INDEP., MO.-K. C." or "1-Mt. Wash'ton—INDEP., MO.-K. C." or *"1-Lex'ton-Main—EXPRESS" or *"10-Fairmount-Mt. Wash'ton—FAIRMOUNT"
*Operated in rush hours only.
W. B. sign reads. "1-11th-Grand—INDEP., MO.-K. C."

LINWOOD-BENTON—ROUTE 2—ON GRAND AVE.
N. B. sign reads. "2-Grand-11th—LINWOOD"
S. B. sign reads. "2-Benton-46th—LINWOOD" or "2-Benton-35th—LINWOOD"

MUNICIPAL AIRPORT—ROUTE 18—N. B. ON MAIN, S. B. ON WYANDOTTE OR W. B. ON 9TH ST.
Both directions sign reads. "18-13th-Main—MUNICIPAL AIRPORT"

NORTH KANSAS CITY—ROUTE 24—S. B. ON GRAND, W. B. ON 11TH ST., OR N. B. ON MAIN
Both directions sign reads. "24-11th-Main-Armour—NORTH K. C."
N. B. side window card reads. "Taney" or "Burlington" or "Clay" or "14th and Iron"

QUINDARO—ROUTE 6—E. B. ON 10TH ST., W. B. ON 11TH ST., OR ON BROADWAY
E. B. sign reads. "6-Main-11th—QUINDARO"
W. B. sign reads. "6-Minnesota Ave.-Brown-32nd — QUINDARO" or "6-Minnesota Ave.-Quindaro-13th—QUINDARO"

ROANOKE—ROUTE 33—N. B. ON BALTIMORE OR S. B. ON WYANDOTTE
N. B. sign reads. "33-10th & Main—ROANOKE"
S. B. sign reads. "33-45th & State Line—ROANOKE"

ROSEDALE-VINE—ROUTE 32—N. B. ON GRAND, S. B. ON WALNUT, N. AND S. B. ON BROADWAY
E. B. sign reads. "32-Woodland-Linwood—VINE ST."
W. B. sign reads. "32-S. W. Blvd.-10th—ROSEDALE"

SUMMIT ST.-OBSERVATION PARK—ROUTE 30—E. B. ON 10TH ST. OR W. B. ON 11TH ST.
Summit St. sign reads. "30-10th-Main-S. W. Blvd.-Summit—SUMMIT ST."
Observation Park sign reads. "30-10th-Main-Mercier-20th Ter. — OBSERVATION PARK"

27TH STREET-CENTRAL—ROUTE 19—ON 27TH ST., PERSHING RD., OR 23RD ST. TRFY.
E. B. sign reads. "19-27th-Van Brunt-27th STREET" or "19-Jackson-27th STREET"
W. B. sign reads. "19-Central-Roach Rd. — CENTRAL AVE." or "19-Broadway-S. W. Blvd.—27th STREET"

TROLLEY BUS LINES

BENTON-INDIANA—ROUTE 45—N. B. ON McGEE, S. B. ON GRAND, OR ON 15TH ST.
N. B. sign reads. "45-9th-Grand—BENTON-INDIANA"
S. B. sign reads. "45-Benton-Swope P'kway—BENTON-INDIANA" or "45-Benton-39th—BENTON-INDIANA"

BROOKLYN-WOODLAND—ROUTE 44—ON GRAND AVE.
N. B. sign reads. "44-Grand-10th-Br'klyn-44th—BROOKLYN"
S. B. sign reads. "44-Grand-15th-W'dland-47th—WOODLAND"

18TH STREET—ROUTE 46—ON 18TH ST. OR S. W. BLVD.
Both directions sign reads. "46-18th-Jackson-Kansas 18th—18th STREET-KANSAS AVE."

15TH STREET—ROUTE 42—ON GRAND AVE. OR 15TH ST.
N. B. or W. B. sign reads. "42-Grand Ave.-3rd—15th STREET"
S. B. or E. B. sign reads. "42-15th St.-Crystal—15th STREET"

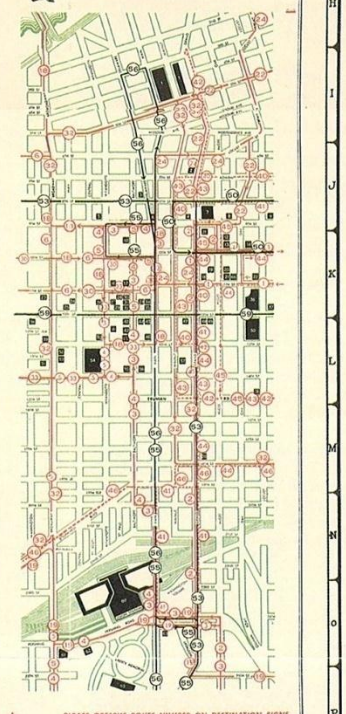
INDEPENDENCE AVE.—ROUTE 41—ON GRAND AVE. OR 5TH ST.
N. B. or E. B. sign reads. "41-Indep. Ave.-Hardesty—INDEPENDENCE AVENUE"
S. B. or W. B. sign reads. "41-Grand Ave.-Union Sta.—INDEPENDENCE AVENUE" or "41-Grand Ave.-15th—INDEPENDENCE AVENUE"

NORTHEAST—ROUTE 40—N. B. ON GRAND, S. B. ON WALNUT
N. B. sign reads. "40-St. John-Belmont—NORTHEAST"
S. B. sign reads. "40-Walnut-13th—NORTHEAST"

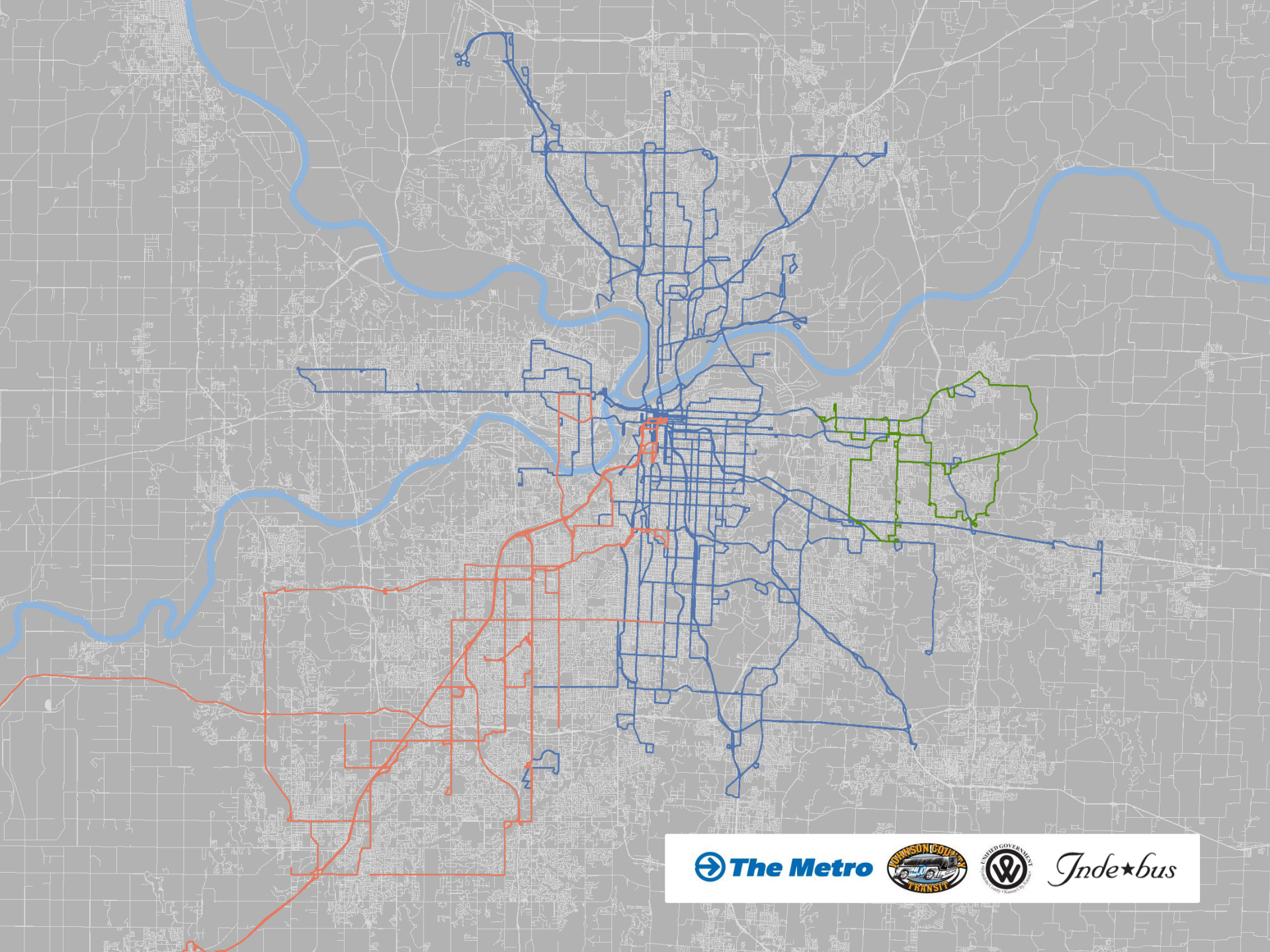
PROSPECT—ROUTE 43—N. B. ON GRAND, S. B. ON WALNUT OR ON 15TH ST.
N. B. or W. B. sign reads. "43-Walnut-7th—PROSPECT"
S. B. or E. B. sign reads. "43-Prospect-75th—PROSPECT" or "43-Prospect-41th—PROSPECT"

DETAIL OF DOWNTOWN SECTION, KANSAS CITY, MISSOURI

Where to Board Cars and Busses in Downtown District
(Loading or destination signs shown in Italics)



PLEASE OBSERVE ROUTE NUMBER ON DESTINATION SIGNS BEFORE BOARDING CARS AND BUSSES


The Metro
JOHNSON COUNTY
TRANSIT
Inde★bus

BRINGING STREETCAR BACK

WHY IT MATTERS:

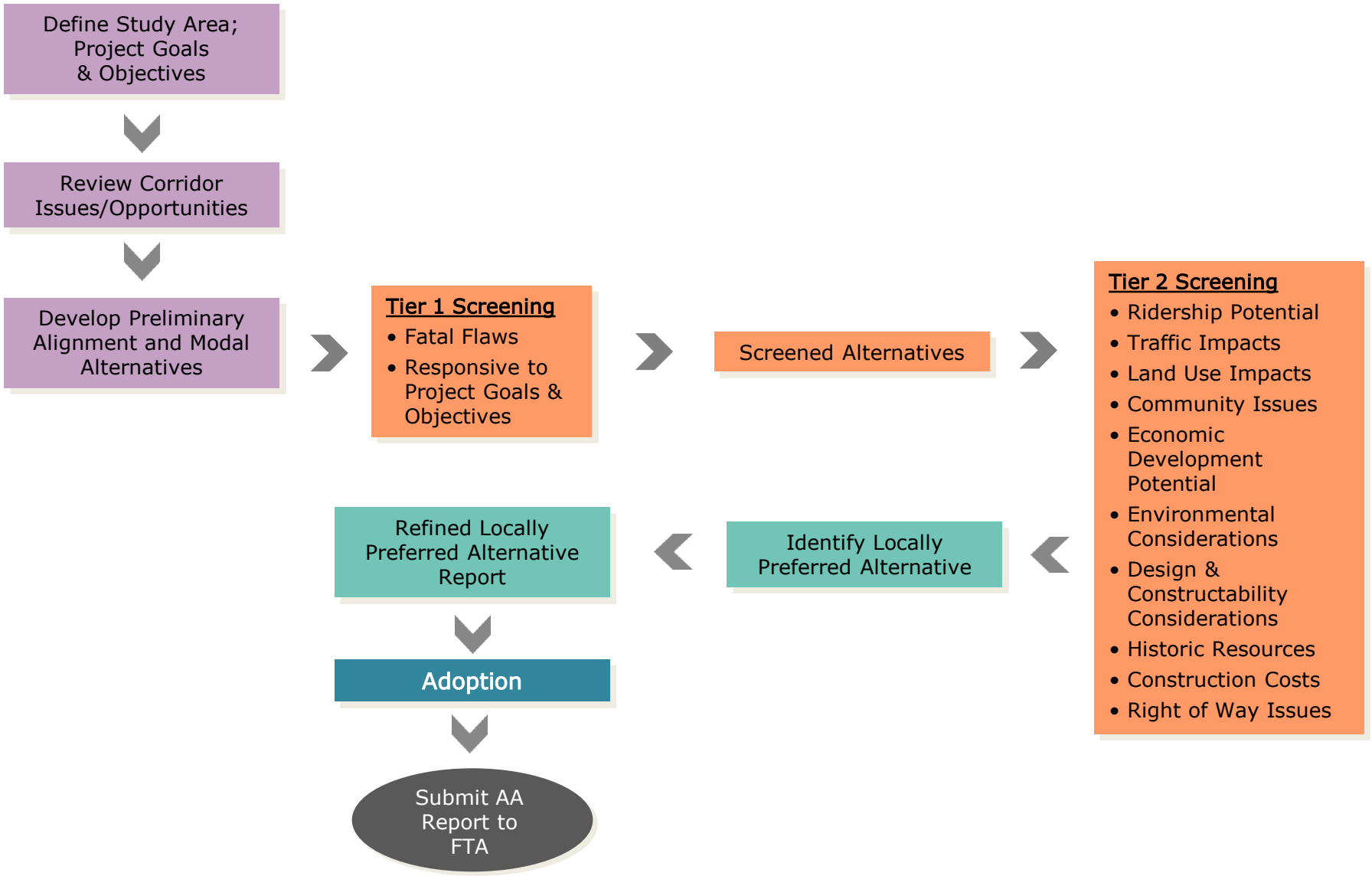
- Historic core population decline
- Continued movement of jobs to areas not served by transit
- Shifting demographics
- Regional/national competitiveness
- 30 years of failed efforts
- **Strong core = strong region**
- **Long-term regional sustainability**

DOWNTOWN CORRIDOR AA

- Collaborative study :

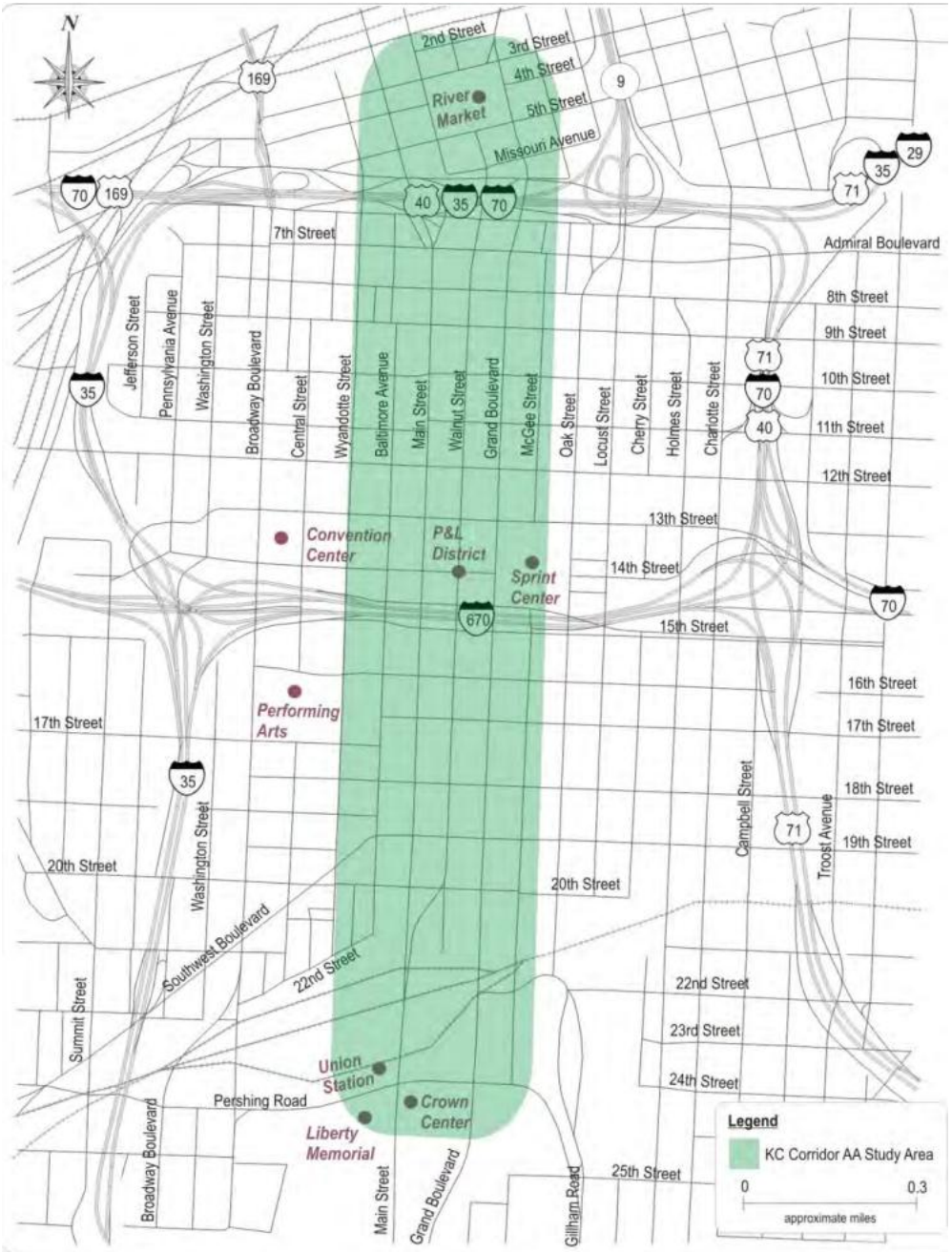
- Funded by FTA grant and local matching funds
- 8-month process, completed in Dec. 2011
- Identify a Locally Preferred Alternative (LPA)
  - Alignment for downtown transit circulator
  - Mode (bus or streetcar)
  - Financial strategy for the construction, operation and maintenance of the line

AA PROCESS


Define Study Area; Project Goals & Objectives
Review Corridor Issues/Opportunities
Develop Preliminary Alignment and Modal Alternatives
Tier 1 Screening
• Fatal Flaws
• Responsive to Project Goals & Objectives
Screened Alternatives
Tier 2 Screening
• Ridership Potential
• Traffic Impacts
• Land Use Impacts
• Community Issues
• Economic Development Potential
• Environmental Considerations
• Design & Constructability Considerations
• Historic Resources
• Construction Costs
• Right of Way Issues
Identify Locally Preferred Alternative
Refined Locally Preferred Alternative Report
Adoption
Submit AA Report to FTA

COORIDOR STUDY AREA

- 2+ miles
- Encompasses CBD
- River Market to Crown Center
- Population:
  4,600
- Employment:
  65,600



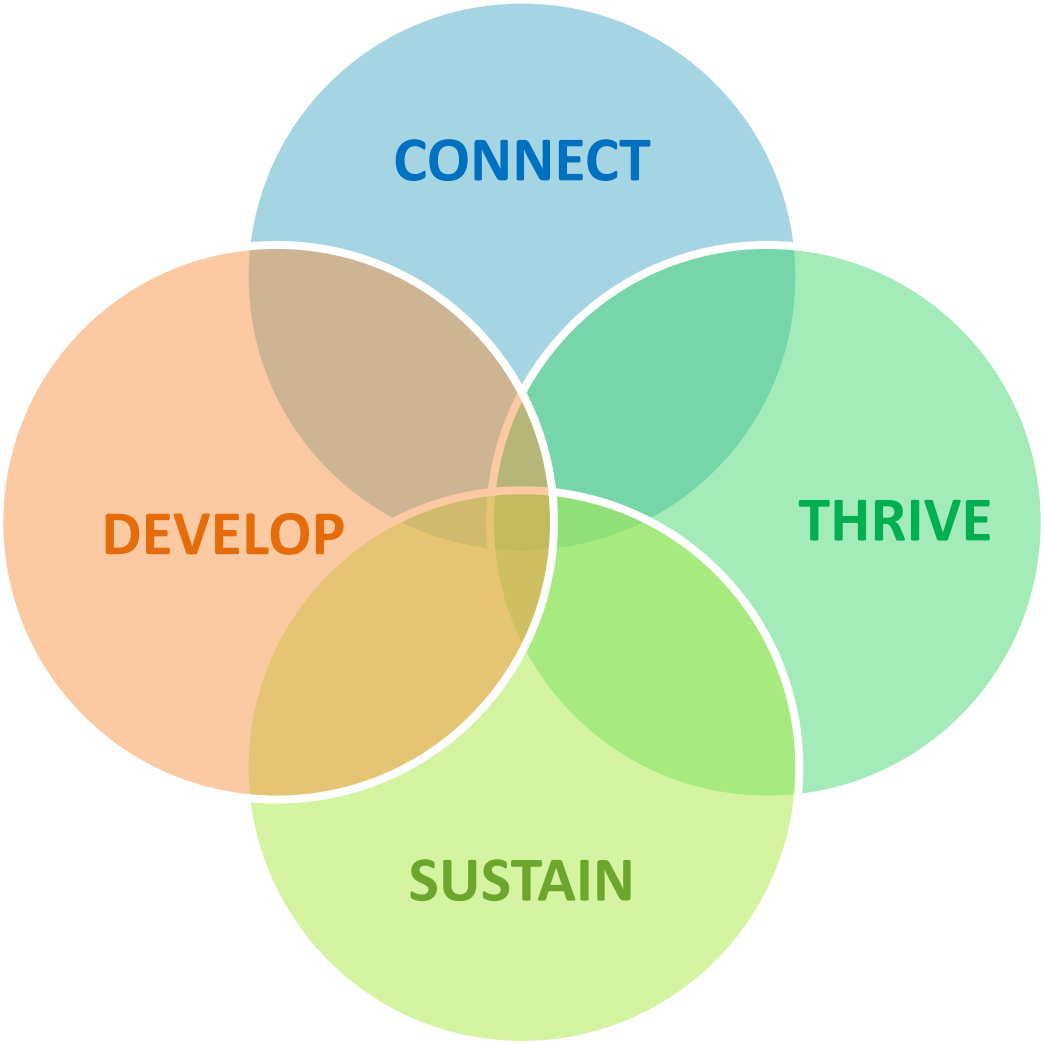
TRANSPORTATION ISSUES

- Poor connectivity between downtown activity centers
- Lack of a strong downtown circulation is a major deficiency in the existing system
- Pedestrian safety, auto-oriented downtown
- Parking
- Future congestion

LAND USE ISSUES

- Keeping businesses downtown
- Support new downtown activity centers
- Encourage development and redevelopment
- Attracting new housing and residents
- Improve service for transit-dependent populations

Statement of Need / Goals



Connect: Enhance linkages in do wntown Kansas City and improve local circulation.

Develop: Support local and regional economic development goals .

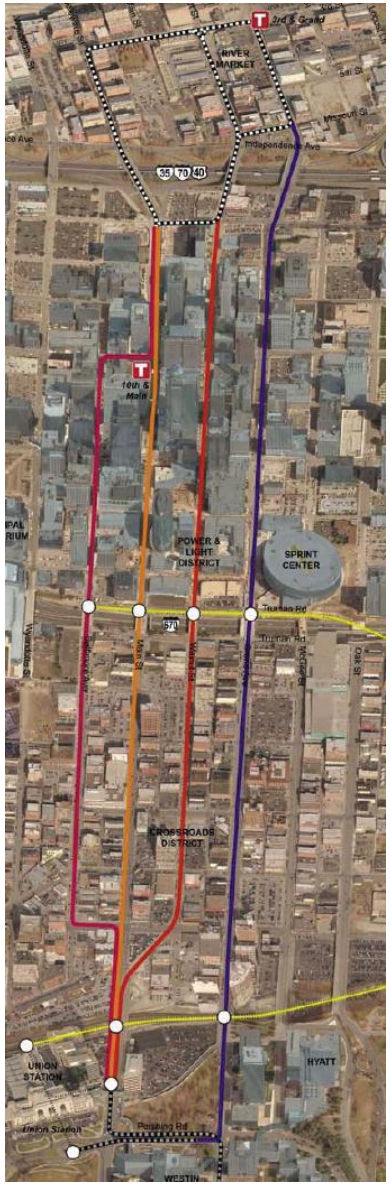
Thrive: Strengthen downtown districts and urban centers.

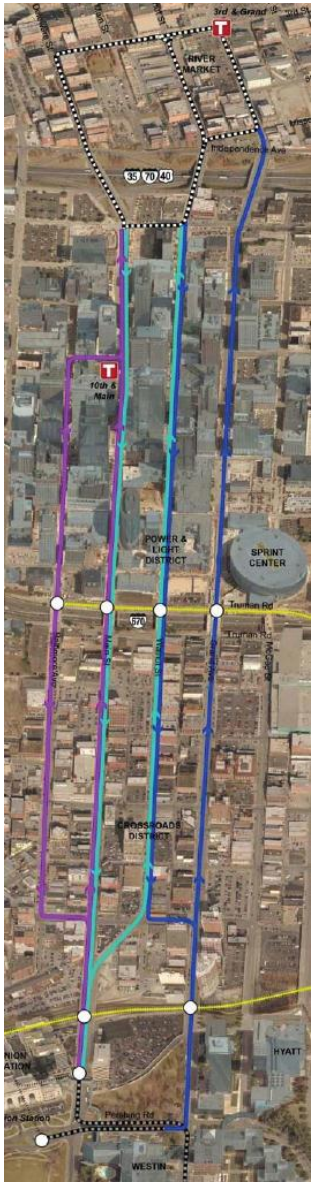
Sustain: Create an environment that will be sustainable over the ong term.

TIER 1 ALIGNMENTS

- 4 bi-directional
  - Main St.
  - Grand Blvd.
  - Baltimore Ave.
  - Walnut St.

- 3 couplets
  - Grand Blvd./Walnut St.
  - Main St./Walnut St.
  - Main St./Baltimore St.





EVALUATION CRITERIA

CONNECT: Enhance Linkages in Downtown Kansas City and Improve Local Circulation		
Objective	**Evaluation Criteria**	**Presentation**
•**Improve circulation within the downtown Corridor** •**Improve transportation options**	•Ability to provide "last mile connectivity" •Connections with existing transit system •Potential connections to future services (regional rail)	**Tier 1** •Discussion of connections with other existing transit services •Discussion of intermodal connections •Discussion of potential connections with future services such as regional rail
•**Improve connections between existing downtown activity centers**	•Number of activity centers served •Quality of transit connections between activity centers and alignment	**Tier 1** •Number of activity centers within ¼ mile of proposed alignment and stations **Tier 2** •Number of activity centers within ¼ mile of proposed alignment and stations •Walking times to/from major activity centers
•**Improve pedestrian and bicycle environment**	•Quality of pedestrian and bicycle connections •Potential for improvements to pedestrian and bicycle infrastructure	**Tier 1** •Current primary road configuration •Discussion of quality of bicycle and pedestrian connections •Qualitative assessment of potential for future improvements **Tier 2** •Quality of bicycle and pedestrian environment and facilities

EVALUATION CRITERIA

DEVELOP: Support Local and Regional Economic Development Goals		
Objective	**Evaluation Criteria**	**Presentation**
• **Support development and redevelopment** • **Provide catalyst for new development and redevelopment**	• Comparisons of existing economic conditions and current growth trends • Capacity for future growth • Economic development potential	**Tier 1** • Existing conditions and current growth trends: • Square feet of vacant land within ¼ mile of alignment • Current value of developed and vacant land within ¼ mile of alignment • Improvement potential of vacant parcels within ¼ mile, including large parcels **Tier 2** • Existing conditions and current growth trends: • Employee, population, and housing growth • Projection of medium term development capacity of alternative • Comparison of maximum projected increases in market value in next 15 years • Qualitative assessment of downtown real estate market and economic development potential
• **Increase number of downtown residents**	• Vacant land suitable for residential redevelopment	**Tier 2** • Qualitative assessment of downtown real estate market and economic development potential
• **Support larger "catalyst" development projects**	• Significant concentrations of vacant and re-developable parcels	**Tier 1** • Number and acres of large parcels (>1 acre) within ¼ mile of alignment **Tier 2** • Qualitative assessment of downtown real estate market and economic development potential

EVALUATION CRITERIA

THRIVE: Strengthen Downtown Districts and Urban Centers		
Objective	**Evaluation Criteria**	**Presentation**
• **Support existing residential and employment centers**	• Connections with residential and employment centers	**Tier 1** • Population and employment within ¼ mile of alignment **Tier 2** • Population, employment, and households within ¼ mile of stations
• **Support visitor and special event activities**	• Proximity to visitor and special event venues	**Tier 1** • Major hotels, hotels room, special event venues, and attendance within ¼ mile of alignment **Tier 2** • Major hotels, hotels room, special event venues, and attendance within ¼ mile of stations
• **Improve service to transit dependent populations**	• Number of low income and zero-vehicle households, and the minority, elderly, and disabled population with access to high capacity transit	**Tier 1** • Number of low-income and zero-vehicle households within ¼ mile of alignment • Minority, elderly, and disabled population within ¼ mile of alignment **Tier 2** • (This criterion was not carried forward as Tier 1 indicated few differences)
• **Incorporate public and stakeholder input**	• Strong support/opposition from affected populations	**Tier 1** • Inventory and summary of public comment about individual alignments **Tier 2** Same as Tier 1

EVALUATION CRITERIA

SUSTAIN: Create an Environment that Will be Sustainable Over the Long Term		
Objective	**Evaluation Criteria**	**Presentation**
• **Develop cost effective transit solutions** • **Improve effectiveness and efficiency of existing transit service** • **Optimize return on public investment**	• Potential to improve effectiveness and efficiency of existing transit service • Ridership • Operating costs • Capital Costs • User benefits • Cost-effectiveness	**Tier 1** • Ability to provide strong transit spine **Tier 2** • Ridership • Operating costs • Capital costs • User benefits • Cost effectiveness: - Cost per new corridor transit rider - Cost per hour of user benefits
• **Provide reliable transit service**	• Ability to provide dependable service without gaps	**Tier 1** • Number of partial and full day street closures **Tier 2** • Same as Tier 1
• **Convert surface parking to higher value uses**	• Surface and structured parking available	**Tier 2** • Acres of surface and structured parking within ¼ mile of alignment • Qualitative assessment of redevelopment potential
• **Impact on utilities and their potential need for modification or relocation**	• Location, size, and number of utility lines • Negative impacts on communication lines	• Utility impact score • Alignment ranking from major communication companies
• **Provide sustainable funding for corridor improvements and operations**	• Potential to attract diverse set of private and public sector funding	**Tier 2** • Description of funding strategies
• **Minimize/mitigate impacts on natural and historic resources** • **Improve air quality**	• Impacts on natural resources • Impacts on air quality • Impacts on historic resources	**Tier 2** • Assessment of traffic impacts (positive and negative) on corridor vehicular travel • Inventory and assessment of impacts on natural resources within ¼ mile of each alignment • Inventory and assessment of impact on historic resources within ¼ mile of each alignment

TIER 1 Summary

Alternative	C1. Downtown Circulation	C2. Activity Center Connections	C3. Bicycle & Pedestrian Connections	D1. Development & Re-development	D2. Downtown Residents	D3. New Catalyst Projects	T1. Residential & Employment Support	T2. Visitor & Special Events	T3. Public & Stakeholder Input	S1A. Transit Efficiency & Effectiveness	S1B. Reliable Service	S2. Surface Parking Reduction	S3. Utility Impacts	Best	Good	Fair
1 Grand	Good	Best	Good	Fair	Good	Fair	Best	Fair	Good	Good	Fair	Best	Best	4	5	4
2 Main	Best	Best	Good	Best	Good	Good	Good	Best	Best	Good	Good	Fair	Good	5	8	1
3 Walnut	Fair	Good	Good	Good	Good	Fair	Good	Good	Good	Fair	Fair	Good	Fair	0	8	5
4 Baltimore	Good	Good	Fair	Good	Good	Good	Good	Good	Good	Fair	Good	Good	Good	0	11	2
5 Grand Walnut	Fair	Fair	Good	Best	Good	Good	Good	Fair	Fair	Fair	Fair	Best	Fair	2	4	7
6 Main Walnut	Fair	Fair	Good	Best	Good	Good	Fair	Good	Fair	Fair	Fair	Good	Fair	1	5	7
7 Main Baltimore	Fair	Fair	Fair	Best	Good	Good	Good	Good	Fair	Fair	Good	Good	Fair	1	6	6

TIER 2 ALTERNATIVES

- Build
  - Main St. Streetcar
  - Grand Blvd. Streetcar
- TSM (Trans. System Mgmt.)
  - Main St. Enhanced Bus
  - Grand Blvd. Enhanced Bus
- No Build/ Base Case
  - Existing transit services plus those improvements that are currently planned for future implementation

TIER 2 TECHNOLOGY

	No-Build	Build: Streetcar	TSM: Enhanced Bus
Vehicle Technology	Existing mix of MAX and local bus service	Modern streetcar	MAX-style buses
Stations	Existing MAX stations and local bus stops	Similar to enhanced bus but with longer shelter and platform lengths, and on-vehicle ticketing	MAX-like stations and amenities plus off-vehicle ticketing
Operations	Continuation of existing bus routes with CSA improvements	Operation on existing streets, primarily in mixed traffic	Operation on existing streets, primarily in mixed traffic
Station Locations	Existing locations only	Approximately every two blocks	Approximately every two blocks
Transit Priority	Peak period bus lanes in some areas along Main Street MAX	♦ Bulb outs at some side station locations ♦ Limited sections of streetcar only operation ♦ Traffic signal priority at some intersections ♦ Separate streetcar signal phases at some intersections	♦ Queue jump lanes at signalized intersections ♦ Limited areas with bus only lanes ♦ Traffic signal priority at some intersections
Roadway and Traffic Changes	Existing traffic configurations maintained (which includes peak period bus lanes in some areas)	♦ For the Main Street alternative, Main Street converted to 2 lanes in each direction ♦ On both Main and Grand, left turns prohibited at some intersections	For the Main Street alternative, Main Street converted to 2 lanes in each direction with center left-turn lane south of the Loop

Modern Streetcar

Enhanced Bus

TIER 2 SCREENING

- More detailed than Tier 1:
  - Station Locations
  - Operating Plans and Costs
  - Conceptual Engineering
  - Capital Costs
  - Ridership, Transit System User Benefits, & Cost Effectiveness
  - Transportation Impacts
  - Utility Coordination
  - NEPA Compliance
  - Funding Potential

TIER 2 EVALUATION

Primary Criteria	Strongest Alignment	Strongest Mode
Activity Center Connections	Main Street	None
Activity Levels	None	None
Pedestrian and Bicycle Connections	None	None
Economic Development Activity	None	None
Economic Development Potential	Main Street	Streetcar
Residential and Employment Activity	Main Street	Streetcar
Transit Reliability	Main Street	None
Public and Stakeholder Input	Main Street	Streetcar
Ridership	Main Street	Streetcar
Capital Costs	None	Enhanced Bus
Service Effectiveness	Main Street	Streetcar
Environmental and Natural Resources	None	None

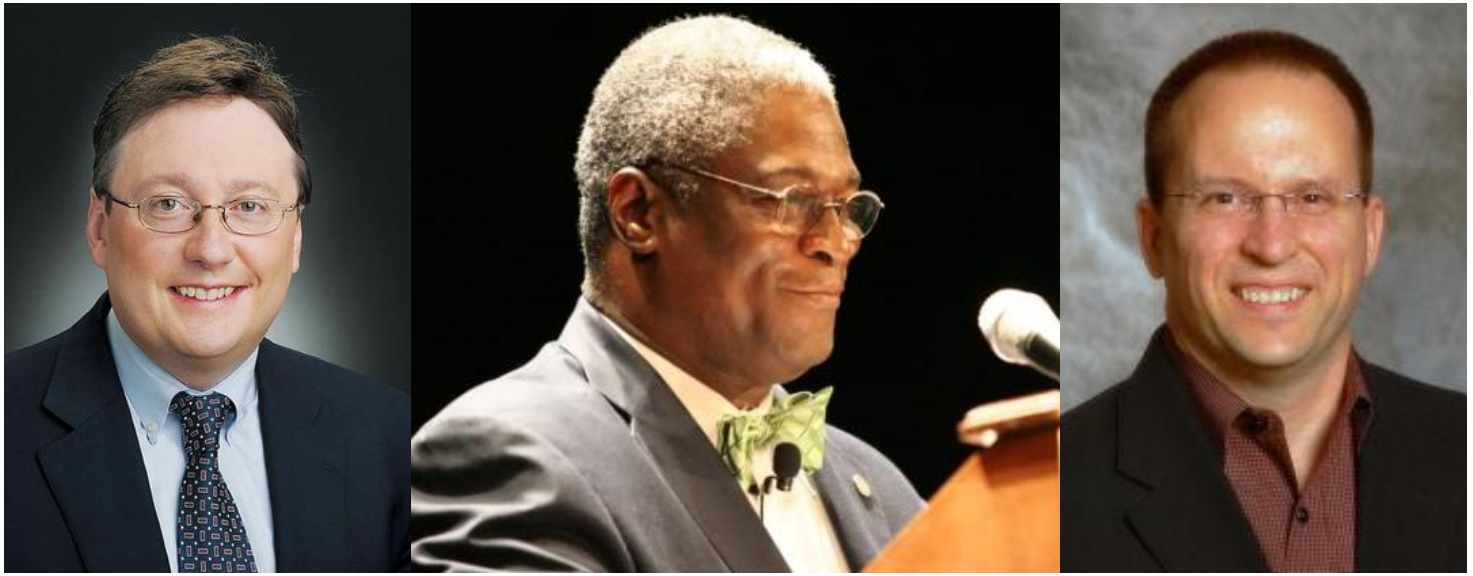
Note: this table shows a summary of the Tier 2 evaluation. Refer to the text of section 4.3 for additional details.

Locally Preferred Alternative

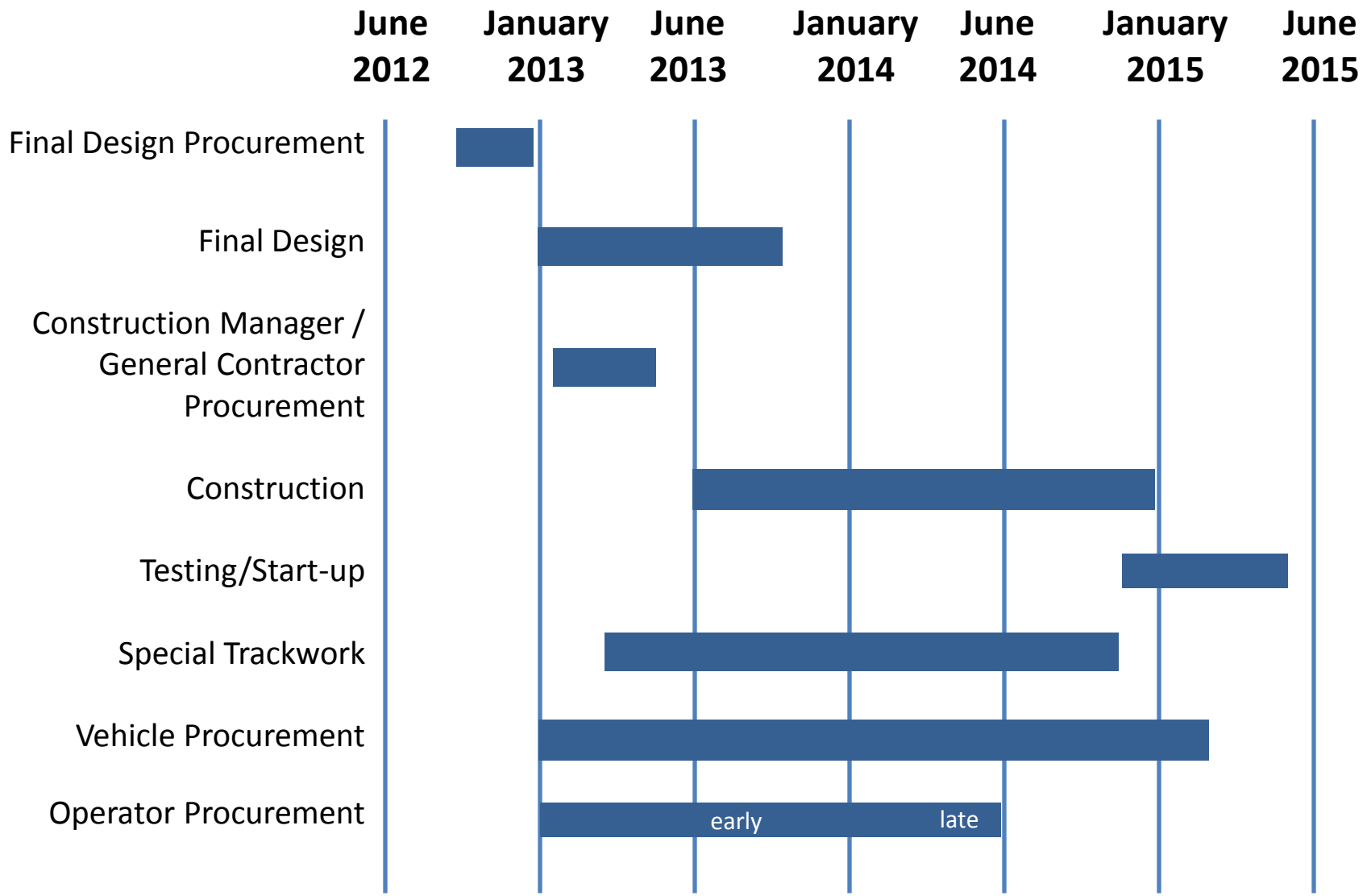
NOT JUST ANOTHER "PLAN FOR THE SHELF"

Great plans are only great plans.

Implementation requires leadership….



Project Schedule



Major Milestones

- Completed Environmental Asssessment (EA) and received a FONSI from FTA.
- TIGER grant award rounds out needed funding to begin vehicle procurement and construction.
- Law suits dismissed.
- General contractor procured
  - Kansas City Streetcar Constructors: Joint venture partnership of Herzog Construction Corp. of St. Joseph, Missouri and Stacy and Witbeck, Inc. of Alameda, California
- Streetcar manufacturers selected/vehicles ordered

URBOS 3 BY CAF

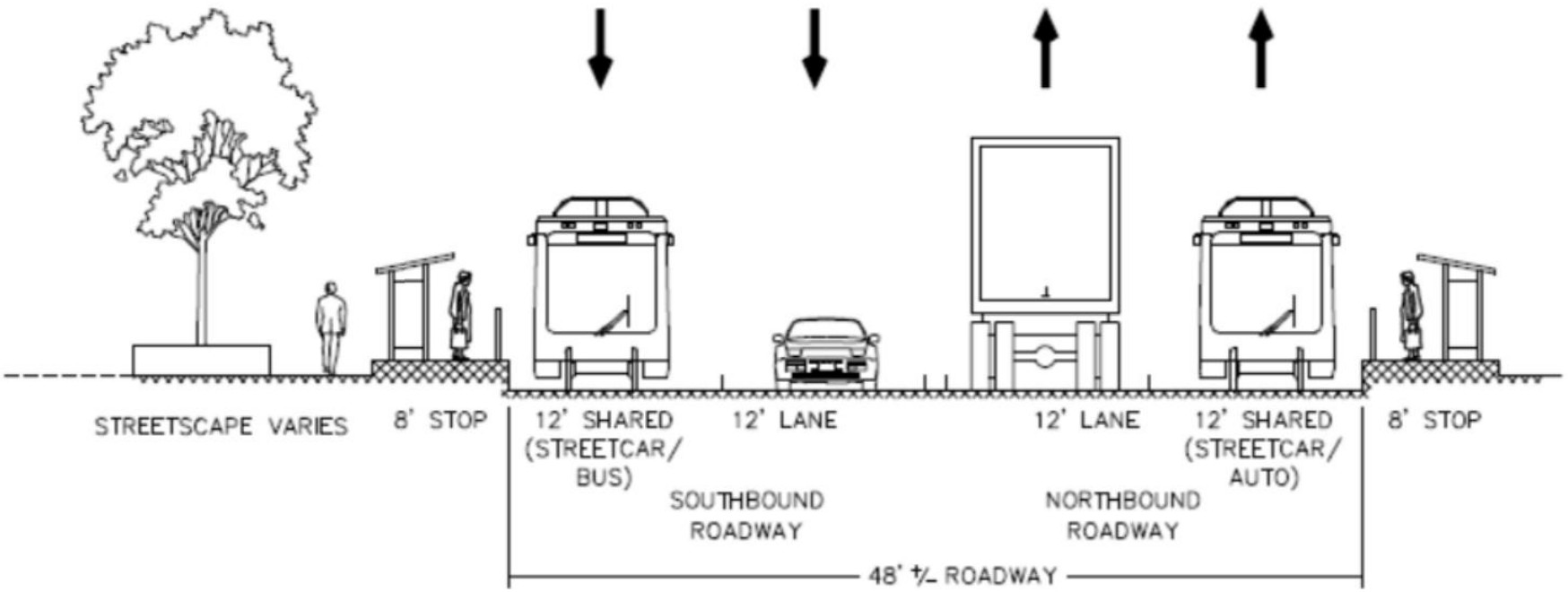
Low floor, 45 mph, supercapacitors, 148 passenger capacity, bike storage, $4 million per vehicle

Operating Authority

- Kansas City Streetcar Authority
  - Incorporated in August 2012 after voters approved creation of TDD
  - 13-member board
  - Modeled after Portland Streetcar authority
  - Charged with operating the streetcar service once constructed

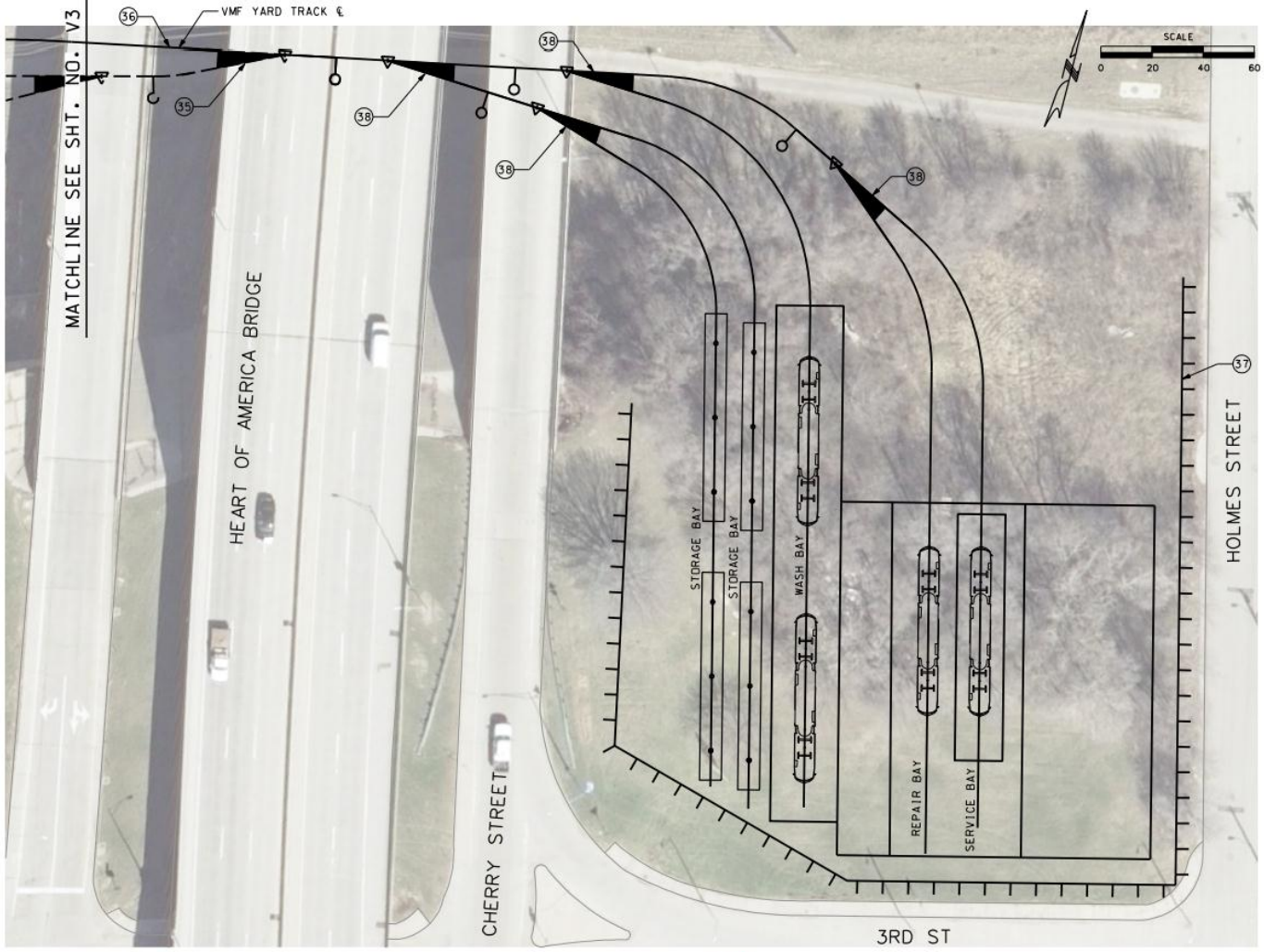
Operations

- 18 curbside stations (2 blocks apart)
- 7 days/week
- 11 minutes headways through PM peak, then 22
- Extended hours of operation on Friday & Saturday
- One-way running time: 14 minutes
- Fare free! (for now)


STREETSCAPE VARIES
8' STOP
12' SHARED (STREETCAR/ BUS)
12' LANE
12' LANE
12' SHARED (STREETCAR/ AUTO)
8' STOP
SOUTHBOUND ROADWAY
NORTHBOUND ROADWAY
48' +/- ROADWAY

Station Design

Maintenance Facility



CONSTRUCTION NOTES

(35) INSTALL BALLASTED #4 OR #5 FUTURE TURNOUT.

(36) CONSTRUCT BALLASTED YARD TRACK.

(37) CONSTRUCT RETAINING WALL.

(38) INSTALL BALLASTED #4 OR #5 TURNOUT.

GENERAL NOTES

1. MAINTAIN ALL EXISTING DRIVEWAYS AND BUILDING ENTRANCES THROUGH THE DURATION OF THE PROJECT.

2. VMF YARD TRACK ALIGNMENT IS CONCEPTUAL AND MAY NEED TO BE REEVALUATED BASED ON PENDING FIELD VERIFICATIONS OF EXISTING BRIDGES AND SUBSTRUCTURES.

SHEET NO. V4

ISSUE DATE DESCRIPTION

SHEET FILE: VMFSite_04.dgn PLOT DATE: 8/3/2012 1:55:13 PM

DESIGNED BY – DRAWN BY – CHECKED BY – APPROVED BY –

DATE APPROVED – DIV. ENGINEER –

KC Downtown Streetcar

ADVANCED CONCEPTUAL ENGINEERING SUBMITTAL

NOT FOR CONSTRUCTION

HDR

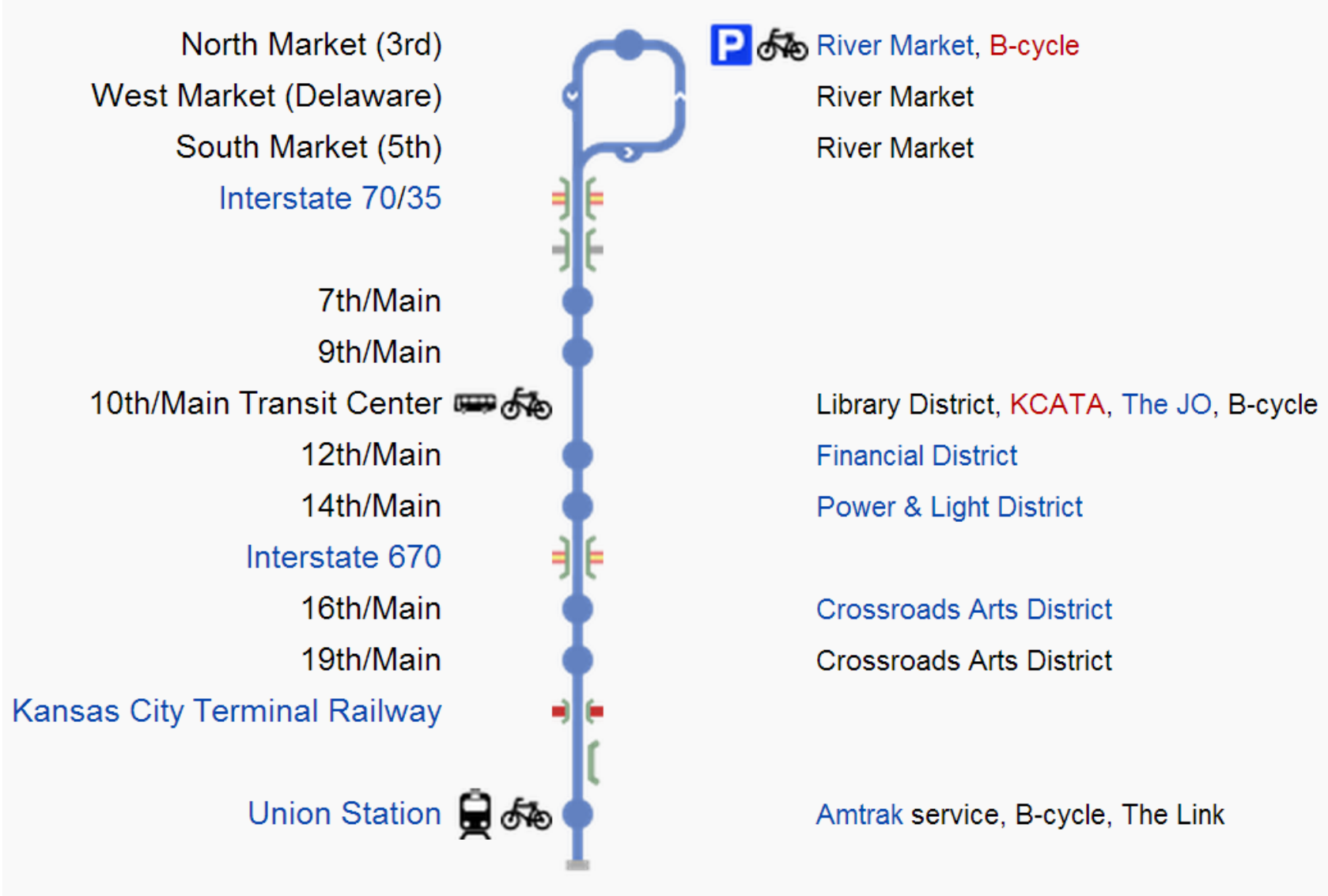
KANSAS CITY DOWNTOWN STREETCAR

VEHICLE MAINTENANCE FACILITY
SITE PLAN
4 OF 4

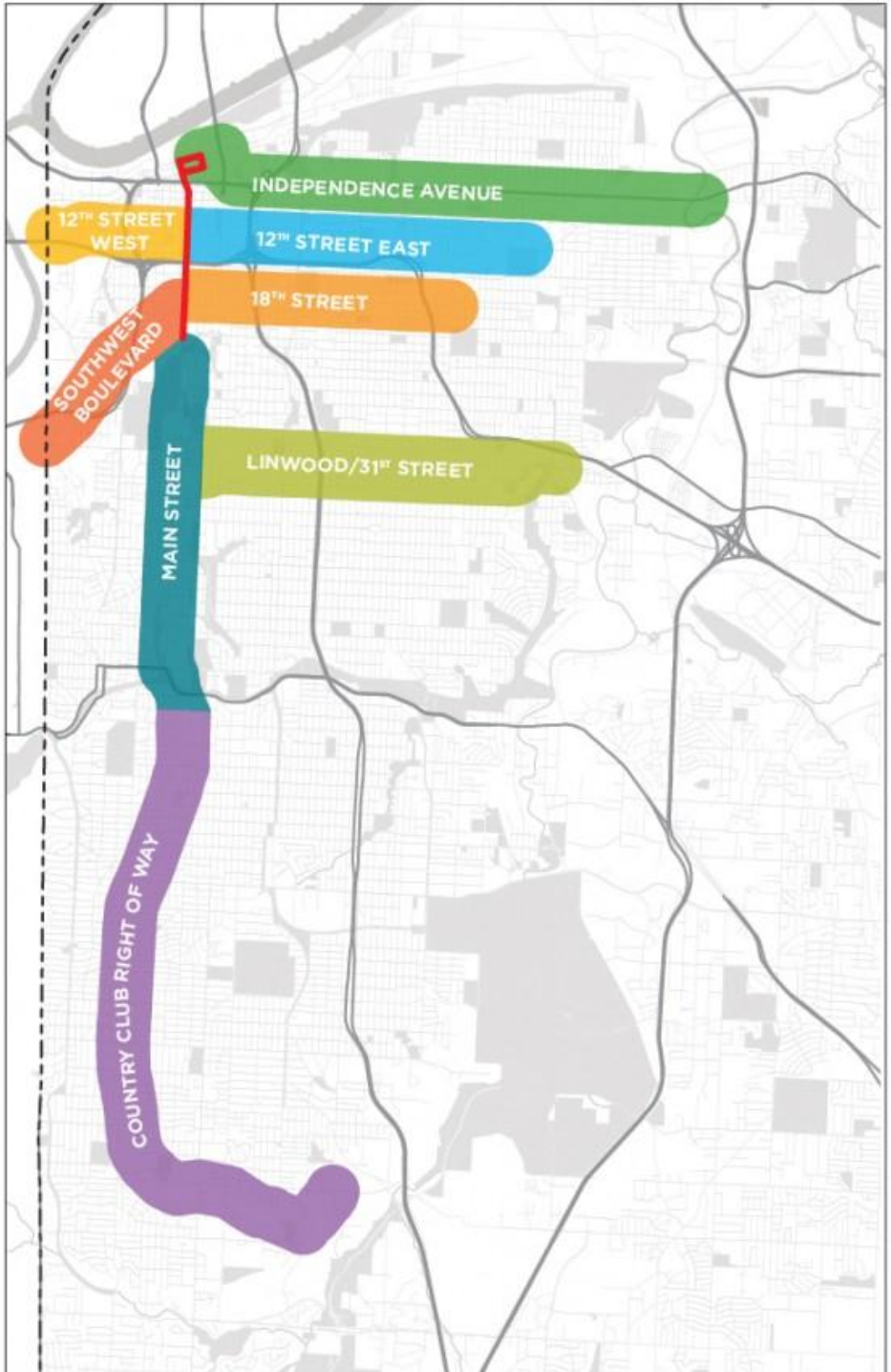
SHEET V.

PLOT DATE: 8/3/2012 1:55:13 PM BY: dbernard

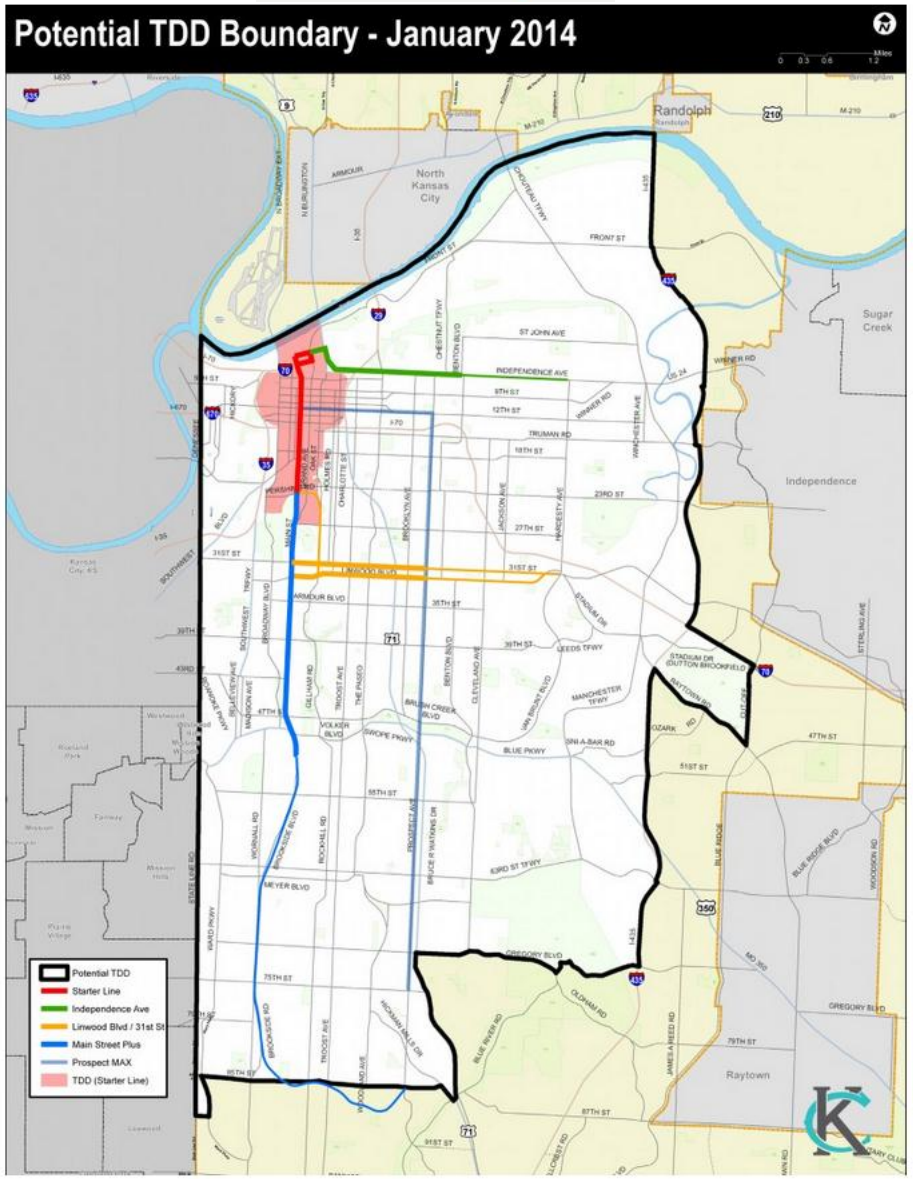
CONNECTIONS




18TH ST
VINE ST



NEXT RAIL
YOUR PLAN TO MOVE KC FORWARD



Questions?

Karen Clawson

Mid-America Regional Council

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