

# Open House No. 1

## On-Line Presentation

Thank you for taking time to view this presentation regarding the Jackson County Commuter Corridors Alternatives Analysis. The presentation is designed to provide you thorough information so that you can provide input on the needs for an enhanced transit system in Jackson County and also provide input on the advantages and disadvantages of the initial set of alternatives.



JACKSON COUNTY **COMMUTER CORRIDORS** ALTERNATIVES ANALYSIS

# On-Line Presentation & Feedback

View presentation at your own pace

Presentation will take about 10 minutes to view

Provide comments & input when you see a “Give us feedback” button.



Click on the question mark icon to find out more information about the project.



# Project Overview

Last December the Federal Transit Administration (FTA) awarded a \$1.8 million grant to the project partnership team to study a regional transit system.

- Project Partners

- Jackson County, KCATA, Mid-America Regional Council, City of Kansas City, Missouri

- Consultant Team

- Parsons Brinckerhoff, Olsson Associates, TranSystems, Taliaferro and Browne, KOA, Shockey Consulting



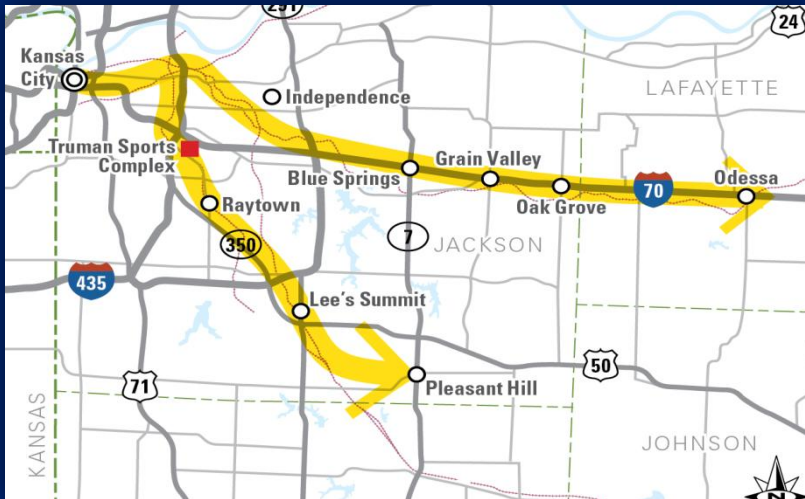
# Project Overview

The Jackson County Commuter Corridors Alternatives Analysis is designed to identify enhanced transit options in the I-70 corridor and the Rock Island corridor.

The study will review previous work, identify a variety of alternatives, screen those alternatives based on a series of factors, and then fully evaluate a refined set of criteria, ultimately identifying a Locally Preferred Alternative (LPA). In identifying an LPA, the study team hopes to secure federal funding through the federal New Starts Program, which is administered by the Federal Transit Administration (FTA).



# Project Overview



The **I-70 corridor** runs from the heart of Kansas City, Missouri, extending east along the Kansas City Southern Railroad through Independence, Blue Springs, Grain Valley and Oak Grove in Jackson County, and on to Odessa in neighboring Lafayette County.

The **Rock Island** corridor also begins in Kansas City, sharing a segment with the I-70 corridor through the eastern edge of Kansas City. It then follows the old Rock Island rail corridor through Raytown, Kansas City, Lee's Summit, and Greenwood in Jackson County and further south to Pleasant Hill in Cass County.



# Schedule

<b>Phase 1: Discovery</b> June-September 2011	<b>Phase 2: Exploring</b> October-November 2011	<b>Phase 3: Refining</b> December 2011-February 2012	<b>Phase 4: Finalizing</b> February-May 2012
<ul style="list-style-type: none"><li>● Review Previous Work- Gap Analysis</li><li>● Develop Purpose &amp; Need</li><li>● Identify &amp; Develop Initial Alternatives</li><li>● Environmental Overview</li><li>● Land Use &amp; Economic Development</li></ul>	<ul style="list-style-type: none"><li>● Initial Screening</li><li>● Detailed Alternatives Discussion</li><li>● Environmental Overview</li><li>● Land Use &amp; Economic Development</li></ul>	<ul style="list-style-type: none"><li>● Detailed Alternatives Workshop</li><li>● Capital Costs</li><li>● Operations &amp; Maintenance Costs</li><li>● Level 2 Evaluation &amp; Identification of Locally Preferred Alternative</li><li>● Environmental Overview</li><li>● Land Use &amp; Economic Development</li></ul>	<ul style="list-style-type: none"><li>● Locally Preferred Alternative</li><li>● Next Steps</li></ul>

More opportunities for public involvement are expected in November 2011, January 2012 and March 2012. The meetings will be scheduled in other Jackson County communities throughout the corridor. In addition, online opportunities such as this to comment will continue to be available.



# An alternatives analysis (AA) is:

According to the Federal Transit Administration, an Alternatives Analysis, or AA, is the local forum for evaluating costs, benefits, and effects of a range of transportation alternatives.

The alternatives are designed to address mobility problems and other locally-identified objectives in a defined transportation corridor.

The process also determines which particular investment strategy should be advanced for more focused study and development.

Learn more about  
FTA's Alternatives  
Analysis process



# Purpose & Need

According to the FTA “the purpose and need statement serves as the cornerstone for the alternatives analysis.”

It should not be drafted so that it points to one solution, but it should be as concise as possible, focusing on the primary transportation issues that will be addressed in the alternatives analysis.

Establishes problems to be addressed, serves as the basis for the development of goals, objectives, evaluation measures, and provides a framework for determining what alternatives should be considered.





# Drafted Project Purpose

The proposed project will improve transit system performance and usage by addressing the identified transportation needs in the two selected corridors. The project should provide an alternative to operating transit vehicles on congested roadways to improve system reliability, increase the competitiveness of transit for commuting and other purposes and provide added mobility options for the region. This project should also catalyze redevelopment in and near (emerging and future) transit centric activity centers and increase the regional transit mode share.



# Needs

Based on project team review, three primary needs were identified that this Alternatives Analysis is designed to address.

Transportation

Economic development and land use

Sustainability/Livability



JACKSON COUNTY **COMMUTER CORRIDORS** ALTERNATIVES ANALYSIS

# Transportation

1. Current transit services are insufficient for meeting the current and future mobility needs within the corridor(s).
2. Travel times of the current transit system are not time competitive as an alternative to the automobile.
3. Reliability of the current transit system will suffer with additional congestion.
4. The reverse commute market from the inner core of Kansas City, Missouri to outer suburban employment areas is largely underserved and underused because the existing systems do not make reverse commuting easy for those who are transit dependent.



# Economic Development and Land Use

5. Local planning initiatives and land use strategies seek to leverage improved public transportation services to strengthen communities and foster economic development.
6. Regional planning initiatives aimed at development or redevelopment of activity centers and corridors, using transit oriented development strategies, require enhanced transit to catalyze future economic growth and maximize investment.



# Sustainability and Livability

7. The promotion and enhancement of regional transit is needed as a method for improving the region's air quality and fostering environmentally sensitive travel alternatives.
8. Improved regional transit service, linked with local bike and pedestrian systems is critical for fostering vibrant walkable communities and improving public health.

Give us  
feedback!

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# Alternatives

A spectrum of initial alternatives is developed to address the purpose and needs; fulfill a market need; be appropriate for the regional context, and not have any fatal flaws.



JACKSON COUNTY **COMMUTER CORRIDORS** ALTERNATIVES ANALYSIS

# Initial Alternatives

- No Build
- Traffic System Management
- Express Bus
- Bus Rapid Transit
- Streetcar/Light Rail Transit
- Regional Rail



# What technology is available?

## Bus Rapid Transit

- Rubber-tired vehicle
- Easy to board
- Quality similar to transit
- Flexible and frequent service
- High reliability
- Upscale branding
- Less expensive than light rail
- Quiet vehicles
- Unique appearance

## Streetcar/Light Rail Transit

- Low volume of passengers
- Shared or dedicated right-of-way
- Multicar trains or single cars
- Electricity of battery power
- Steel rails with steel wheels
- Fixed to railroad ties or in street right-of-way
- Streetcar best for short trips
- Can operate in mixed traffic
- Makes frequent stops

## Express Bus

- No or limited stops
- Smooth, quiet ride
- Passenger amenities include high-back seats, overhead storage bins and video displays

## Regional Rail

- High volume of passengers
- Long distances
- High speeds
- Operated with multiple cars
- In-town or Central Business District
- Self-propelled trains
- Best suited for long distance





# No-Build

- MARC's *Transportation Outlook 2040*,
  - Guides how the Kansas City region will manage, operate and invest \$18 billion in its multi-modal transportation system.
  - Existing and committed transportation projects
- Serves as a baseline for comparing other alternatives
- Minimum investment level over the project's time horizon

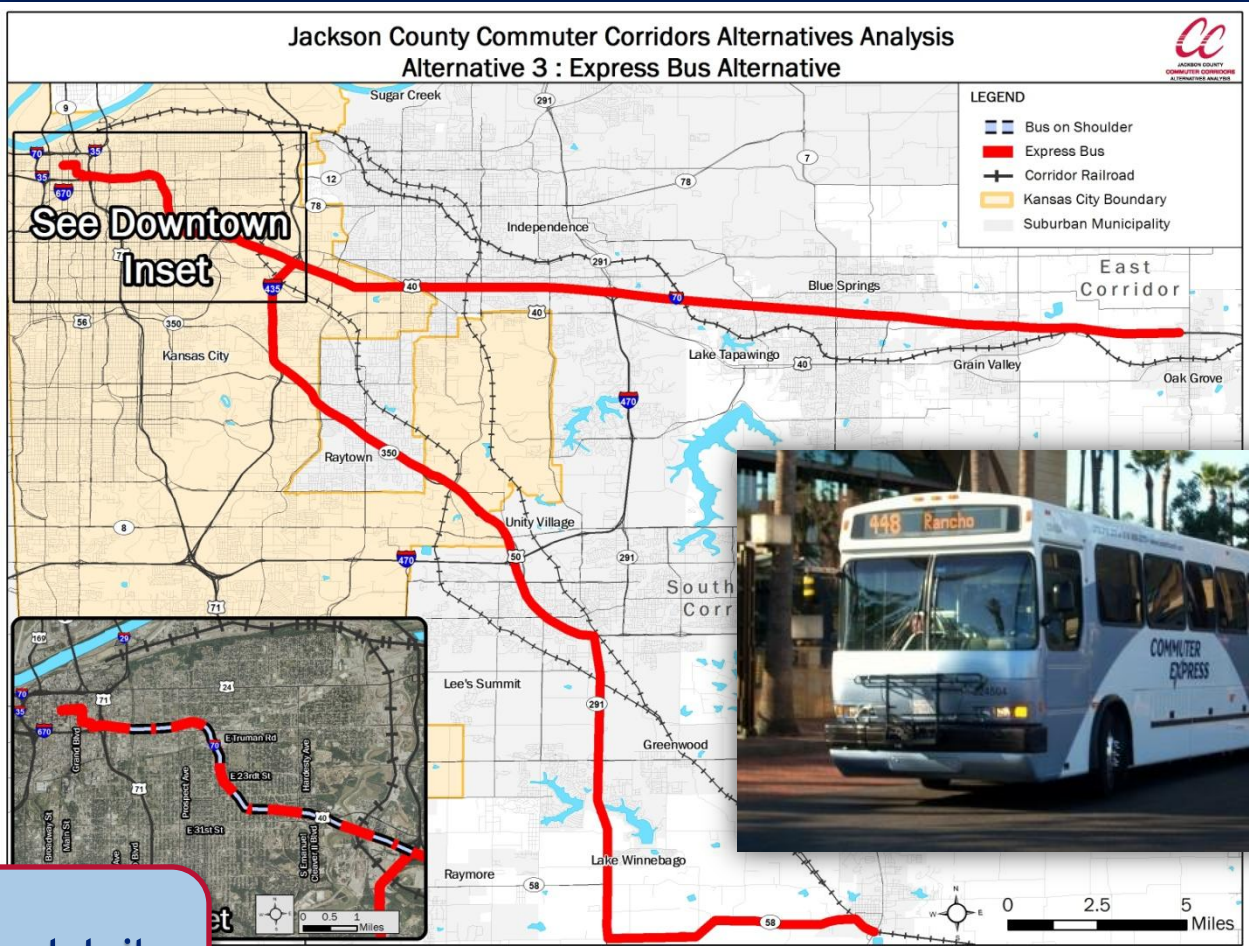


# Transportation Systems Management

- Improves the operating efficiency of the current system
- Doesn't add capacity on the highway
- No major capital improvements in transit
- Includes:
  - Expansion of the Kansas City Scout System
  - Improvements to the existing KCATA transit systems
  - Expansion of regional Transportation Demand Management/ridesharing programs



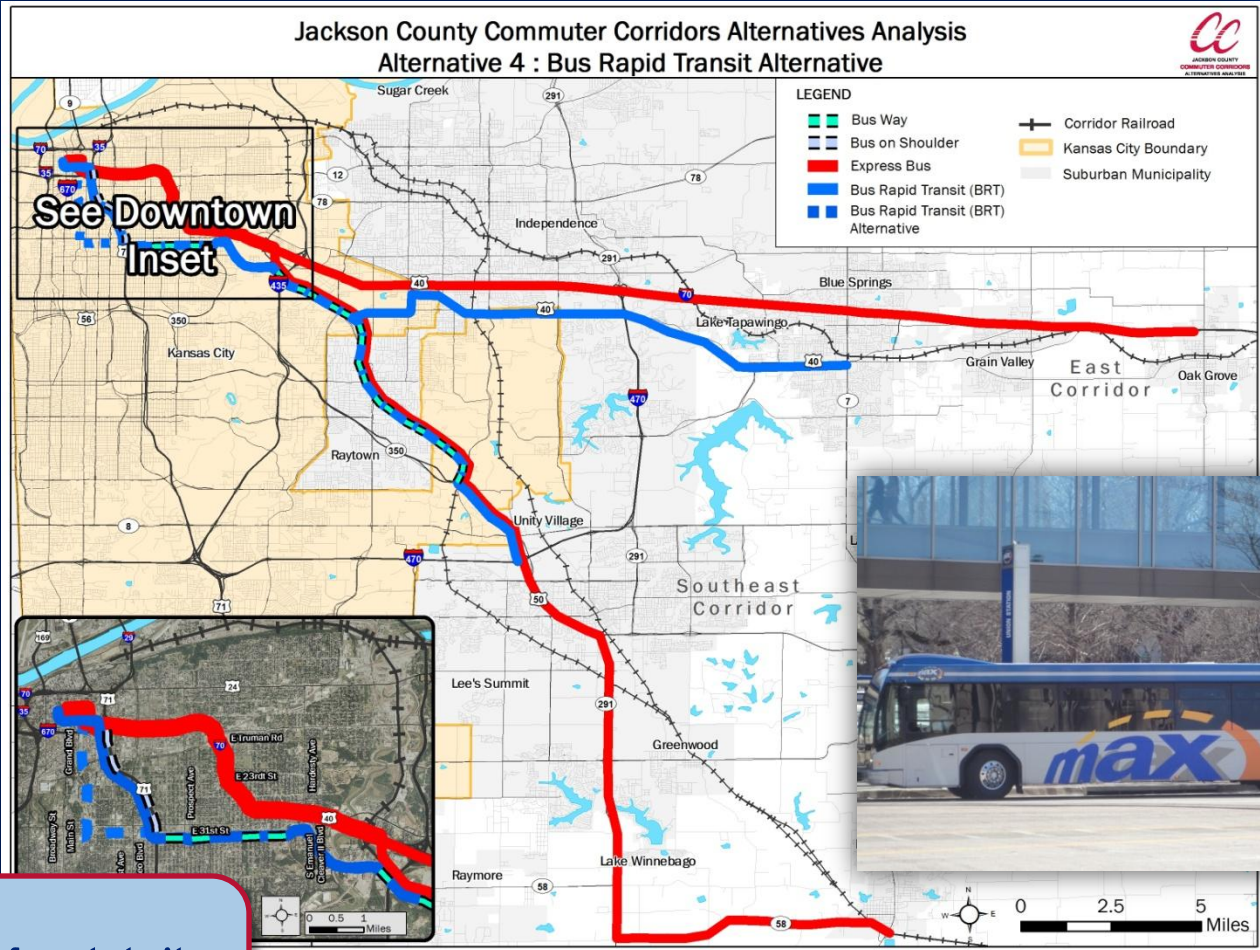
# Express Bus Alternative



[Click here for details on Express Bus](#)



# Bus Rapid Transit Alternative

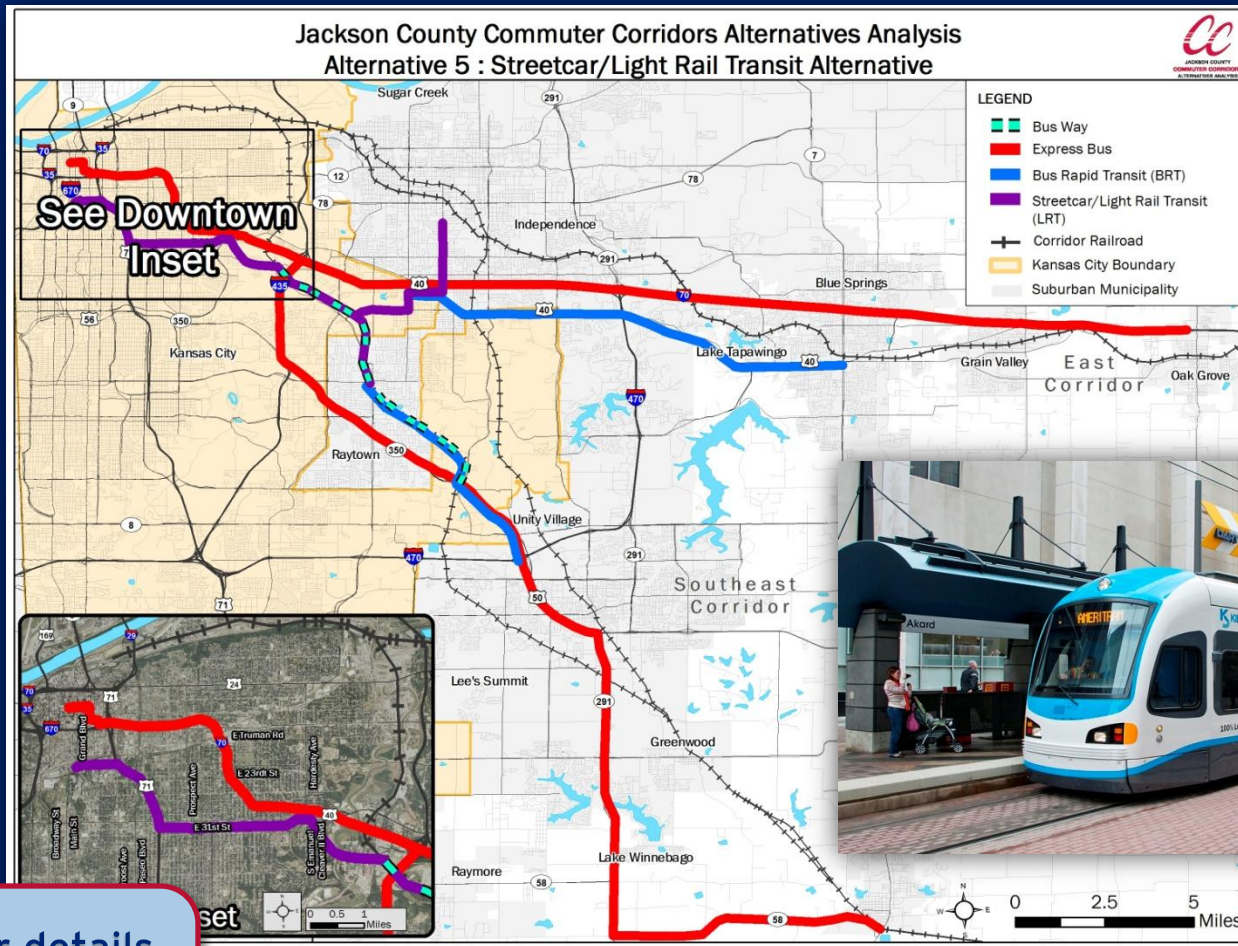


Click here for details on Bus Rapid Transit





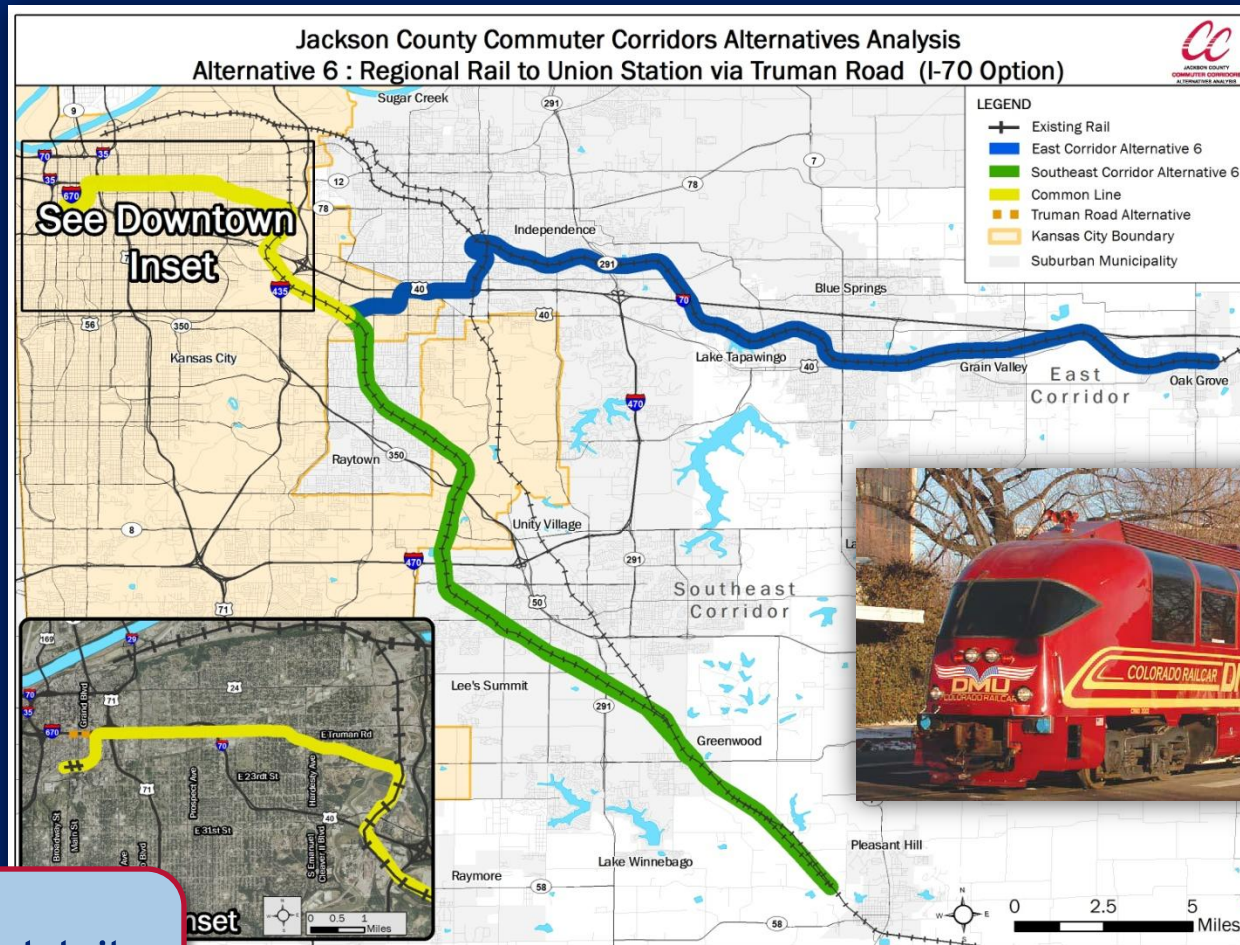
# Streetcar/Light Rail Transit



Click here for details on Streetcar/Light Rail Transit



# Regional Rail to Union Station via Truman Road (I-70 Option)

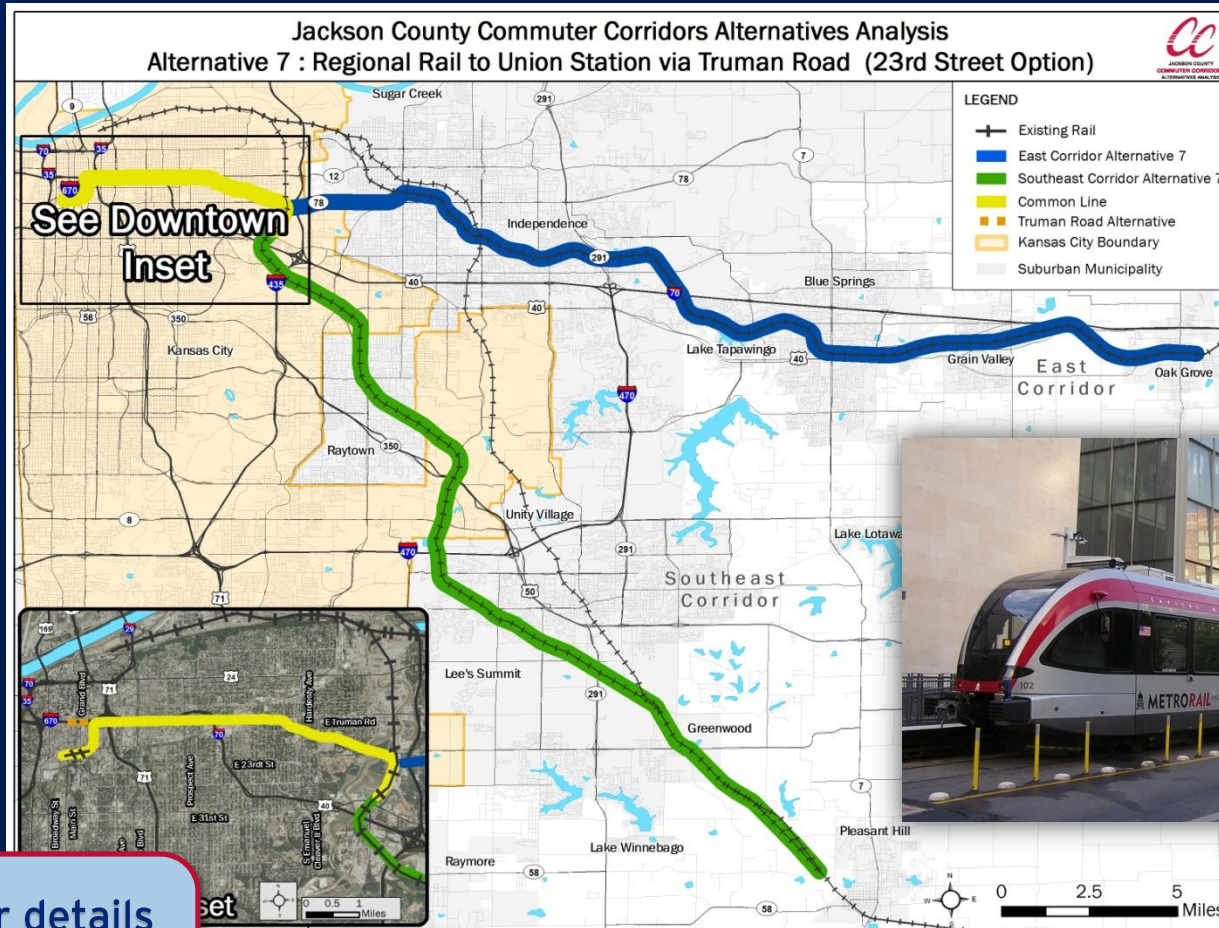


Click here for details on Regional Rail: I-70





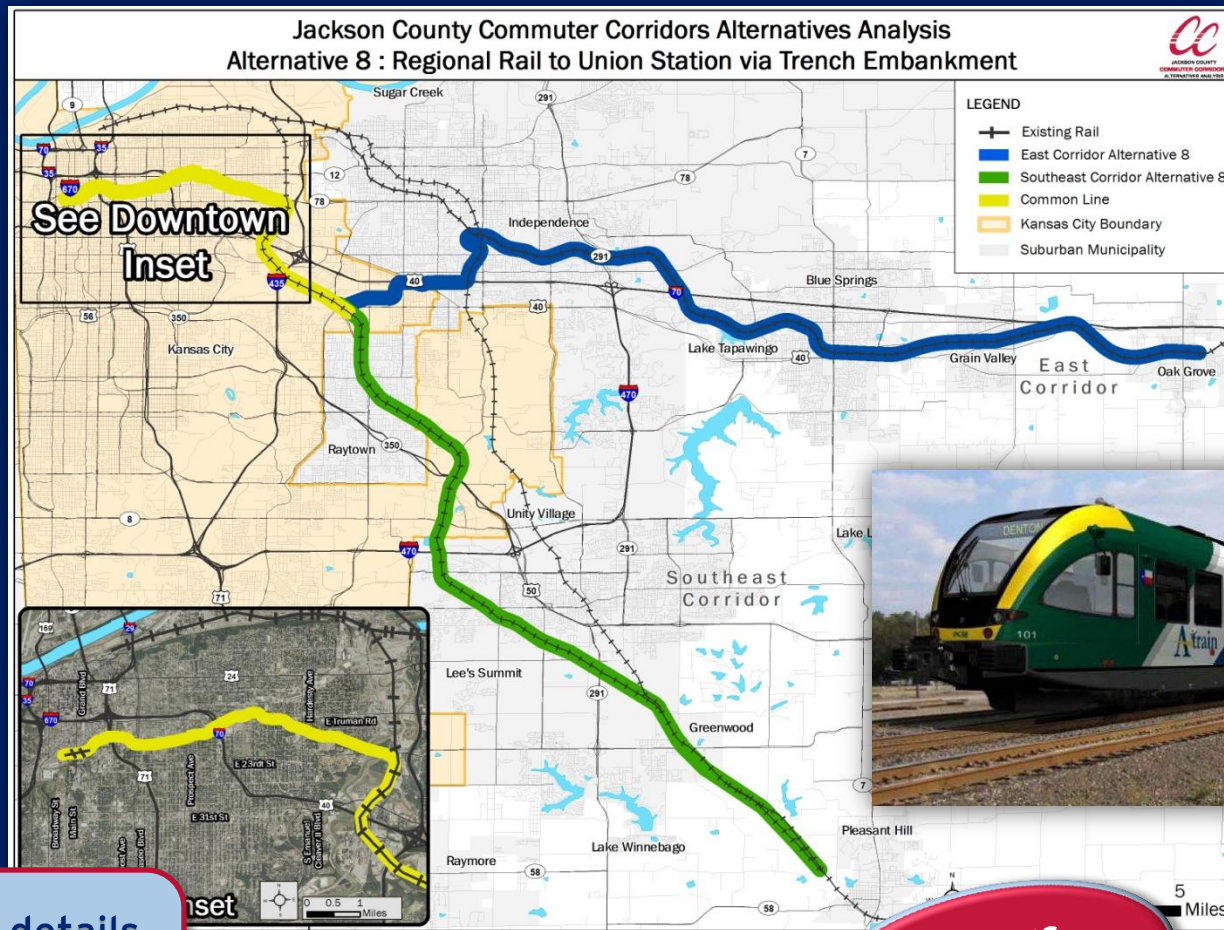
# Regional Rail to Union Station via Truman Road (23<sup>rd</sup> Street Option)



Click here for details on Regional Rail: 23<sup>rd</sup> Street



# Regional Rail to Union Station via Trench Embankment



Click here for details on Regional Rail: Trench Embankment

Give us feedback!





# What's Next?

- Tell us what you think by clicking on each of the “Give us feedback” buttons on **slides 13 and 24 and down below**.
  - Provide comments by October 7<sup>th</sup>
- Stay up-to-date by watching for information on the website: [www.kcsmartmoves.org/projects/jacksoncounty.aspx](http://www.kcsmartmoves.org/projects/jacksoncounty.aspx)
- Participate in the next public input opportunity anticipated in early November.



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