

Creating a Regional System

Background

The U.S. 71 Transit Study and Jackson County Commuter Corridors Alternatives Analysis are two on-going studies aimed at evaluating how to enhance transit options throughout Jackson County in Missouri.

Project Sponsors



Components of a Regional Transit System

The outcomes of these two studies will be integrated into a county-wide transportation strategy that will enhance Jackson County's multimodal options.

Imagine commuting by train, hopping on an urban streetcar, enhanced bus service between cities, special transportation for our elderly and disabled, and more bike lanes and trails...



DMU Railcar



Local Bus Service



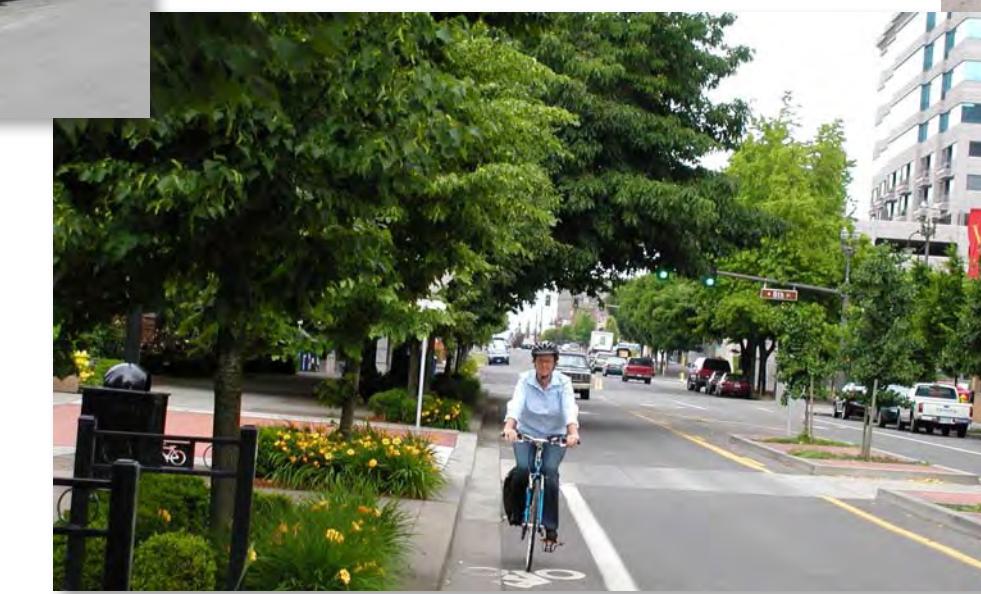
Enhanced Streetcar



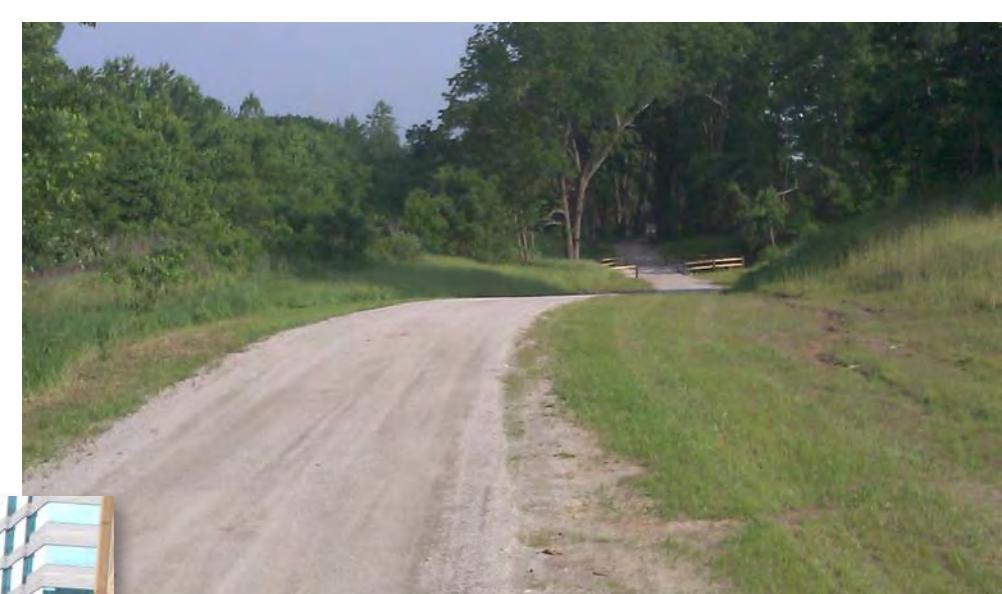
MAX Service



Paratransit Services

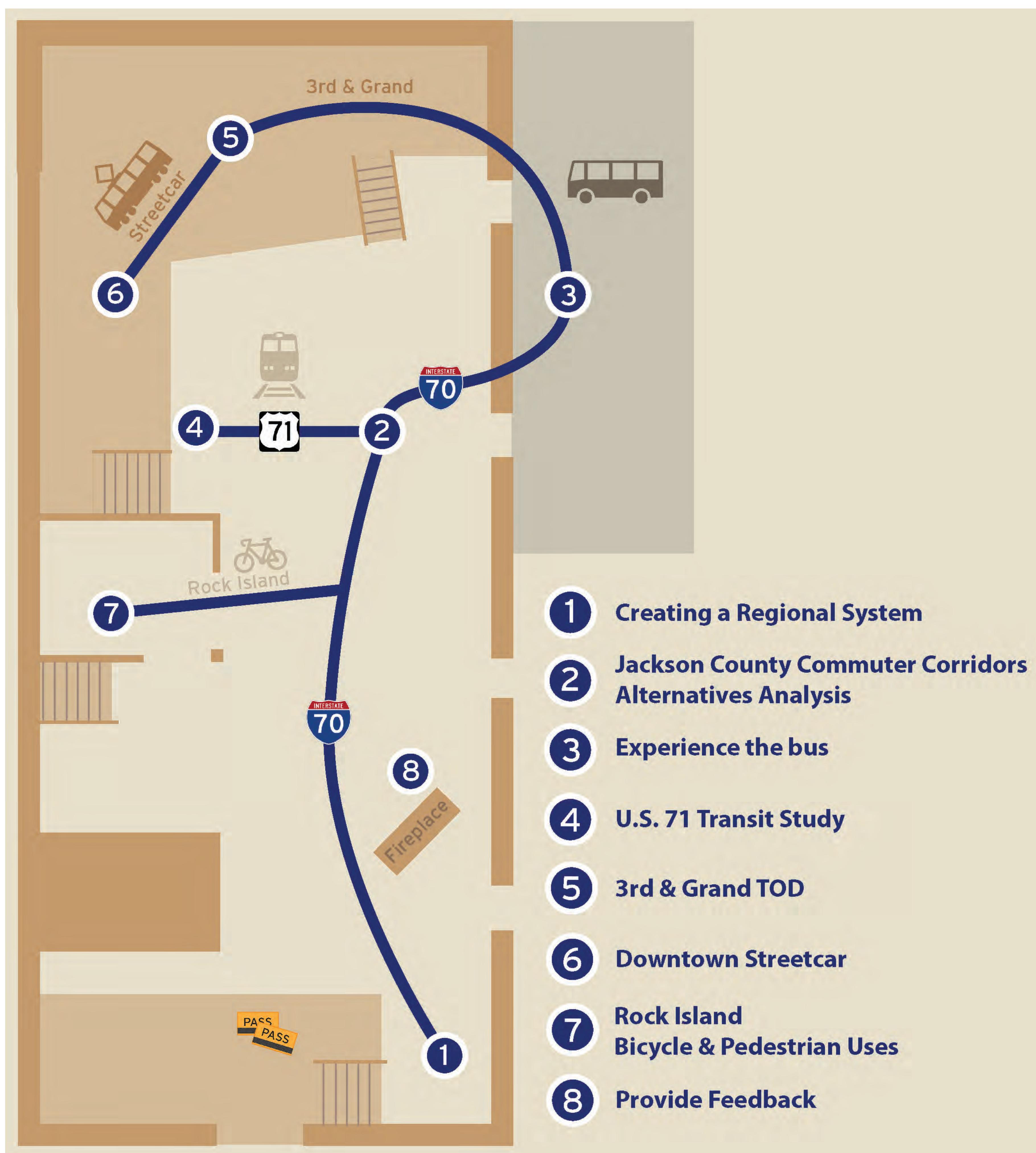


Bike and Pedestrian Lanes



Recreational Trails

Welcome! Meeting Layout



JCCCAA Overview

Background

The Jackson County Commuter Corridors Alternative Analysis (JCCCAA) is evaluating how to enhance transit options in two significant corridors in the area. The two corridors being studied are the east (I-70) and southeast (Rock Island) corridors. The study team will identify a variety of alternatives, screen them, and ultimately identify a Locally Preferred Alternative (LPA) which means what the community would prefer to build based upon the analysis prescribed by the federal government.

A Transit Solution to Meet our Needs

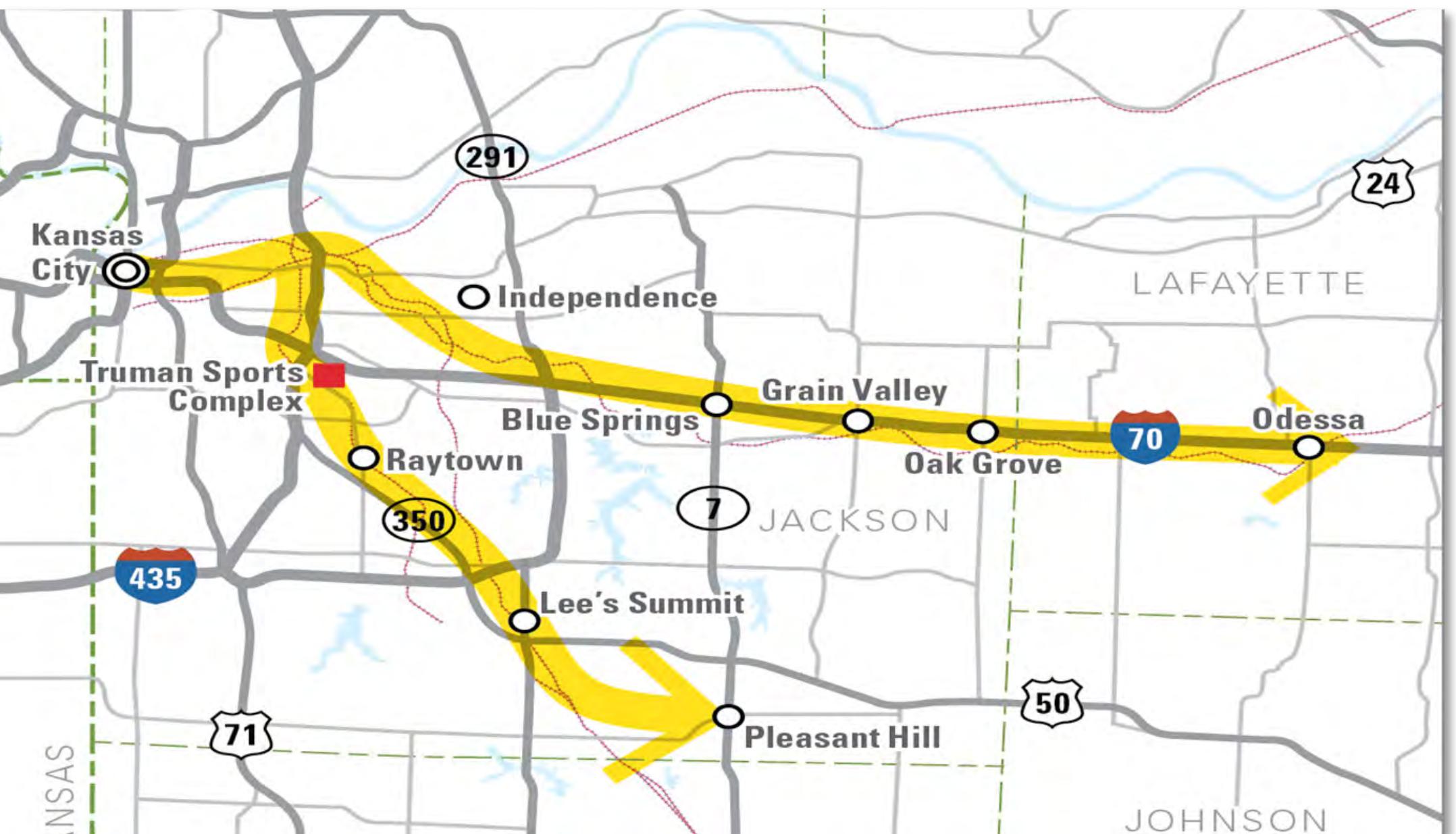
During the planning process, the project partners, stakeholders and the public concluded that a successful transit solution for the East and Southeast corridors must meet needs for transportation, economic development and sustainability.

For transportation, the LPA should provide:

- faster travel times
- service reliability, even as congestion worsens
- reverse commute opportunities

For economic development, the LPA should:

- support existing plans
- connect activity centers and redevelopment sites



For sustainability, the LPA should:

- improve the region's air quality
- provide environmentally-sensitive travel alternatives

To that end, express bus, bus rapid transit, enhanced streetcar and diesel multiple unit (DMU) alternatives were evaluated to determine their effectiveness at meeting the identified needs. The evaluation also included cost, potential ridership, constructability, environmental impacts, traffic impacts and equity. The screening process included two decision points where alternatives were reduced.

	Express Bus	BRT	Enhanced Streetcar	DMU
Ridership	East: 600 Southeast: 350	500 (<i>most occurs on Linwood Blvd.</i>)	1,850 (<i>most occurs on Linwood Blvd.</i>)	East: 1,150-2,800 Southeast: 500-1,000
Capital Cost	\$35-\$39 million per corridor	\$230-\$283 million	\$402-\$538 million	East: \$327-\$434 million Southeast: \$170-\$225 million
Operating Cost	\$3,600,000 per corridor	\$3,171,130	\$6,108,464	East: \$10,666,640 Southeast: \$4,318,260

In the end, a draft LPA including a long-term goal of **DMU in both corridors** was identified as the best at meeting the diverse needs for the two corridors.



Draft Locally Preferred Alternative (LPA)

Jackson County Commuter Corridors Alternatives Analysis Locally Preferred Alternative, All Phases



- DMU Stations
- DMU
- Downtown Streetcar
- US 71 Study Area

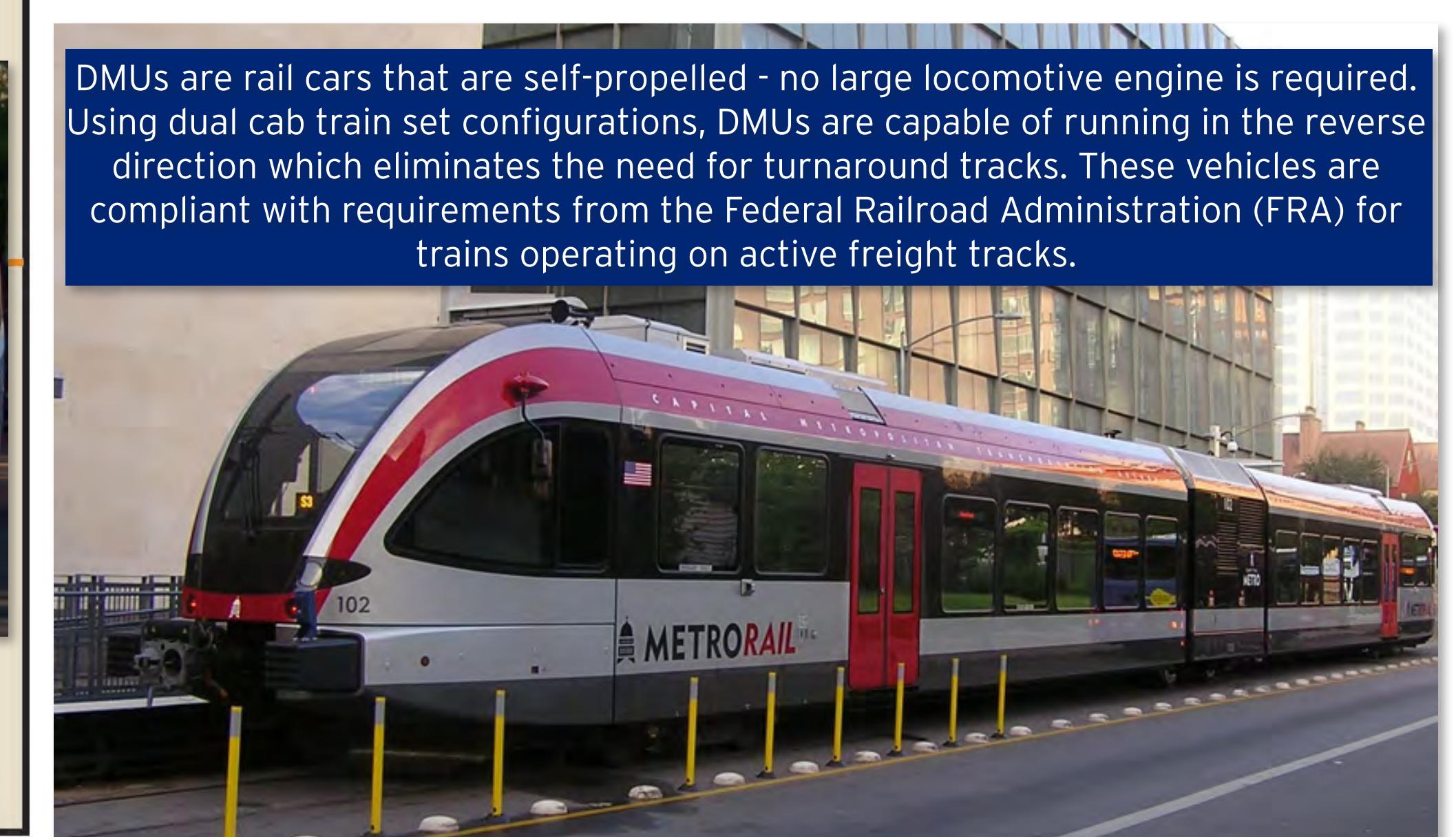


The DMU is the long-term strategy for transit enhancement in the east (I-70) and southeast (Rock Island) corridors. The phased implementation strategy will start with enhanced express bus as an interim step, acquisition of key corridors, and finally implementation of the DMU strategy.

The phased approach is as follows:

- **Phase 1:** DMU on the Kansas City Southern Rail Line (adjacent to I-70); express bus enhancements on the M-350 Corridor (adjacent to the Rock Island Railroad)
- **Phase 2:** DMU on the Rock Island Corridor
- **Potential Future Extensions:** extend DMU on the I-70 corridor from Oak Grove to Odessa; extend DMU on the Rock Island corridor from northern Lee's Summit to Pleasant Hill

DMUs are rail cars that are self-propelled - no large locomotive engine is required. Using dual cab train set configurations, DMUs are capable of running in the reverse direction which eliminates the need for turnaround tracks. These vehicles are compliant with requirements from the Federal Railroad Administration (FRA) for trains operating on active freight tracks.



U.S. 71 Transit Study Overview

Background

The U.S. 71 Transit Study is evaluating how to enhance transit options along the U.S. 71 corridor, beginning in downtown Kansas City, Missouri and extending south, terminating in Grandview, Missouri.

The Mid-America Regional Council (MARC), the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, Missouri, and Jackson County, Missouri make up the Project Partnership Team sponsoring the study, called an Alternatives Analysis (AA). Ultimately, the goal is to identify a Locally Preferred Alternative, selecting the route, mode and financial plan.

Alternatives

The Project Partnership Team (PPT) has already conducted an initial screening, narrowing the range of alternatives to the four currently under consideration. Each alternative is being evaluated according to its ability to address three distinct needs within the corridor as identified by the PPT. Those needs are transportation, economic development/land use, and sustainability/livability.

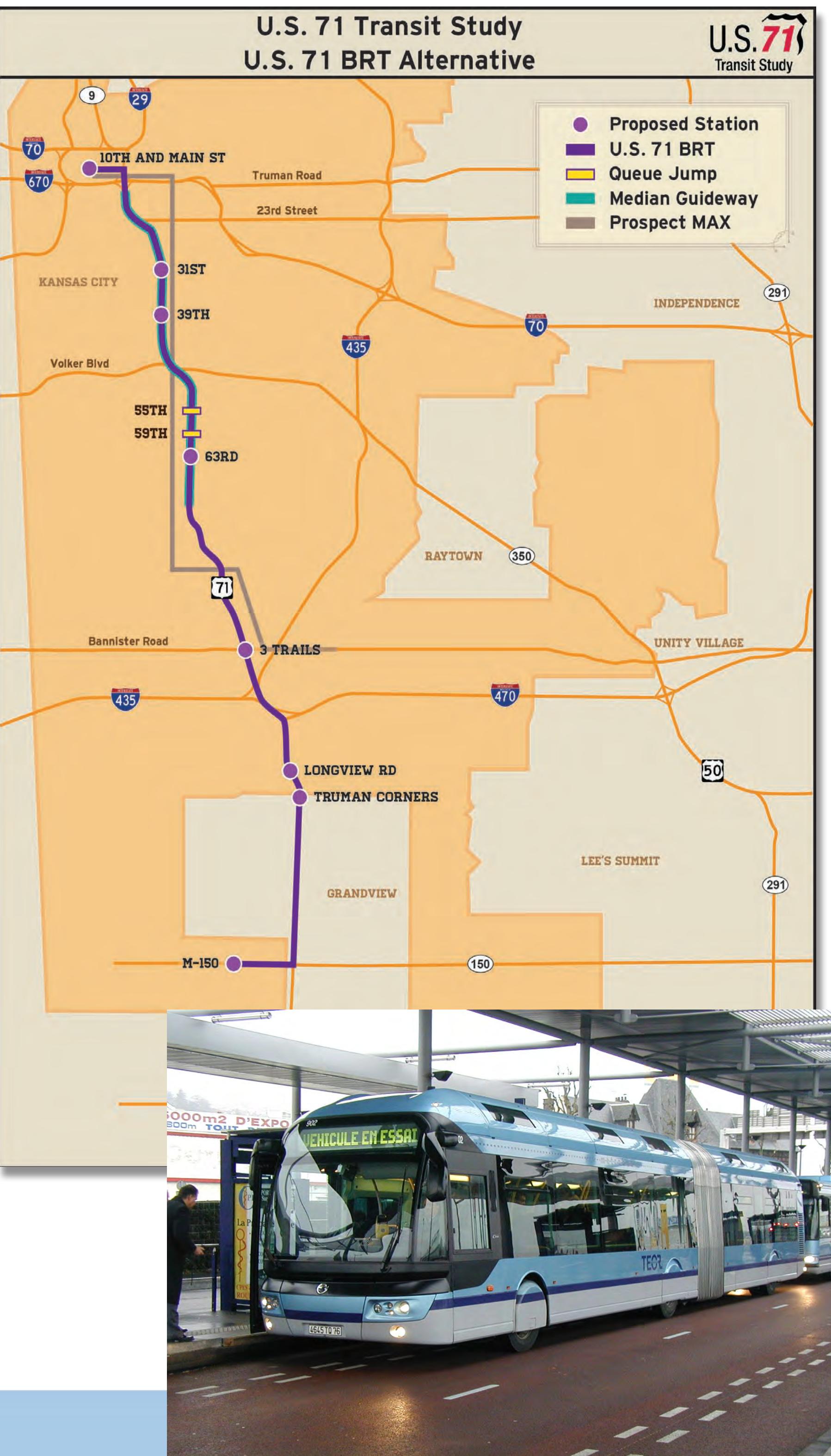
The alternatives evaluated include:

- **No Build:** “No Action”- this alternative includes all highway and transit projects identified in Mid-America Regional Council’s Transportation Outlook 2040 and recommendations from the KCATA Comprehensive Service Analysis Key Corridor Network.
- **Transportation System Management (TSM):** Relatively low cost improvements that represent the best that can be done to improve transit service short of a major capital investment.
- **Bus Rapid Transit (BRT):** A BRT line would operate with a combined service on U.S. 71 and Prospect Avenue.
- **Diesel Multiple Unit:** Connects with possible common lines, then travels southwest with limited stops on existing Kansas City Southern Track to its destination near M-150 in Grandview. The vehicle would operate in a shared right-of-way with the Kansas City Southern Railroad/ Kansas City Terminal Railroad.
- **Enhanced Streetcar:** Eliminated during Tier 1 screening.



U.S. 71 Transit Study Tier 2 Alternatives

U.S. 71 BRT



The BRT line would operate with service on U.S. 71 and MAX service on Prospect Avenue.

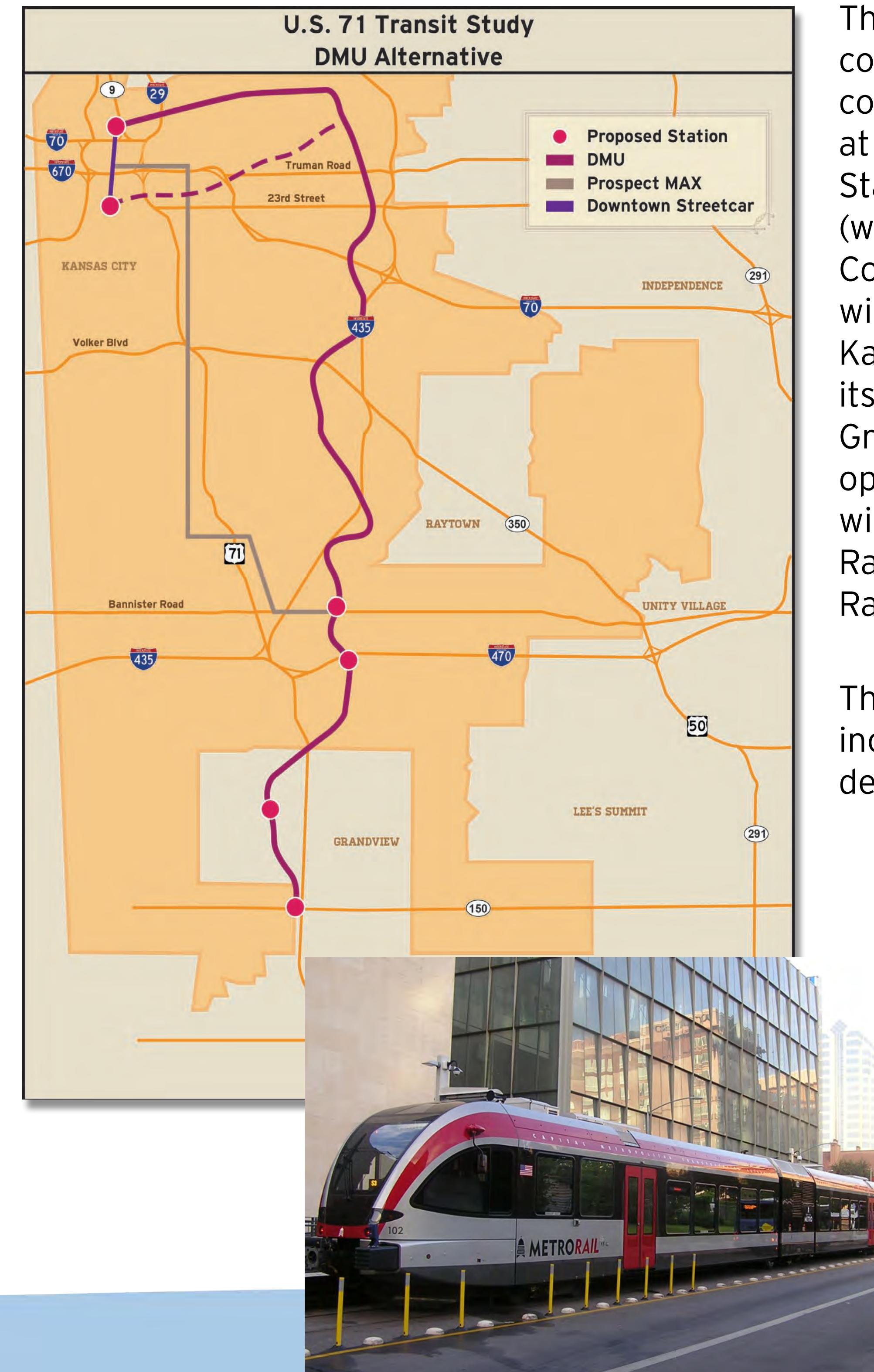
U.S. 71 Service

The U.S. 71 Commuter BRT connects M-150 in Grandview with Downtown Kansas City through a higher-speed limited stop service that offers connections throughout the route with the Prospect Urban BRT.

Prospect Service

The Prospect MAX connects Bannister Road in south Kansas City with Downtown Kansas City through a MAX service on Prospect Avenue that offers connections throughout the route with the U.S. 71 Commuter BRT.

U.S. 71 DMU



The DMU alignment being considered connects with possible common lines (either terminating at the River Market or at Union Station) at Leeds Junction (west of the Truman Sports Complex), then travels southwest with limited stops on existing Kansas City Southern Track to its destination near M-150 in Grandview. The vehicle would operate in a shared right-of-way with the Kansas City Southern Railroad/Kansas City Terminal Railroad.

The DMU alternative would also include the **Prospect MAX** service described on the left.

Imagine Transit

Put together the 3rd & Grand Puzzle

Choose four puzzle pieces that represent what you see as the most critical elements in creating a successful destination in the area pictured below.

Feel free to elaborate on each puzzle piece to share more information about what you imagine the particular land use or feature would look like.



Next Steps

East (I-70) and Southeast (Rock Island) Corridors:

- Finalize and Adopt LPA
- Begin Environmental and Design

South (U.S. 71 Corridor):

- Identify LPA

Downtown Streetcar:

- TDD Vote Ends on December 11th
- Design and Construction of Downtown Route
- Planning of Future Routes

You're Feedback is Important to Developing a Comprehensive System Strategy for Jackson County!

Please provide your comments today by filling out a comment form or by visiting one of the MindMixer computer stations taking you online to www.imaginetransit.org.

Feel free to provide comments and feedback after the meeting as well at:
www.imaginetransit.org and www.transitworksforus.org.

