



Project Information

What is an Alternatives Analysis (AA)?

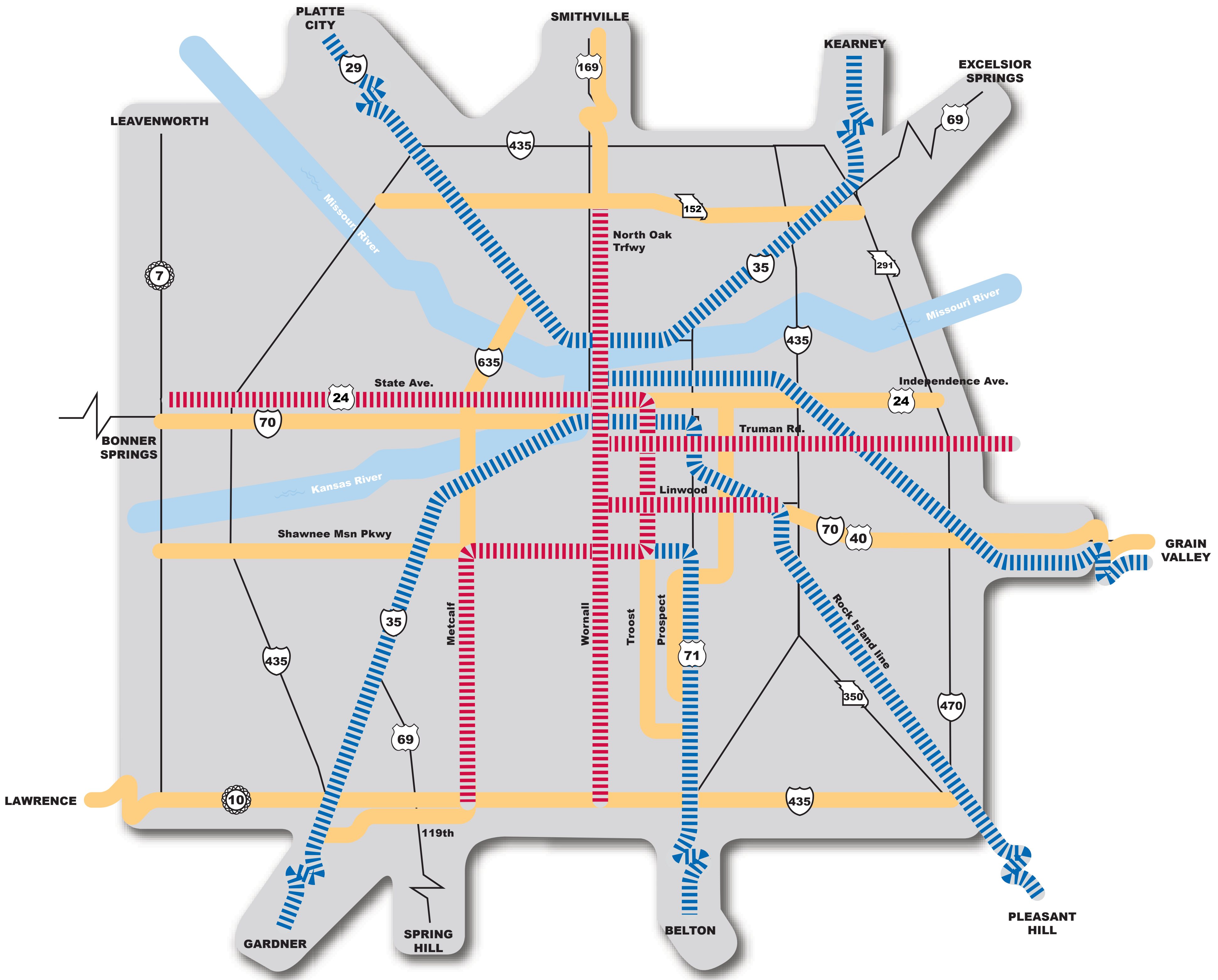
According to the Federal Transit Administration, an Alternatives Analysis, or AA, is the local forum for evaluating costs, benefits, and effects of a range of transportation alternatives. The alternatives are designed to address mobility problems and other locally-identified objectives in a defined transportation corridor. The process also determines which particular investment strategy should be advanced for more focused study and development.

Process

Phase 1: Discovery	Phase 2: Exploring	Phase 3: Refining	Phase 4: Finalizing
<ul style="list-style-type: none"> • Review previous work- gap analysis • Develop Purpose & Need • Identify & develop initial alternatives • Conduct environmental overview • Support land use & economic development 	<ul style="list-style-type: none"> • Conduct initial screening • Discuss detailed alternatives • Conduct environmental overview • Support land use & economic development 	<ul style="list-style-type: none"> • Host detailed alternatives workshop • Identify capital costs • Estimate operations & maintenance costs • Conduct Level 2 evaluation & identify Locally Preferred Alternative • Conduct environmental overview • Support land use & economic development 	<ul style="list-style-type: none"> • Adopt Locally Preferred Alternative

Project Partners





LEGEND

- Commuter service
- Urban service
- Major fixed-route service
- Local service

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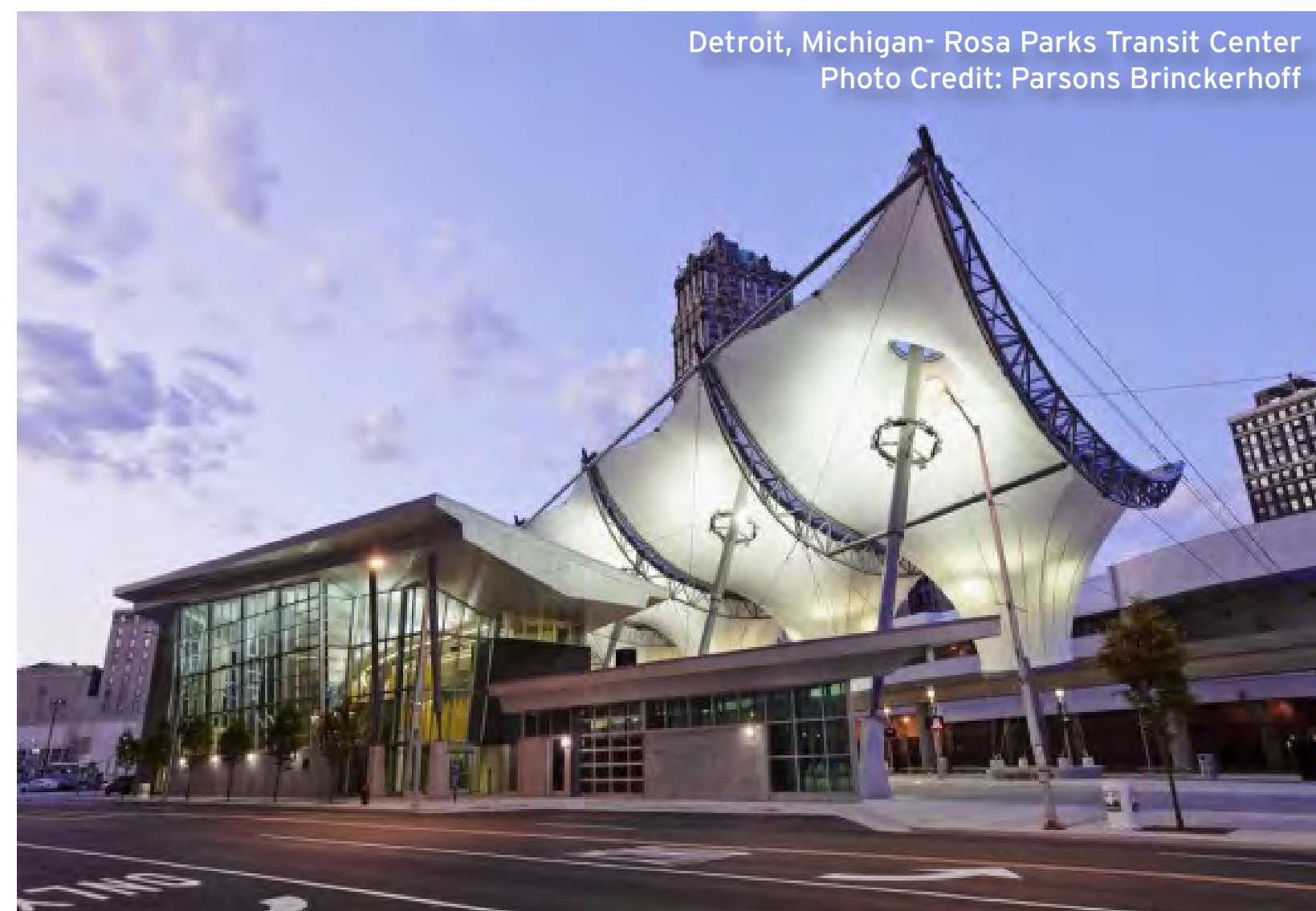
What are the challenges?

Transportation

- No transit service in the corridor outside of Kansas City, Missouri.
- No commuter or express services south of Red Bridge Park & Ride.
- Limited transit service and unmet service demand in existing neighborhoods in the southern parts of the corridor (Hickman Mills, Red Bridge, Grandview).
- Roadway congestion (U.S. 71/Bruce R. Watkins) in peak periods and no priority for transit.
- Slow speeds and numerous stops on existing, local bus routes.
- Minimal transit amenities in the corridor.
- Expanding development in the southern parts of the corridor that are not served by transit.
- Limited east-west transit connectivity along U.S. 71 making transit access to other regional activity center difficult.

Transportation

- Improve travel time for travelers, making transit time competitive with the automobile and enhance the transit users' travel experience.
- Connect the U.S. 71 study area with the greater Kansas City metropolitan area via multimodal transportation options.
- Serve and enhance the mobility of transit dependent users in the study area.



What are the challenges?

Land Use/Economic Development

- Declining population north of I-435/I-470
- High vacancy rates and large vacant parcels in parts of the corridor (i.e. Three Trails/Bannister)
- Distressed neighborhoods adjacent to U.S. 71 in northern parts of the corridor.
- Growing lower density, suburban developments (both residential and commercial) south of I-435 with limited or no transit connectivity.
- Unfocused auto-dependent development south of the corridor (Cass County) adding to single-occupant vehicle traffic and vehicle miles traveled in the corridor.

Land Use/Economic Development

- Connect key activity centers in the study area with enhanced transit as a strategy for enticing development and redevelopment of these areas.
- Support neighborhood revitalization through the development of station areas along the corridor.
- Support local planning initiatives that call for enhanced transit for residents.



What are the challenges?

Sustainability/Livability

- Poor pedestrian access to transit service and stops in many areas.
- Extensive deferred maintenance needs.
- Perception of crime and safety at corridor transit stops.
- Limited ability to focus or tailor development around sustainable, transit-oriented development.

Sustainability/Livability

- Increase transportation options for study area residents and reduce dependence on automobiles.
- Promote the protection, preservation and access to key environmental assets in the study area.
- Promote workforce development in the study area through better job access and through jobs generated by the enhanced transit system.



Purpose Statement

The purpose of a proposed transit investment within the U.S. 71 study area is to provide a meaningful transit alternative to the current mixed-traffic, peak hour-only service on U.S. 71. Current congestion on U.S. 71 challenges the ability of the transit system to be time competitive with the automobile for commuting and other trip purposes. Additionally, the transit dependent population in the study area needs a transit option that allows added mobility options throughout the region. This project should also catalyze redevelopment in and near transit centric activity centers (current and future) and increase the regional transit mode share, thereby reducing emissions from automobiles.



Bus Rapid Transit



Photo Credit: Maryland Department of Transportation

- Rubber-tired vehicle
- Easy to board
- Quality similar to rail transit
- Flexible & frequent service
- High reliability
- Upscale branding
- Generally less expensive than rail options
- Quiet vehicles
- Unique appearance

Enhanced Streetcar



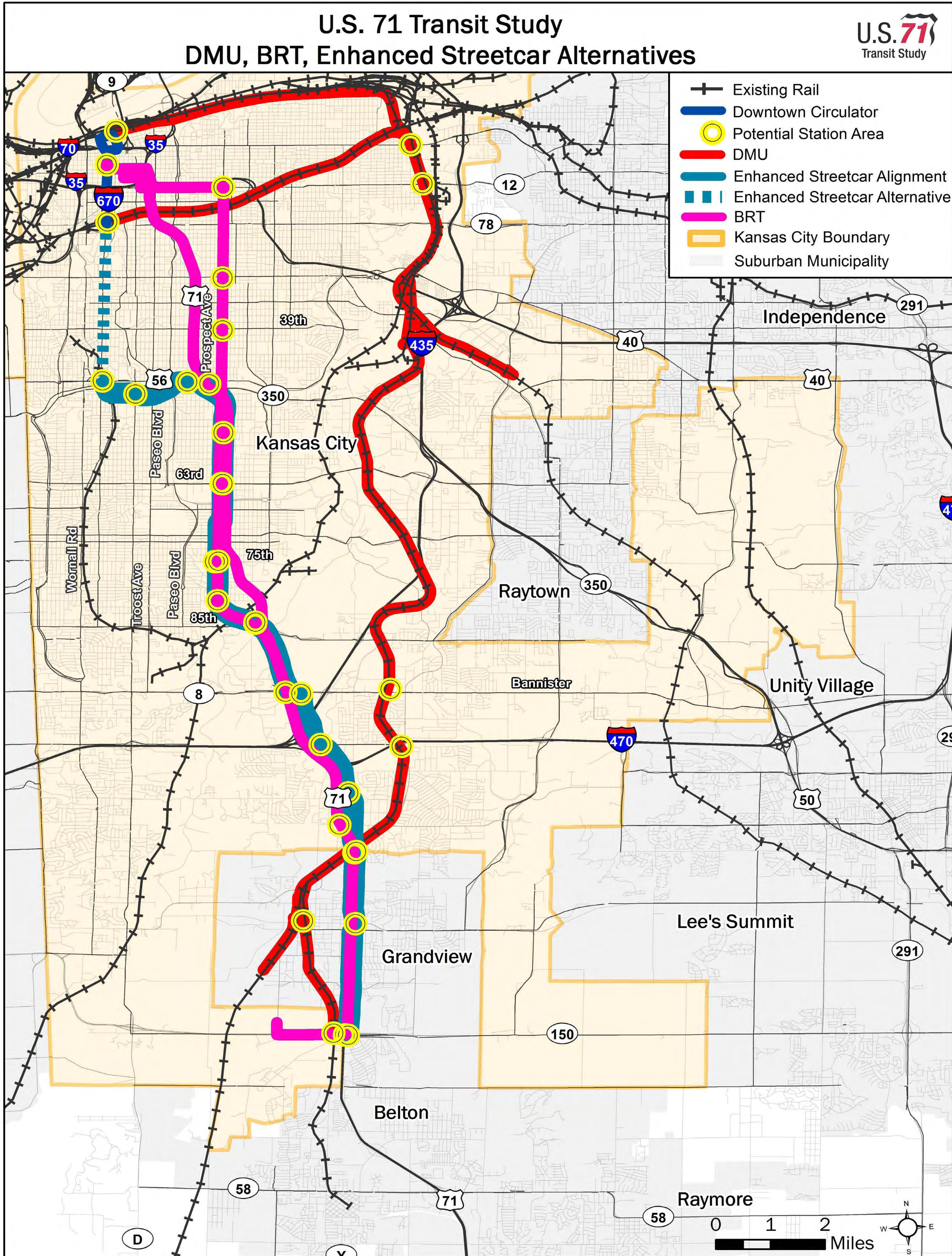
- Low volume of passengers
- Shared or dedicated right-of-way
- Multicar trains or single cars
- Electricity or battery power
- Steel rails with steel wheels
- Fixed to railroad ties or in street right-of-way
- Can operate in mixed traffic

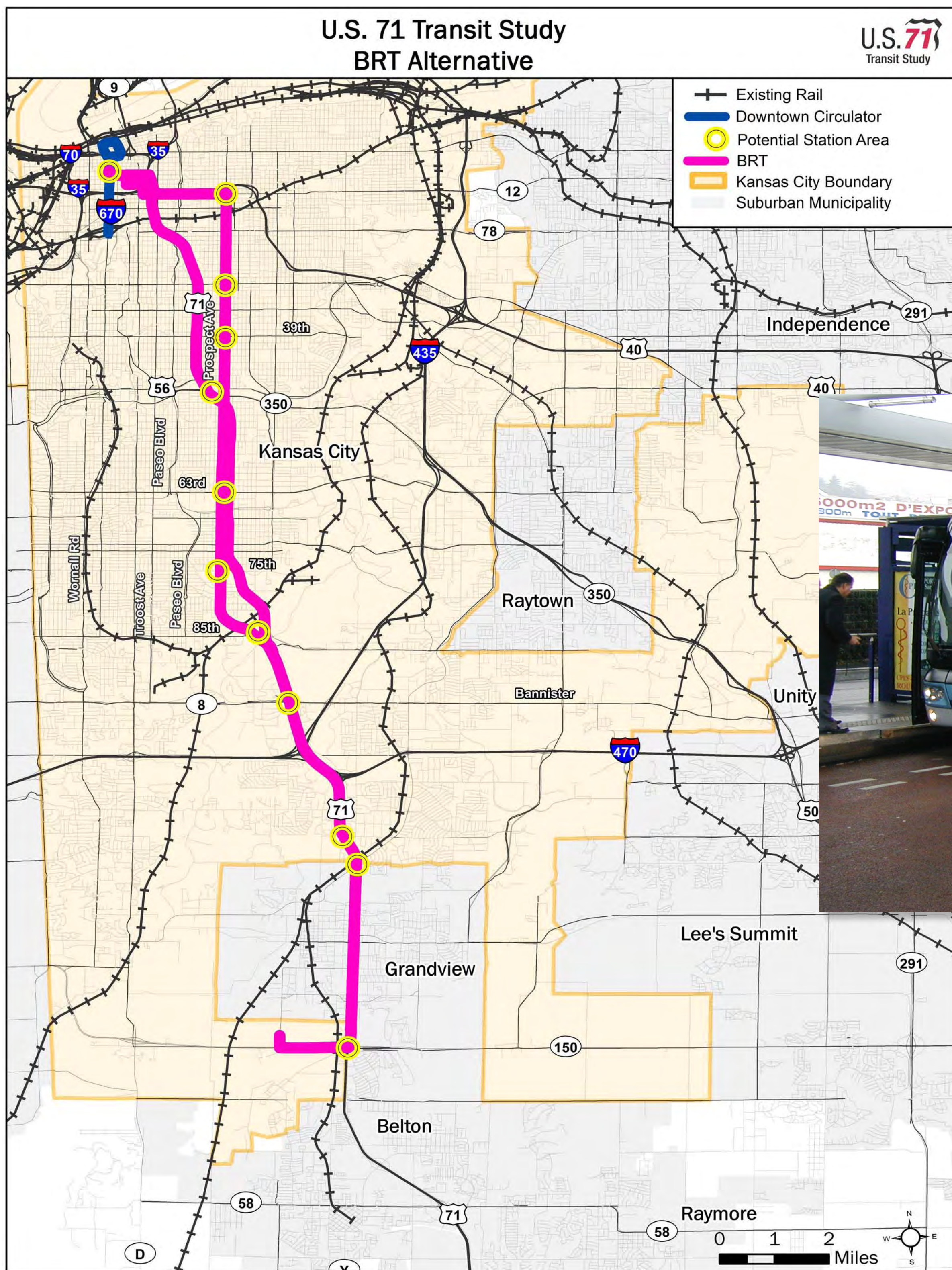
Diesel Multiple Unit (DMU)



- High volume of passengers
- Can operate at high speeds
- Operated with multiple cars
- Self-propelled trains
- Best suited for long distance
- Can operate in freight right-of-way

Alternatives





The next three boards illustrate how this alternative addresses the three categories of the purpose and need:

- transportation;
- land use/economic development; and
- sustainability/livability.



Route

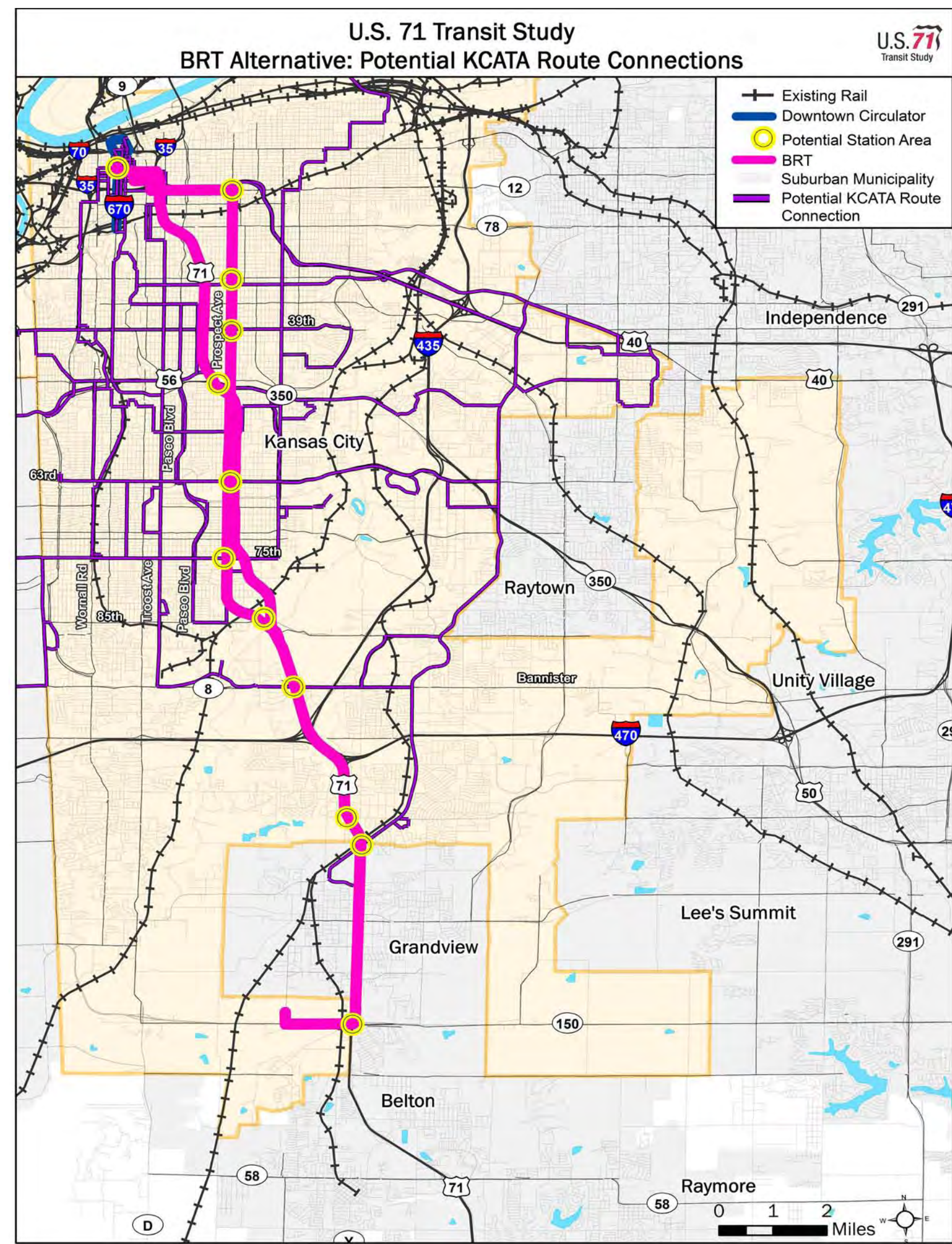
The Bus Rapid Transit (BRT) line would operate with a combined service on U.S. 71 and Prospect Avenue.

- **U.S. 71 Service:** The U.S. 71 Commuter BRT connects M-150 in Grandview with Downtown Kansas City, Missouri through a higher-speed, limited stop service with connections throughout the route with the Prospect Urban BRT.
- **Prospect Service:** The Prospect Urban BRT connects Bannister Road in south Kansas City, Missouri with Downtown Kansas City, Missouri through a MAX-style service on Prospect Avenue with connections throughout the route with the U.S. 71 Commuter BRT.

Infrastructure

Exclusive lanes for the BRT on U.S. 71 and Prospect Avenue will be studied further.

Transportation



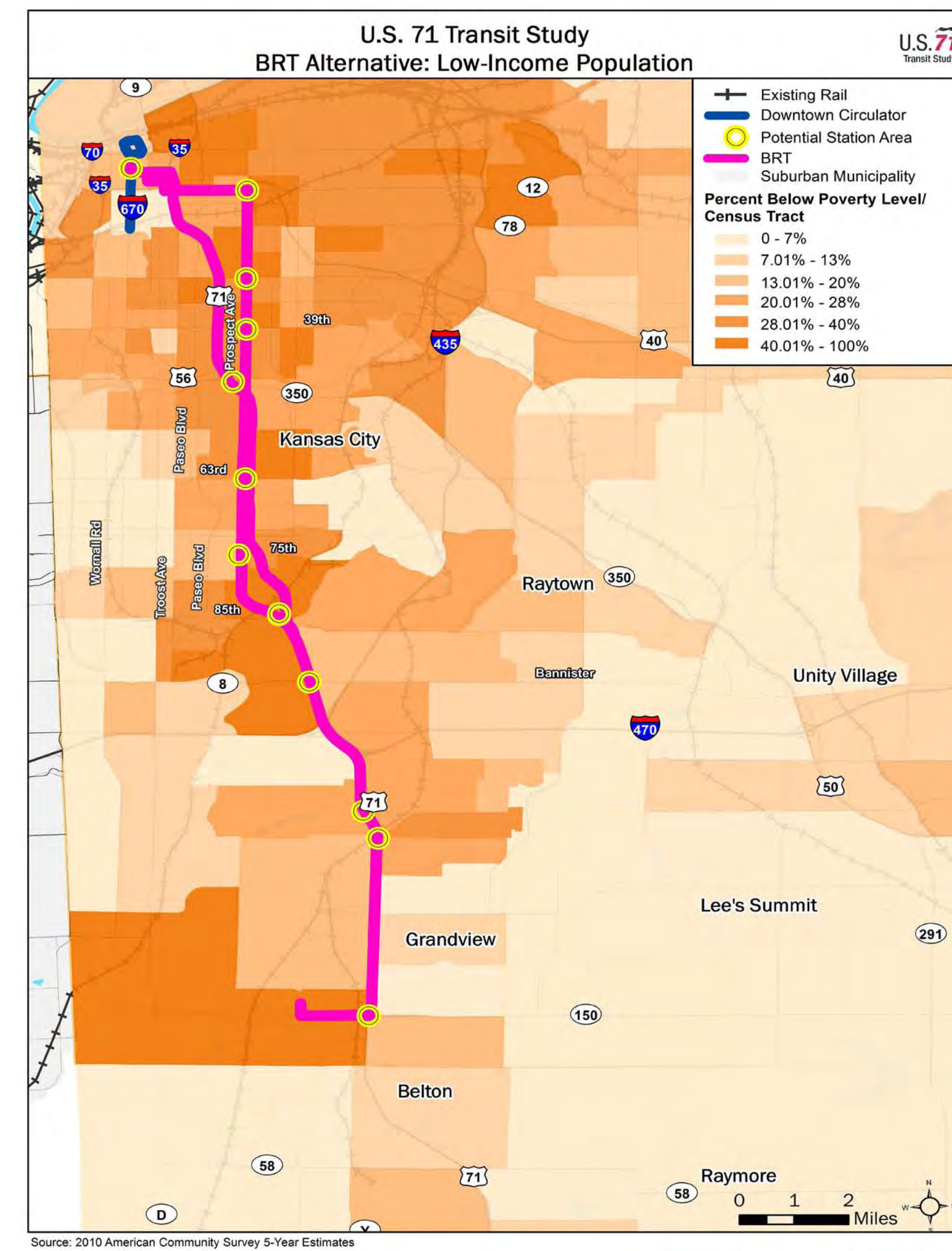
KCATA is the regional bus service that operates in Kansas City, Missouri, Kansas City, Kansas and some of the Jackson County suburbs.

Need Statement

Providing east/west connectivity throughout the route.

Analysis

- 9 of the 12 proposed stations connect with KCATA routes that provide east/west circulation in south Kansas City.



Low-income is shown as the percentage of households within a census tract who are below the poverty line, according to the American Community Survey (2010).

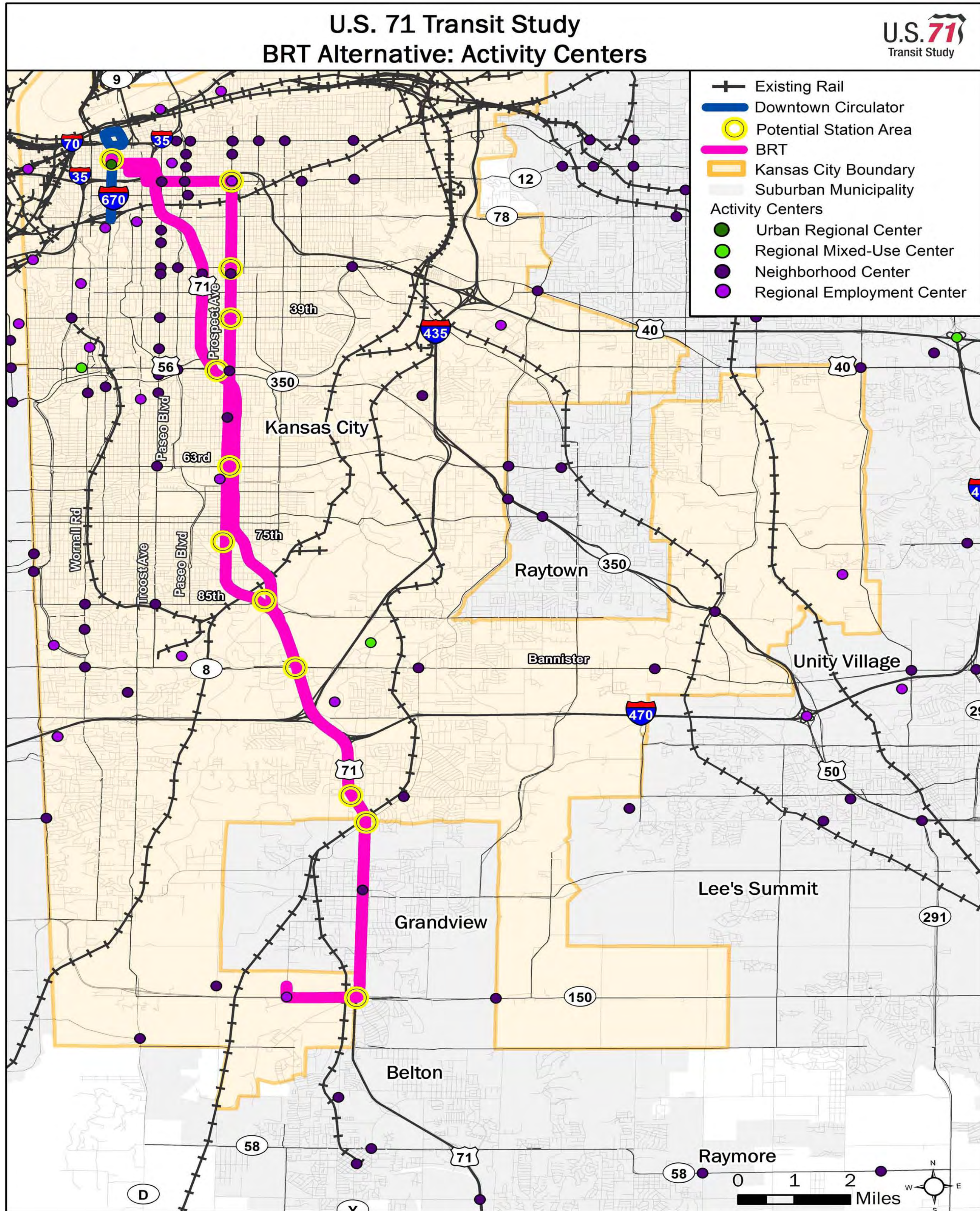
Need Statement

Providing enhanced transit to low-income areas.

Analysis

- 8 of the 11 proposed stations are north of I-470.
- All proposed stations are in areas where 13% or more of the households are low-income.

Land Use/Economic Development



Activity centers shown in the map have been identified as significant areas where the population congregates for commerce.

Centers shown have neighborhood or regional significance.

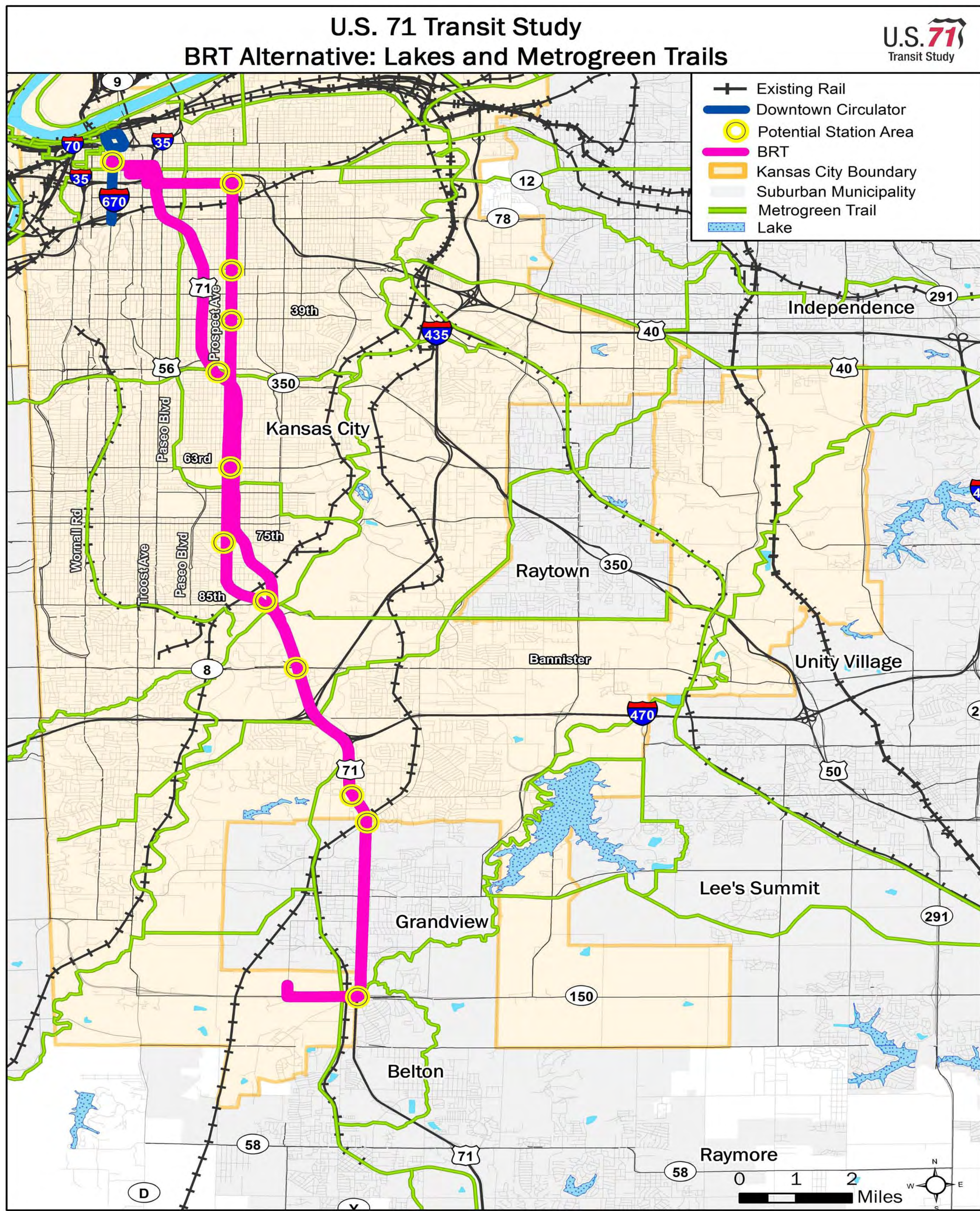
Need Statement

Connectivity with identified activity centers.

Analysis

- 4 of the 11 stations are co-located with activity centers.
- 2 activity centers are in close walking distance of the alignment.
- Only 2 of the activity centers along U.S. 71/Prospect Avenue are not served by potential stations.

Sustainability/Livability



MetroGreen is an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City metropolitan area.

Need Statement

Promote access to key environmental assets in the study area.

Analysis

- 6 of the 11 proposed station areas are along or directly adjacent to a MetroGreen trail corridor (one of which connects to Longview Lake).
- All stations are within biking distance of a MetroGreen trail.



The next three boards illustrate how this alternative addresses the three categories of the purpose and need:

- transportation;
- land use/economic development; and
- sustainability/livability.



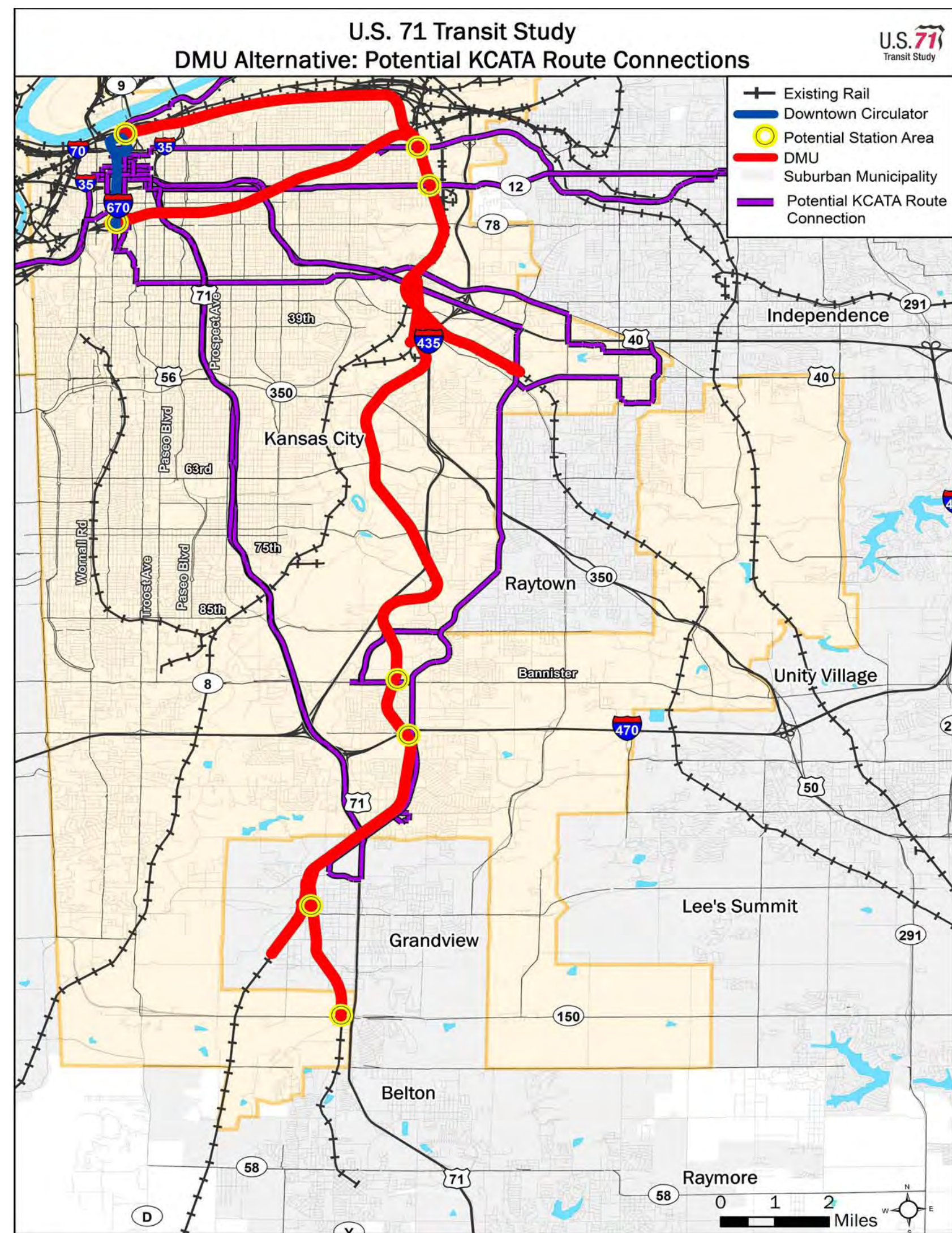
Route

The Diesel Multiple Unit (DMU) alignment being considered connects with possible common lines (either terminating at the River Market or at Union Station) at Leeds Junction (west of Truman Sports Complex), then traveling southwest with limited stops on existing Kansas City Southern Track to its destination near M-150 in Grandview.

Infrastructure

The vehicle would operate in shared right-of-way with the Kansas City Southern railroad/Kansas City Terminal railroad.

Transportation



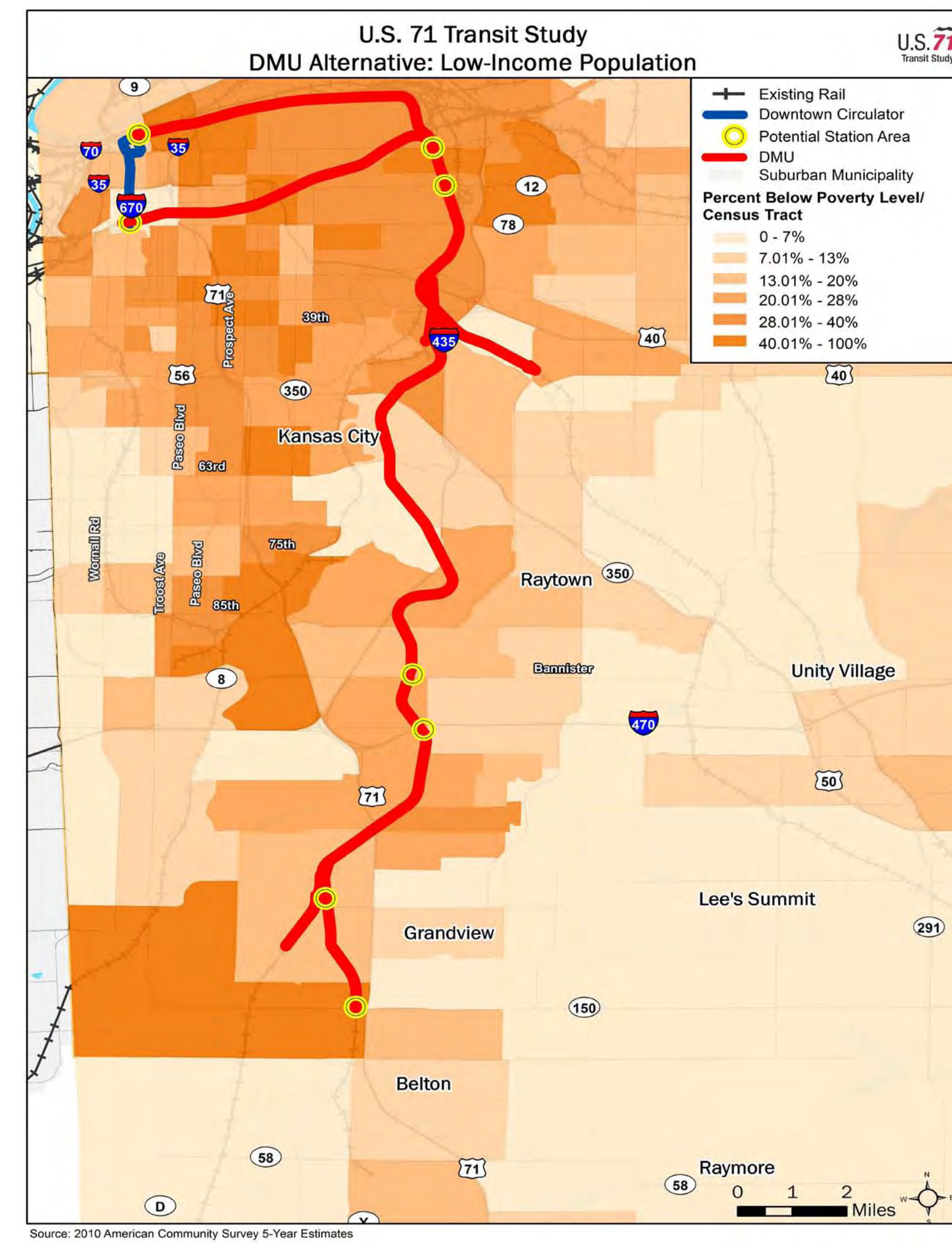
KCATA is the regional bus service that operates in Kansas City, Missouri, Kansas City, Kansas and some of the Jackson County suburbs.

Need Statement

Providing east/west connectivity throughout the route.

Analysis

- 4 of the 6 proposed stations (non-downtown) connect with KCATA routes.
 - 2 of these routes connect to Independence.
 - 2 of these routes connect with north/south KCATA circulator routes.
- There are no routes that connect with neighborhoods in south Kansas City.



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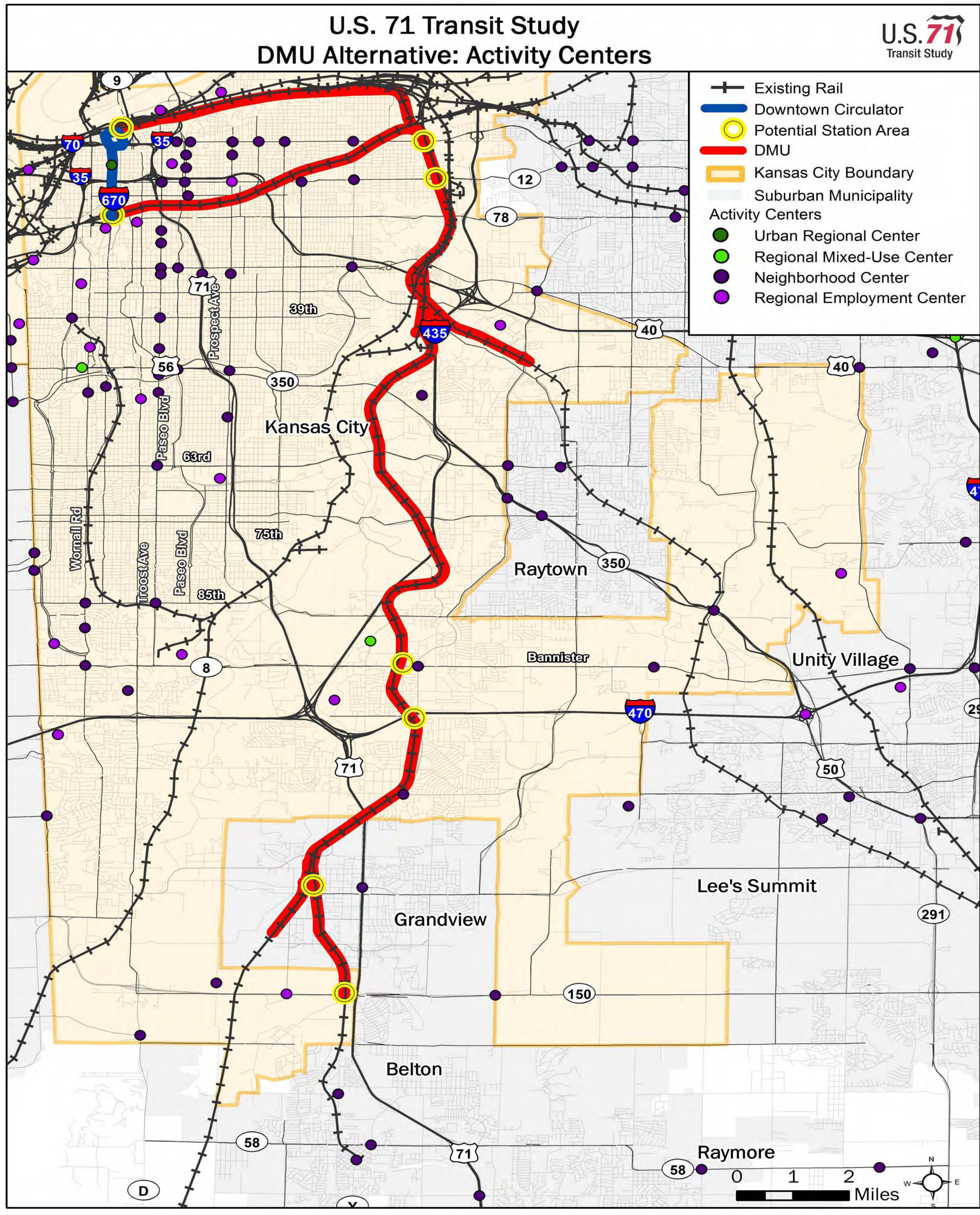
Need Statement

Providing enhanced transit to low-income areas.

Analysis

- 3 of the 7 proposed stations are north of I-470.
- All proposed stations are in areas where 13% or more of the households are low-income.

Land Use/Economic Development



Activity centers shown in the map have been identified as significant areas where the population congregates for commerce.

Centers shown have neighborhood or regional significance.

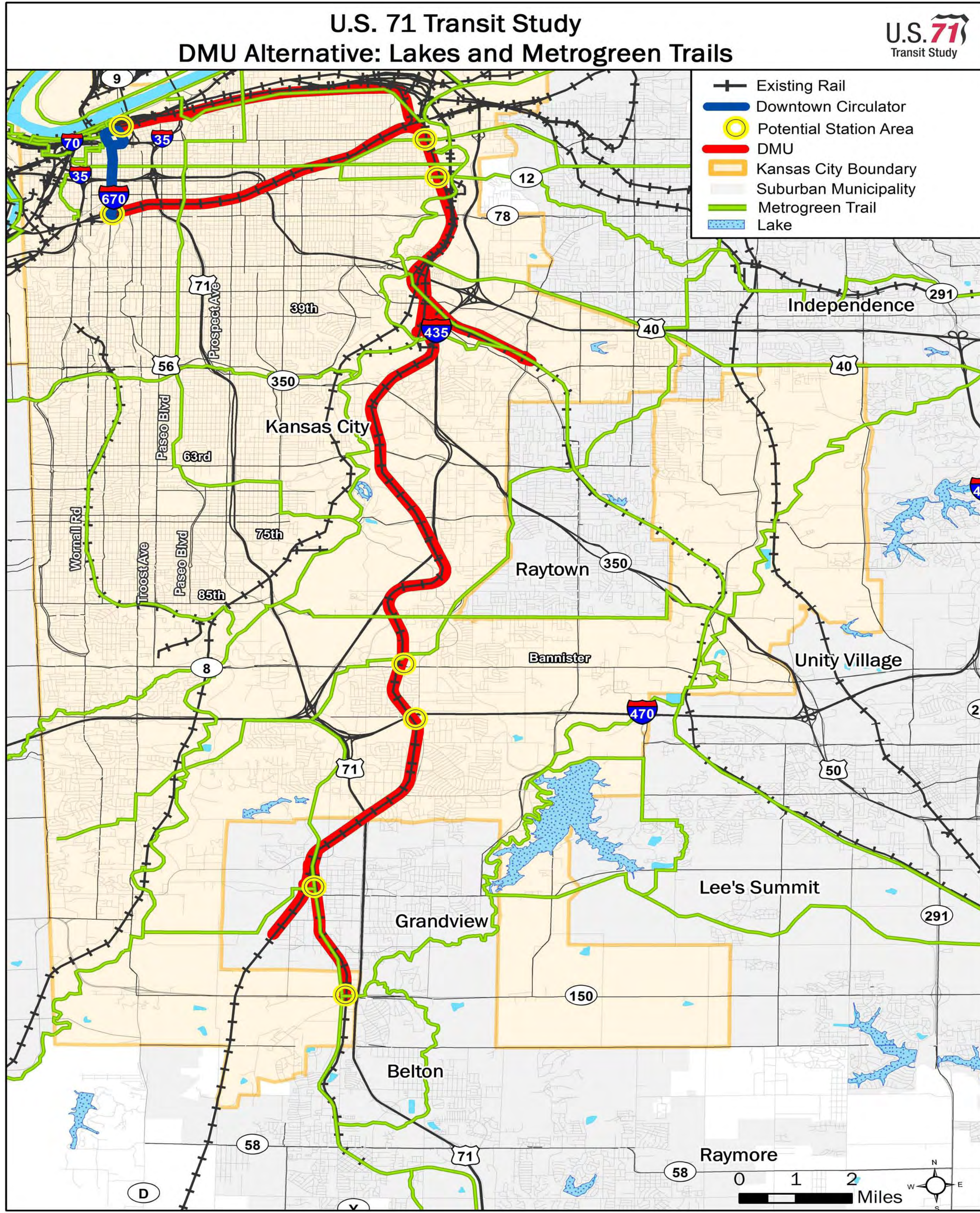
Need Statement

Connectivity with identified activity centers.

Analysis

- There is only 1 proposed station location that is co-located with an activity center.
- Additionally, there are no activity centers that are within close walking distance of the alignment.
- There is only one identified activity center along the corridor that is not served by potential station locations.

Sustainability/Livability



MetroGreen is an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City metropolitan area.

Need Statement

Promote access to key environmental assets in the study area.

Analysis

- 6 of the 7 proposed station areas are along or directly adjacent to a MetroGreen trail corridor (one of which connects to Longview Lake).



The next three boards illustrate how this alternative addresses the three categories of the purpose and need:

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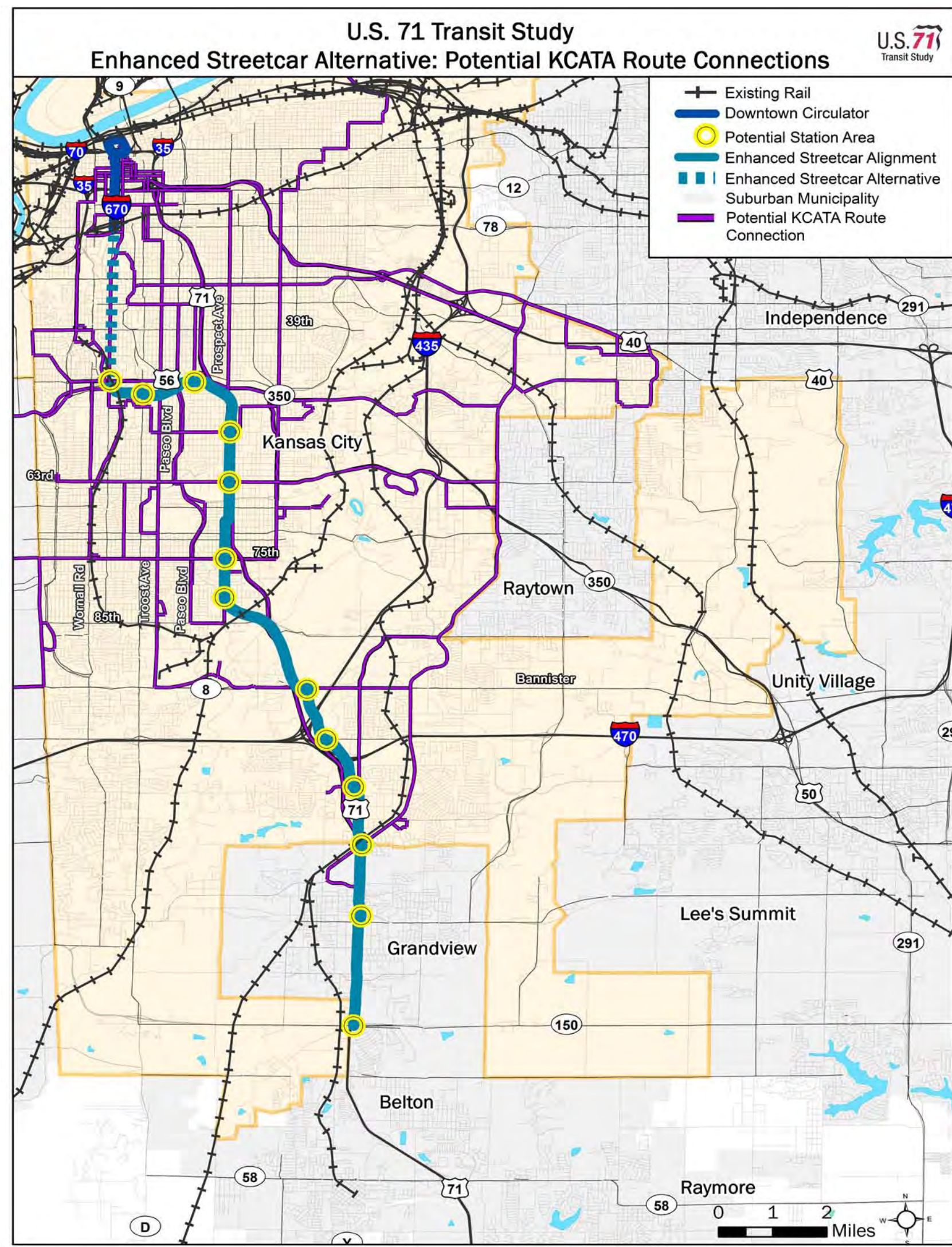
Route

The proposed Enhanced Streetcar line would serve as a third phase to the Kansas City Downtown streetcar (with the second phase connecting Crown Center on the north with UMKC on the south). The alignment proposed through this begins at Main Street, traveling east on Volker Boulevard, then traveling south on the west side of the U.S. 71 right-of-way. Starting at approximately 69th Street, the alignment leaves the U.S. 71 right-of-way and travels on city streets until its destination at M-150 in Grandview.

Infrastructure

The vehicle would travel in mixed traffic with the exception of the exclusive guideway on the U.S. 71 right-of-way.

Transportation



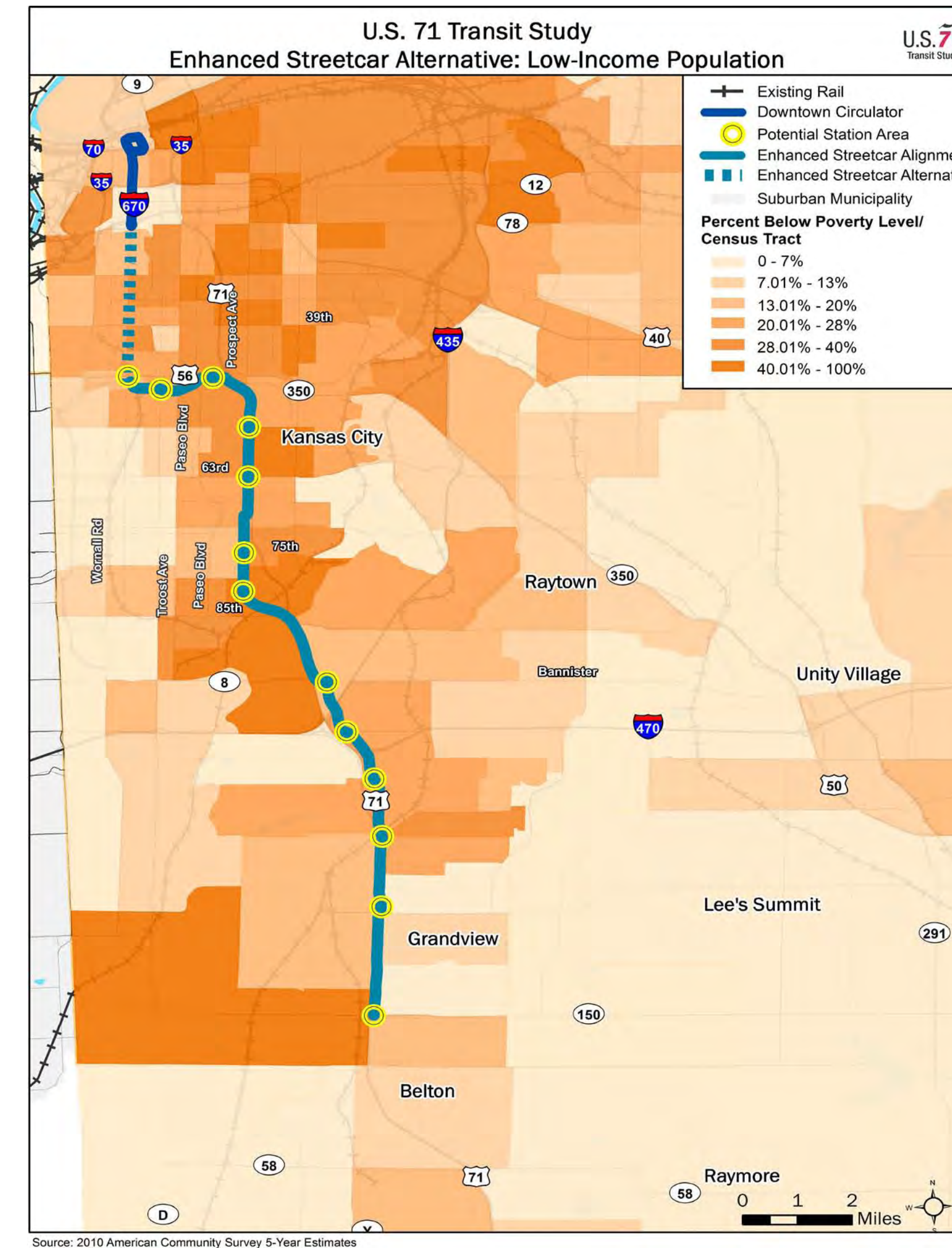
KCATA is the regional bus service that operates in Kansas City, Missouri, Kansas City, Kansas and some of the Jackson County suburbs.

Need Statement

Providing east/west connectivity throughout the route.

Analysis

- 11 of the 13 proposed stations connect with KCATA routes that provide east/west circulation in south Kansas City.



Low-income is shown as the percentage of households within a census tract who are below the poverty line, according to the American Community Survey (2010).

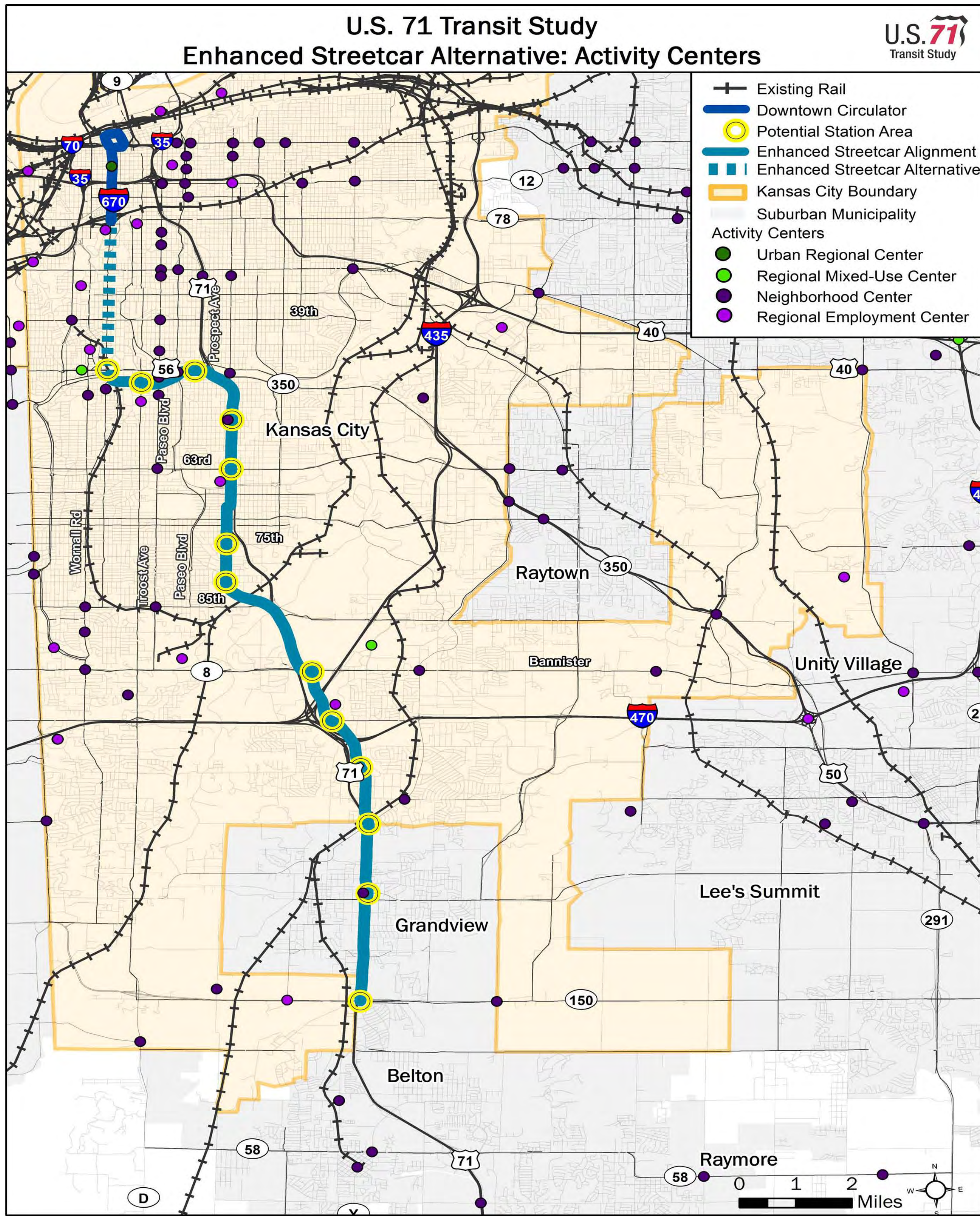
Need Statement

Providing enhanced transit to low-income areas.

Analysis

- 8 of the 13 proposed stations are north of I-470.
- 12 of the 13 proposed stations are in areas where 13% or more of the households are low-income.

Land Use/Economic Development



Activity centers shown in the map have been identified as significant areas where the population congregates for commerce.

Centers shown have neighborhood or regional significance.

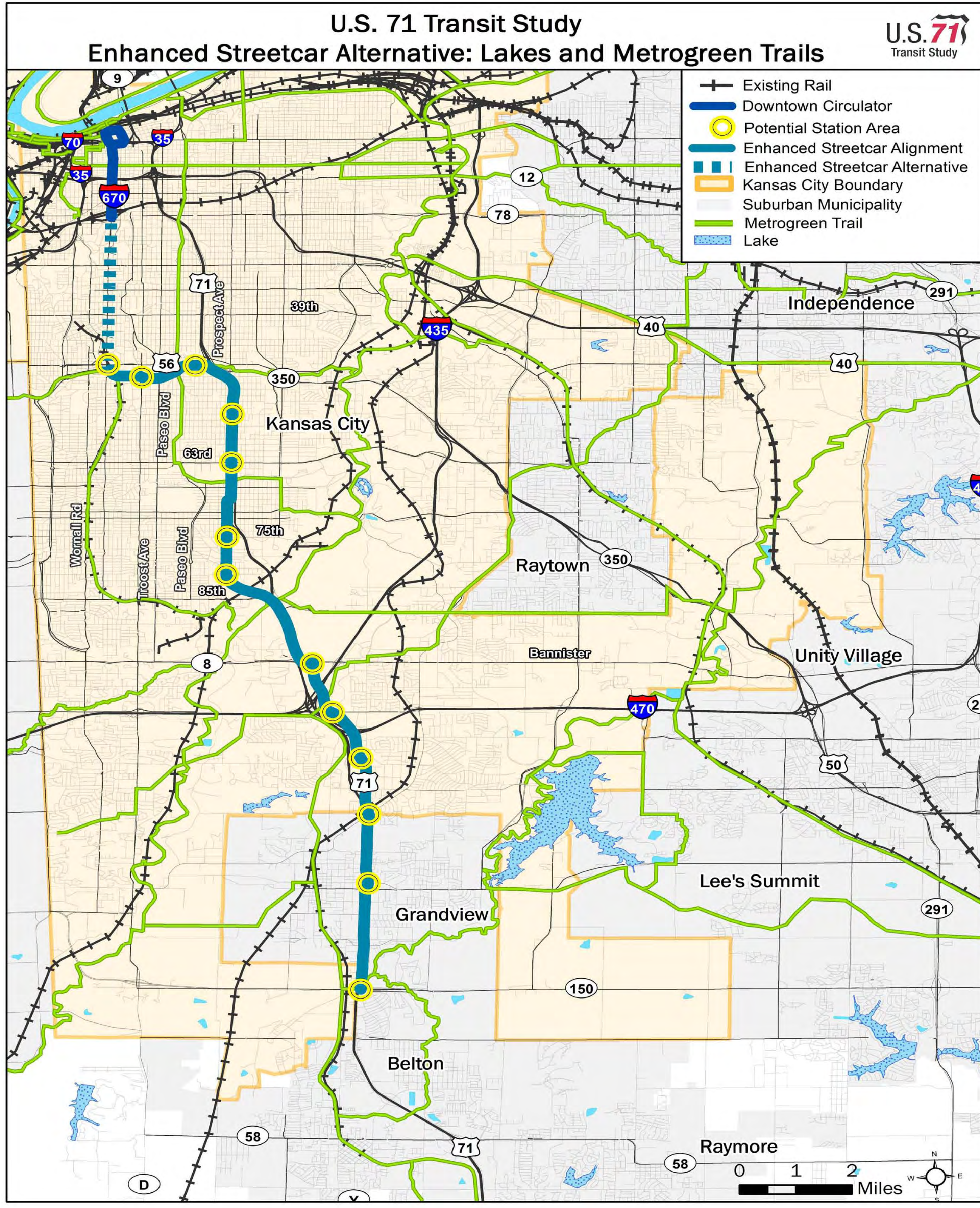
Need Statement

Connectivity with identified activity centers.

Analysis

- 3 of the 13 stations are co-located with activity centers.
- 5 activity centers are in close walking distance of the alignment.
- Only 1 activity center is not served by a potential station.

Sustainability/Livability



MetroGreen is an interconnected system of public and private natural areas, greenways and trails linking communities throughout the Kansas City metropolitan area.

Need Statement

Promote access to key environmental assets in the study area.

Analysis

- 6 of the 13 proposed station areas are along or directly adjacent to a MetroGreen trail corridor (one of which connects to Longview Lake).
- 9 of the 13 proposed stations are within biking distance of a MetroGreen trail.

Give us
feedback!

What You Can Do

- **Fill out the comment card** and tell us what you think the transit needs are and the advantages and disadvantages of each alternative.
- **Keep informed** through our website at www.kcsmartmoves.org.
- **Tell your friends, family, and colleagues** to learn more about the study and provide input online at the project website.
- **Schedule a presentation** for your stakeholder group by contacting Patty Gentrup at Patty@shockeyconsulting.com or (816) 217-9397.



What's Next?

Using the information from this meeting and other technical information, the study team will conduct an initial screening to narrow down the number of alternatives. The initial screening takes into consideration effectiveness, cost-effectiveness, feasibility, impacts and equity.