



Regional Transit Implementation Plan

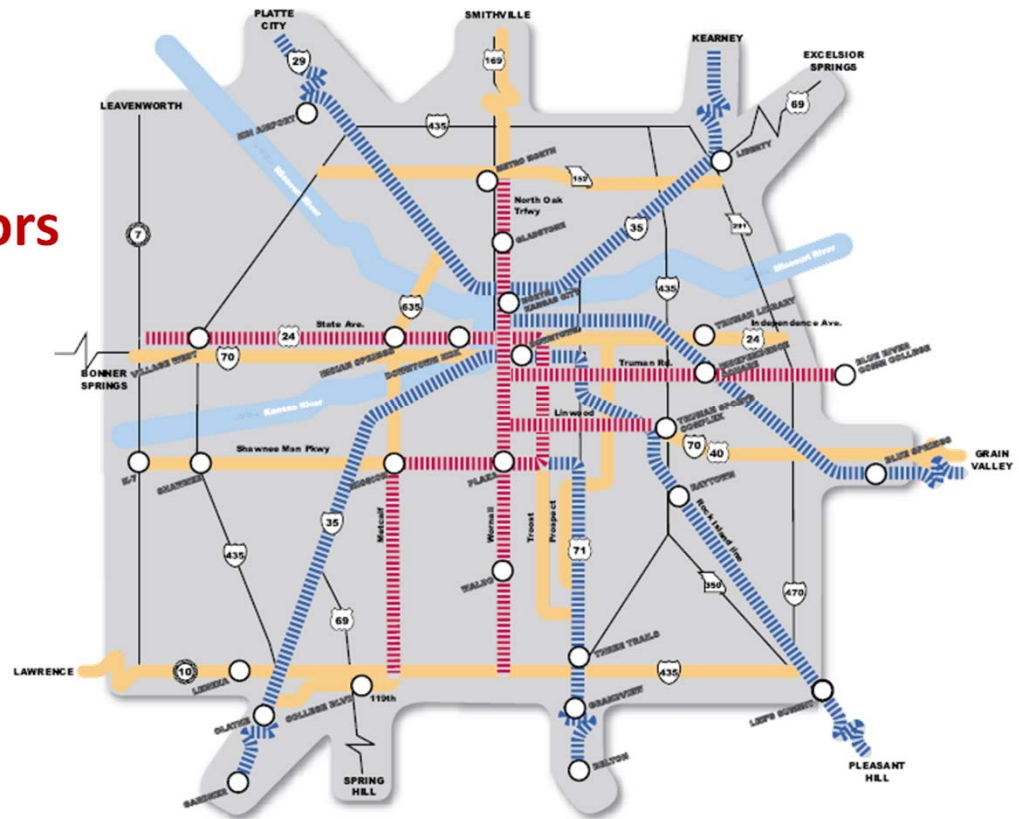
First Suburbs Coalition
December 7th, 2010





Smart Moves Implementation

- **Regional Transit Implementation Plan**
 - **Phase I: Urban Corridors**
 - **Phase II: Commuter Corridors**
 - **Phase III: Systems Integration and Financial Strategy**



PHASE I: URBAN CORRIDORS



Phase I: Urban Corridors Plan

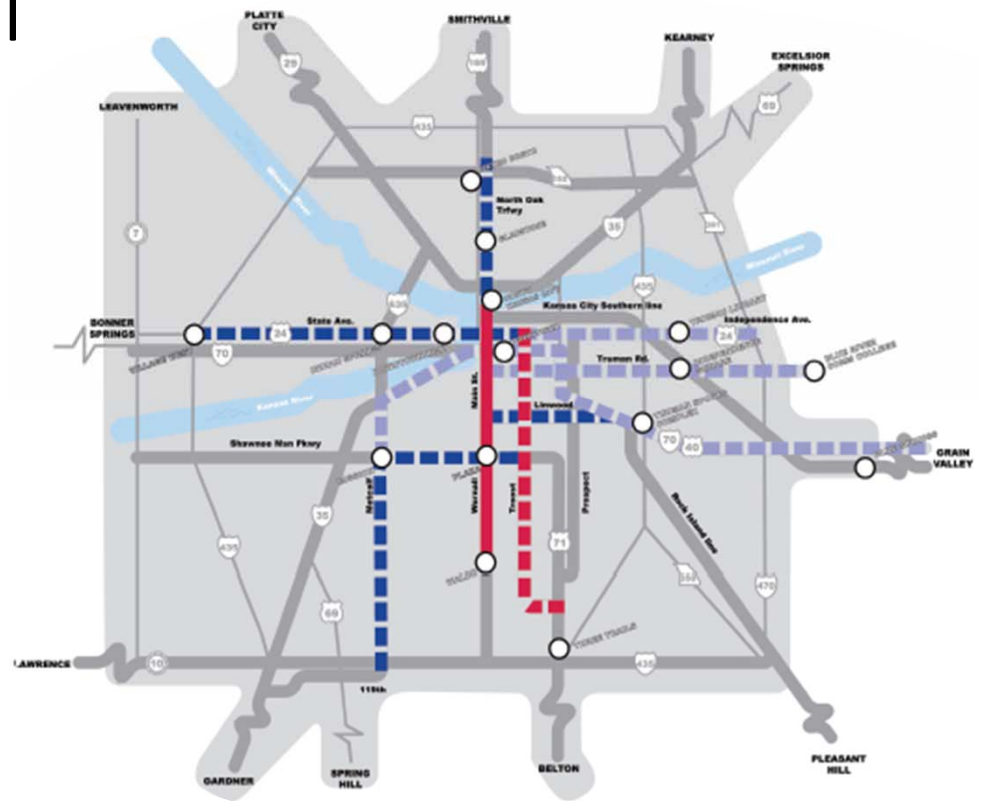
- Outline Implementation Strategy for Urban Corridor BRT Network
 - Built on existing/ongoing corridor-based efforts
(Main St Max/ State Ave/ Metcalf Ave, etc.)
 - Detailed corridor characteristics and needs
 - Evaluated opportunities and benefits of “systems based approach”
 - Outlined near-term and long-term implementation strategies
 - Supported our regional TIGER submission



Phase I: Urban Corridors (BRT)

- 7 Corridor Regional BRT Network

- Main Street Max
- Troost Max
- North Oak
- State Avenue
- Shawnee Mission/Metcalf
- US 24/Truman
- US 40



Urban Corridors Network Costs

CORRIDOR	Capital Cost	Operating Cost (annual)
Main Street Max	\$21	\$3.4
Troost Max	\$30.6	\$4.3
State Avenue	\$22.2	\$2.0
Metcalfe	\$21	\$2.0
North Oak	\$15.5	\$1.7 to \$3.0
US 24/Truman	\$15.5	\$1.6 to \$2.9
US 40	\$15	\$1.6 to \$2.9
Totals	\$140M	\$16.6 to \$20.5 M

- Main Street/ Troost fully funded
- State Ave & Metcalfe partially funding (\$20M capital via TIGER Grant)
- **Total Capital Investment Completed/Secured= approx \$71M**



Urban Corridors Implementation

Near-Term Network Integration Strategies

- Advance traffic signal priority (TSP)
- Consistent branding of service
- Uniform fare and transfer policies
- Coordinated interagency communications policies
- Enhance connections between services in downtown KCMO to facilitate network transfers
- Utilize “Pulse System” to enhance transfer capability and timing



Urban Corridors Implementation

Long-Term Network Optimization Strategies

- Consistent branding of service (including vehicles)
- Interline routes
- Seamless fare and transfer policies
- Integrated or Single network operator
- Development of single downtown KCMO Transit Hub to facilitate network transfers





PHASE II: COMMUTER CORRIDORS

PHASE II: COMMUTER CORRIDORS



Corridor Strategy

- Define Commuter Corridor Service Strategy and Outline Implementation Plan
 - Investigate opportunities related to Commuter Rail and the utilization of existing rail assets
 - Detail corridor characteristics and needs
 - Evaluate opportunities and benefits of “systems based approach”
 - Outline near-term and long-term Service and Implementation Strategies

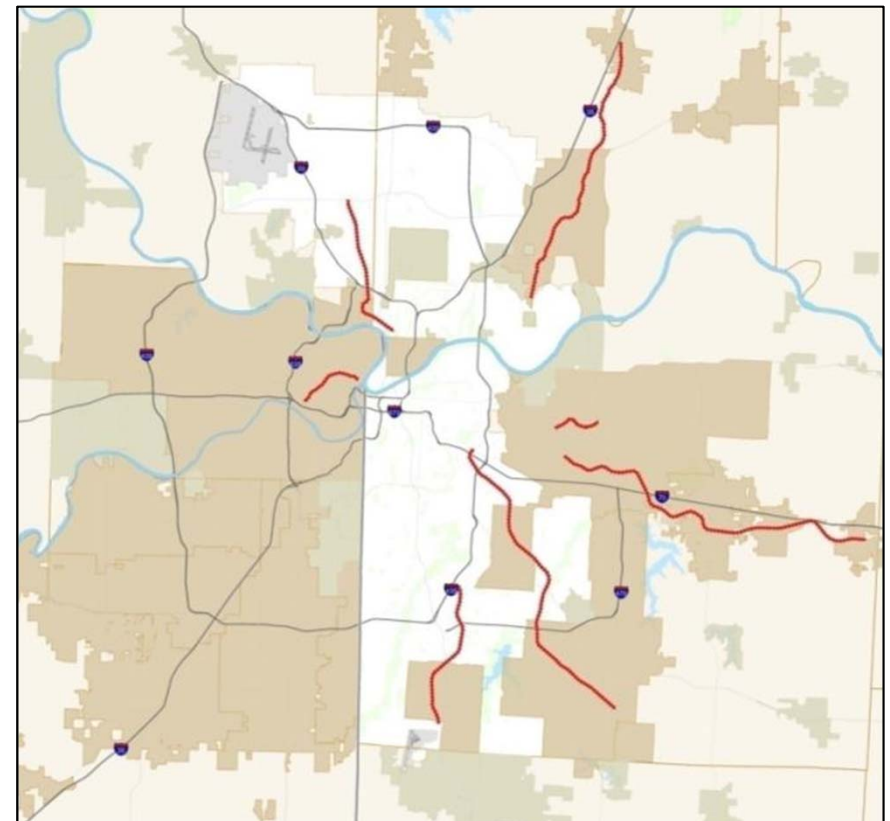
PHASE II: COMMUTER CORRIDORS



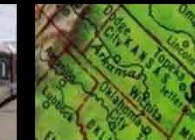
Study Process

Utilize existing rail assets

- Make use of abandoned or underused transportation infrastructure



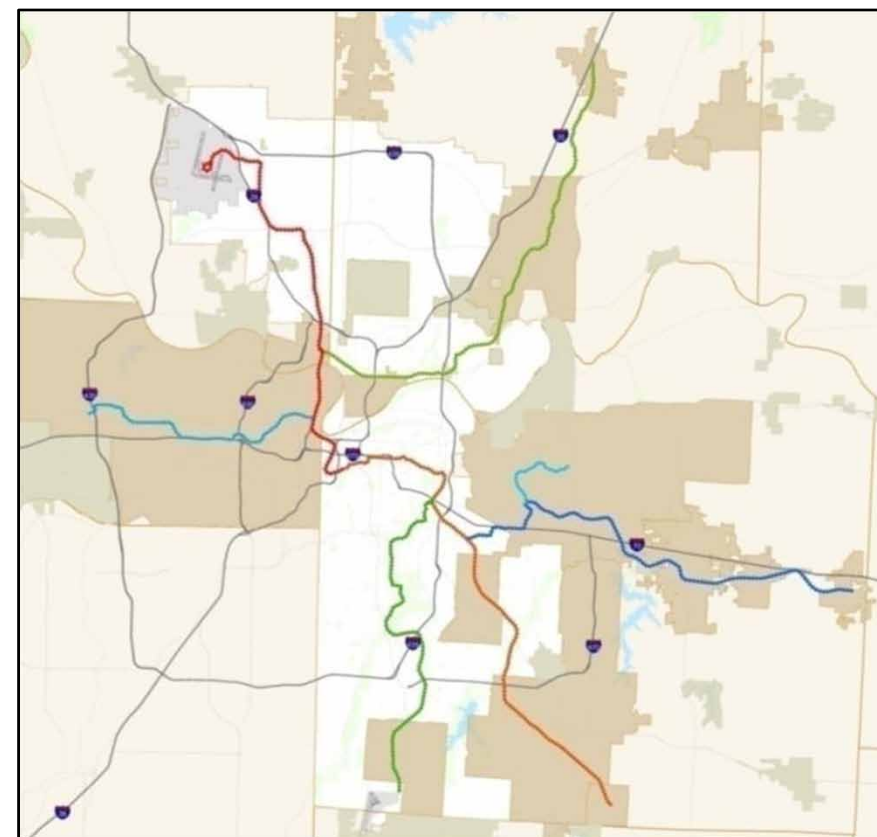
Kansas City Regional Rapid Rail



Study Process

Utilize existing rail assets

- ▶ Have discussed shared use (passenger rail on freight rail) with host railroads

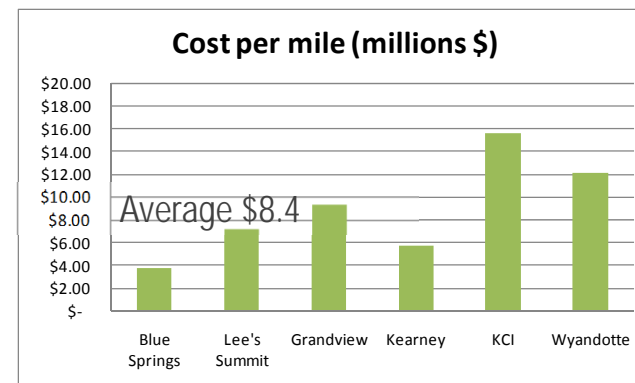
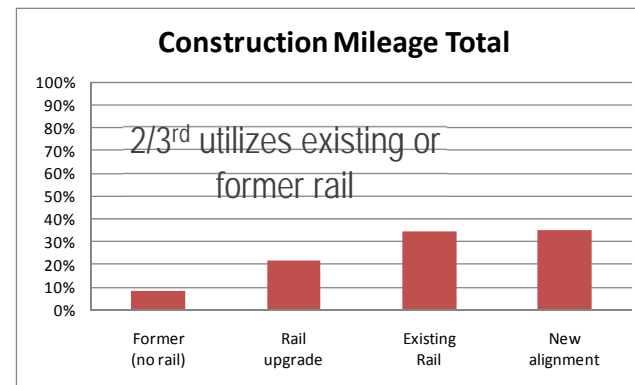


Kansas City Regional Rapid Rail



Overall System:

- 135 miles
- Approximately \$1.2 billion
- Ranging from low of \$3.8 to a high of \$15.6 million per mile
- Includes rolling stock



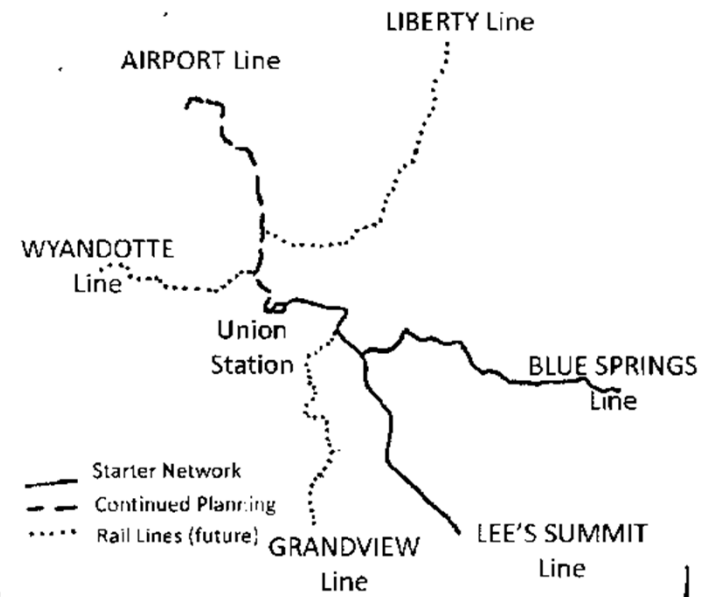
Kansas City Regional Rapid Rail



Corridor Strategy

Commuter Service Strategies:

- ▶ Strategies presented in short-term, mid-term and long-term time periods
- ▶ Viewed as staged implementation of rail network in a series of steps
- ▶ Time periods indicate the start of implementation with completion potentially occurring over a longer period



COMMUTER SERVICE STRATEGIES	I-70 East	Rock Island	US-71	I-35 North	I-29	I-70 West
SUMMARY by CORRIDOR						
Short -Term	Express Bus	Express Bus	Express Bus	Express Bus	Express Bus	NEW Express Bus
	Pursue Rail Option	Pursue Rail Option				
Mid-Term			Pursue Rail Option	Pursue Rail Option	Pursue Rail Option	
Long-Term						

Kansas City Regional Rapid Rail



Corridor Strategy

I-70 East Corridor Strategy:

- ▶ Short-term – Pursue Commuter Rail Option
- ▶ In conjunction with Rock Island line, creates a “starter” network
- ▶ Funding pursued for Alternatives Analysis (AA)
- ▶ Cooperation with host railroad Kansas City Southern
- ▶ Enhance existing express bus service as capacity dictates and funding allows



COMMUTER SERVICE STRATEGIES	I-70 East	Rock Island	US-71	I-35 North	I-29	I-70 West
SUMMARY by CORRIDOR						
Short -Term	Express Bus Pursue Rail Option	Express Bus Pursue Rail Option	Express Bus	Express Bus	Express Bus	NEW Express Bus
Mid-Term			Pursue Rail Option	Pursue Rail Option	Pursue Rail Option	
Long-Term						

Kansas City Regional Rapid Rail



Corridor Strategy

Rock Island Corridor Strategy:

- ▶ Short-term – Pursue rail
- ▶ With Blue Springs line, creates a “starter” network
- ▶ Funding pursued for Alternatives Analysis (AA)
- ▶ Purchase rail corridor from Union Pacific
- ▶ Enhance existing express bus service as capacity dictates and funding allows
- ▶ Extend KATY Trail



COMMUTER SERVICE STRATEGIES	I-70 East	Rock Island	US-71	I-35 North	I-29	I-70 West
SUMMARY by CORRIDOR						
Short - Term	Express Bus Pursue Rail Option	Express Bus Pursue Rail Option	Express Bus	Express Bus	Express Bus	NEW Express Bus
Mid-Term			Pursue Rail Option	Pursue Rail Option	Pursue Rail Option	
Long-Term						

Kansas City Regional Rapid Rail



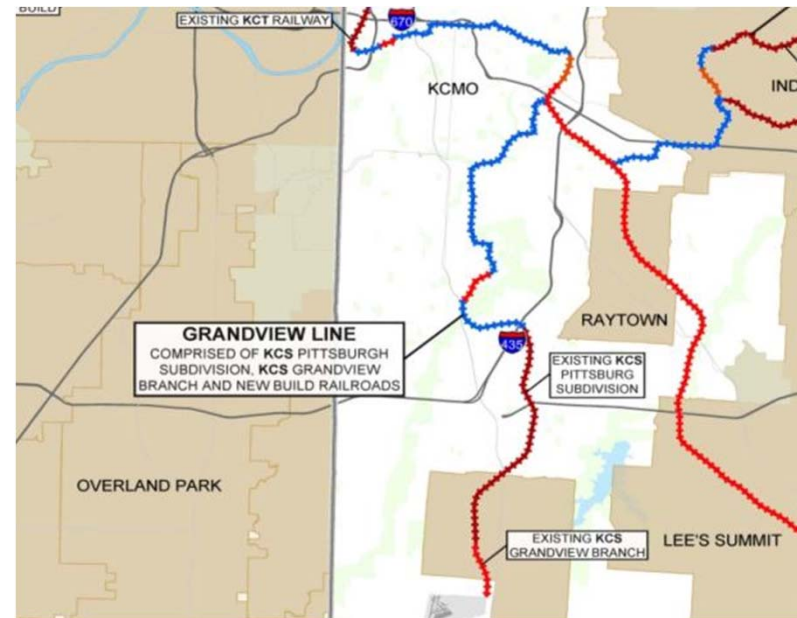
Corridor Strategy

US-71 Corridor Strategy:

- ▶ Short-term – Express bus
- ▶ Recently upgraded park-n-ride lot at Red Bridge Road



- ▶ Continue rail planning and coordinate Transit Oriented Development for mid-term implementation



COMMUTER SERVICE STRATEGIES	I-70 East	Rock Island	US-71	I-35 North	I-29	I-70 West
SUMMARY by CORRIDOR						
Short -Term	Express Bus Pursue Rail Option	Express Bus Pursue Rail Option	Express Bus	Express Bus	Express Bus	NEW Express Bus
Mid-Term			Pursue Rail Option	Pursue Rail Option	Pursue Rail Option	
Long-Term						

Kansas City Regional Rapid Rail



Corridor Strategy

I-35 North Corridor Strategy:

- Short-term – Express bus
- Explore bus on shoulder concept in coordination with any highway improvements
- Investigate corridor preservation and opportunities for Transit Oriented Development for mid-term implementation of rail



COMMUTER SERVICE STRATEGIES	I-70 East	Rock Island	US-71	I-35 North	I-29	I-70 West
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Short - Term	Express Bus Pursue Rail Option	Express Bus Pursue Rail Option	Express Bus	Express Bus	Express Bus	NEW Express Bus
Mid-Term			Pursue Rail Option	Pursue Rail Option	Pursue Rail Option	
Long-Term						

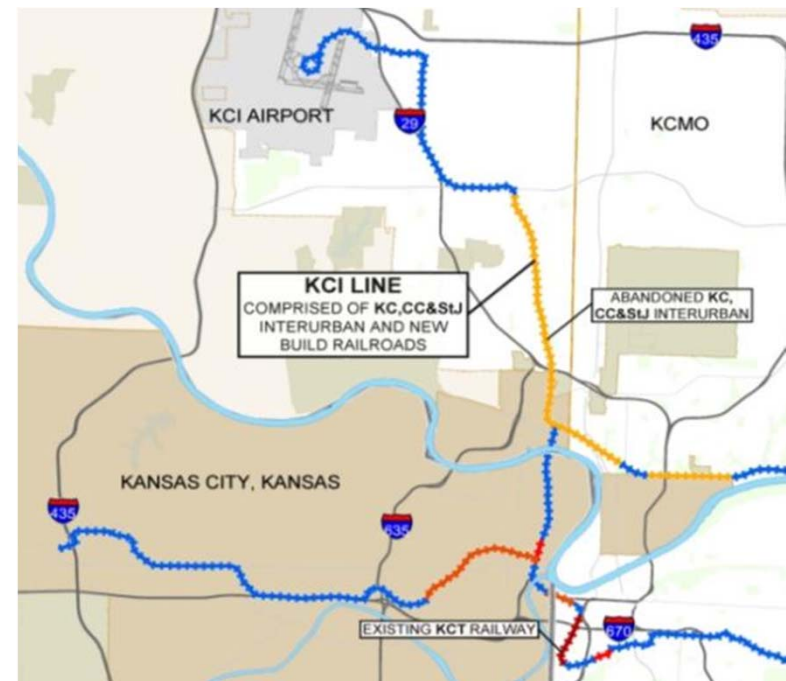
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Corridor Strategy

I-29 Corridor Strategy:

- Short-term – Maintain express bus service while pursuing rail option
- Coordinate with corridor preservation and opportunities for Transit Oriented Development for mid-term implementation of rail



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Short -Term	Express Bus Pursue Rail Option	Express Bus Pursue Rail Option	Express Bus	Express Bus	Express Bus	NEW Express Bus
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Long-Term						

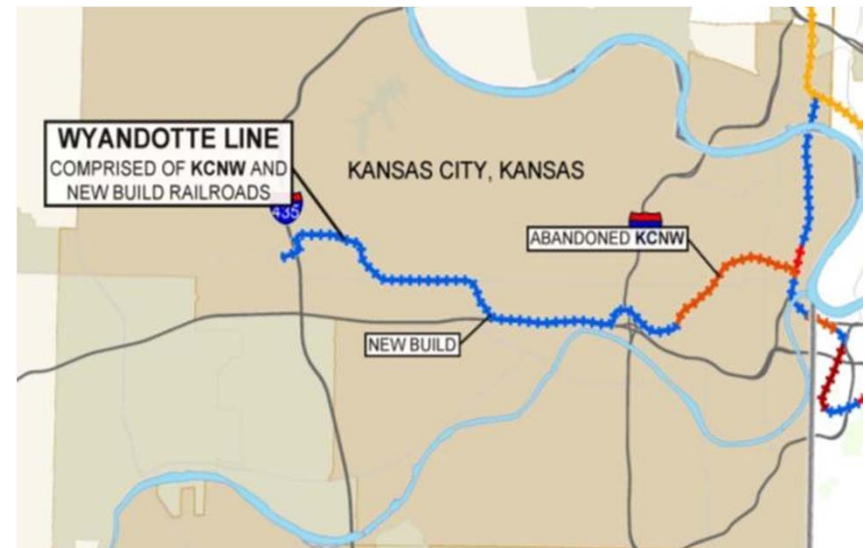
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I-70 West Corridor Strategy:

Corridor Strategy

- Short-term – Investigate new express bus service with bus on shoulder (BOS) operations
- Coordinate transit service at Kansas City, KS and MO transit centers
- Investigate rail service to Lawrence and Topeka



COMMUTER SERVICE STRATEGIES	I-70 East	Rock Island	US-71	I-35 North	I-29	I-70 West
SUMMARY by CORRIDOR						
Short - Term	Express Bus Pursue Rail Option	Express Bus Pursue Rail Option	Express Bus	Express Bus	Express Bus	NEW Express Bus
Mid-Term			Pursue Rail Option	Pursue Rail Option	Pursue Rail Option	
Long-Term						

PHASE III: SYSTEMS INTEGRATION AND IMPLEMENTATION



Phase III- PRIMARY OBJECTIVES

Solidify Regional Transit Plan

- Use the findings from the current transit studies to solidify a detailed regional transit plan inclusive of Urban, Commuter, and Local services. The regional plan will detail preferred service strategies and include a corresponding financial analysis to ensure a full understanding of the plan's make-up and the feasibility of implementation.

Develop an overall regional implementation strategy and approach

- Identify and advance policy actions necessary to support plan implementation. The implementation strategy will clarify necessary steps to advance overall plan implementation, and include items such as detailed policy and financial actions necessary to support concept advancement and potential financial strategies.



Phase III Project Plan

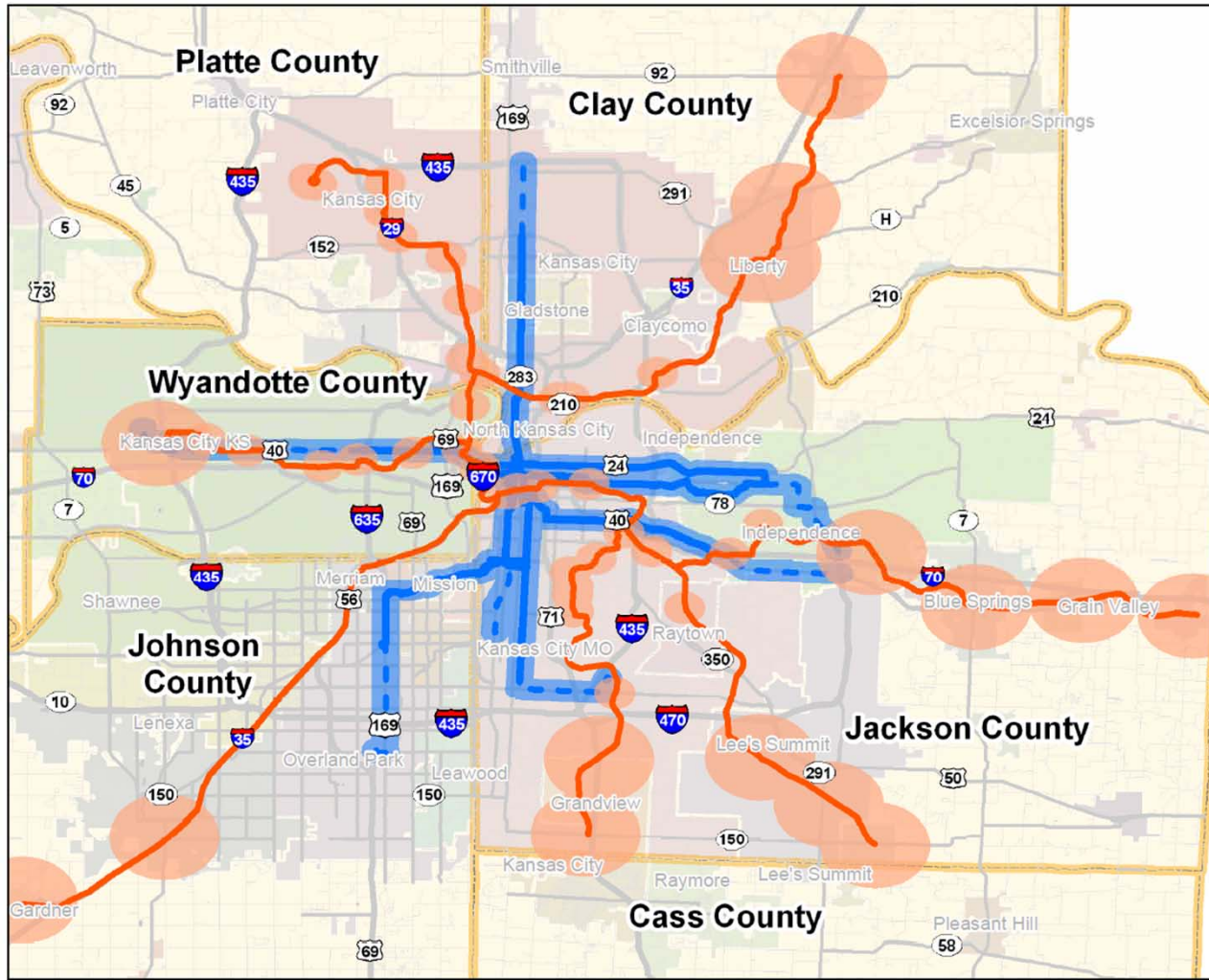
- Integrate Phase I and Phase II findings
- Analyze local fixed-route and community-based paratransit service needs
- Formalize Transit Plan service assumptions
 - Urban Corridors
 - Commuter Corridors
 - Local Fixed Route
 - Community Based/ Special Transportation Services
- Assess transit funding financial outlook and develop Integrated Financial Strategies



Integration of Phase I & II Findings

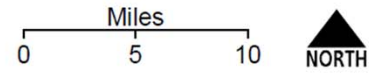
- Develop operational strategies
 - Eliminate redundancies
 - Identify service gaps
 - Define and describe connectivity
- Develop capital improvement strategies
 - Identify needed infrastructure improvements necessary to support system and service integration (Transit hubs, centers, stations, park & rides, etc.)

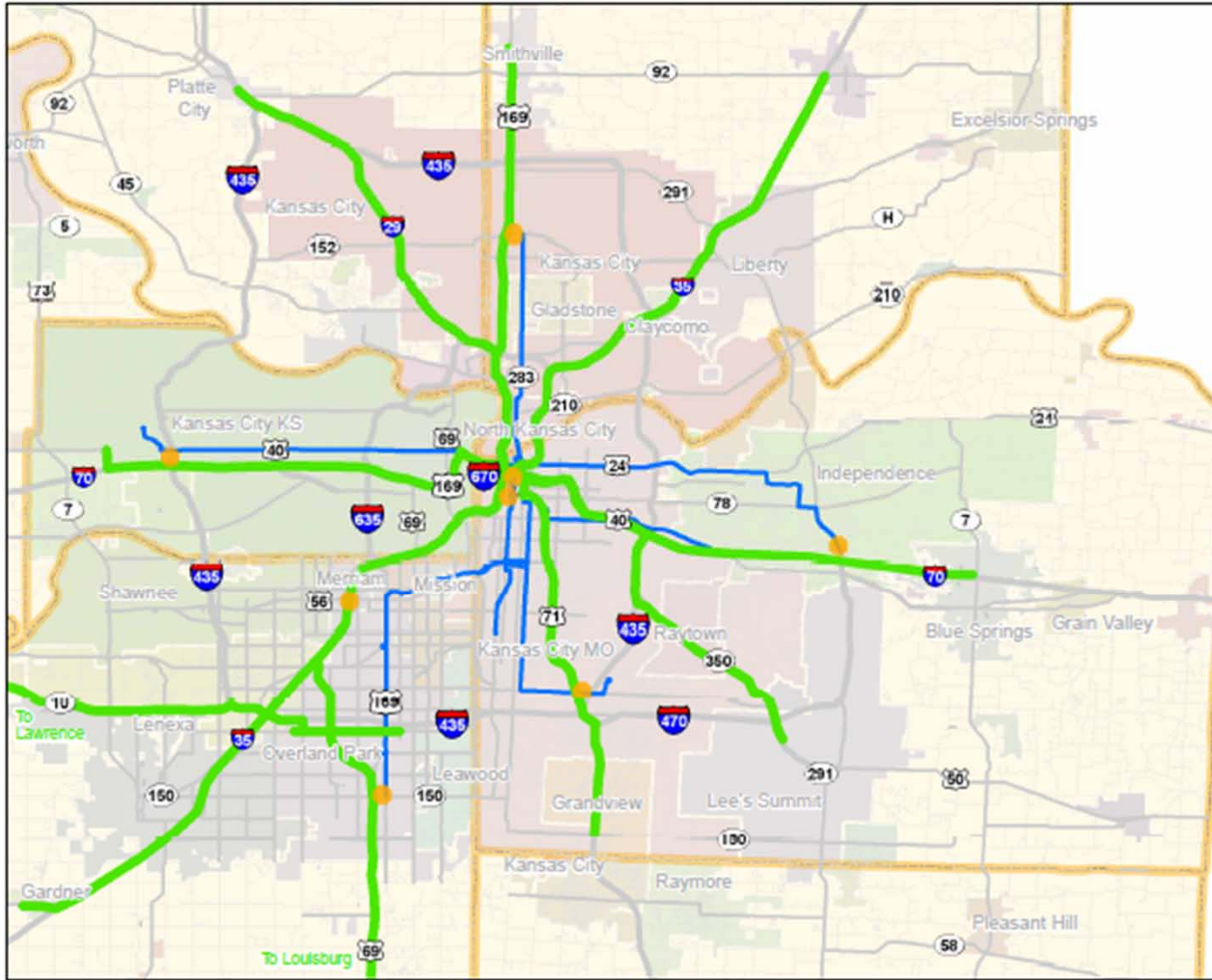








Phase I and Phase II

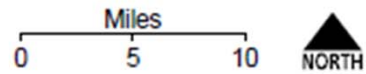
- Commuter Corridors
- Commuter Corridor Buffers
- Urban Corridor Lines
- Urban Corridor Extension
- Urban Corridor Buffer

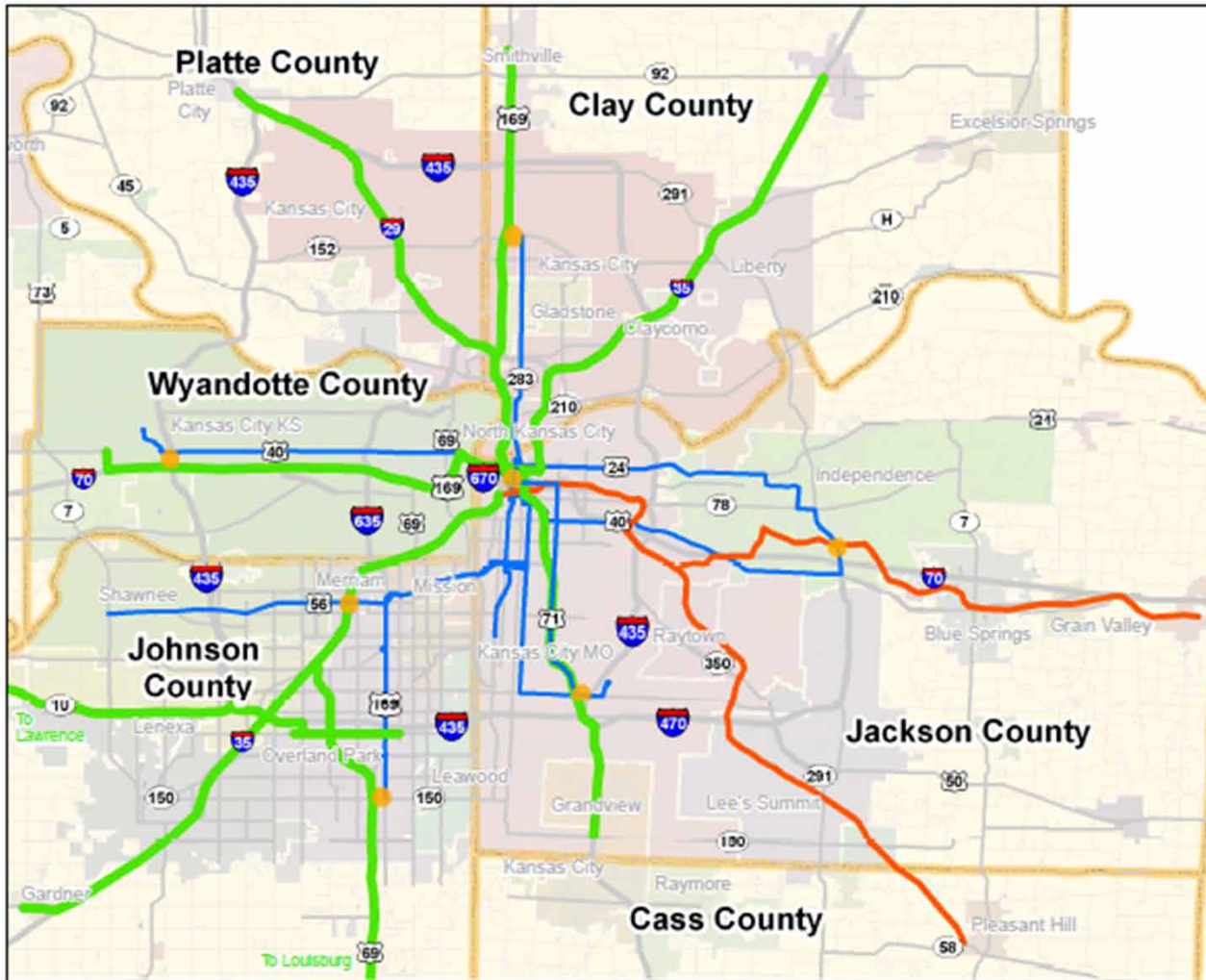




Rapid Transit 5 Year Horizon

-  BRT (Bus Rapid Transit)
-  Rail Based Commuter Corridor
-  Bus Based Commuter Corridor
-  Connectivity Points





Rapid Transit 10 Year Horizon

- BRT (Bus Rapid Transit)
- Rail Based Commuter Corridor
- Bus Based Commuter Corridor
- Connectivity Points



Schedule and Next Steps

- December 1st- Formalize Initial Plan Service Assumptions
 - Urban Corridors (BRT & Downtown Street Car)
 - Commuter Corridors (Commuter Rail & Express Bus)
- February- Review Plan Services Assumptions
 - Local Fixed Route
 - Community Based/Special Transportation
- March- Financial Outlook Discussion
- April- Financial Strategy Discussion
- May- Local Engagement





Thank You

Tom Gerend

Mid-America Regional Council

tgerend@marc.org

816.701.8303

