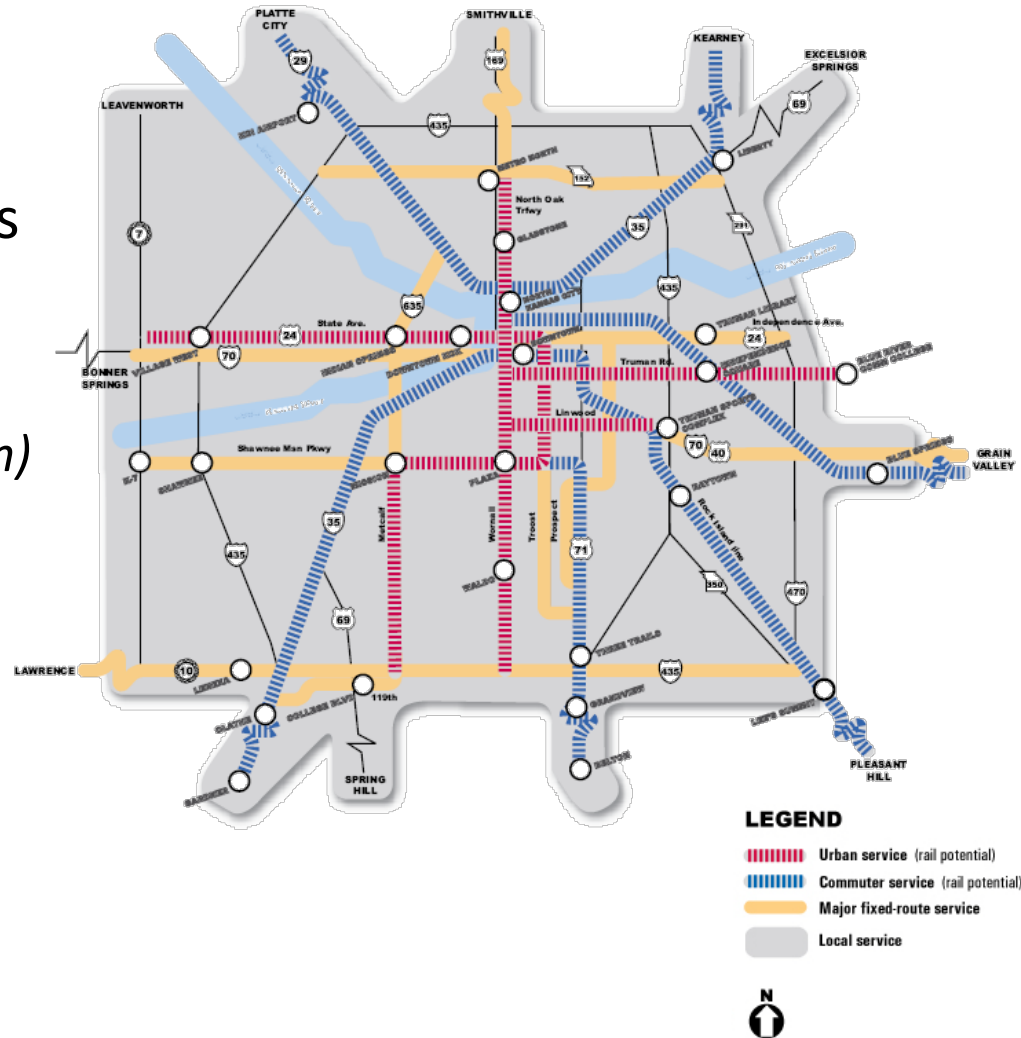


Update on Regional Transit Planning Activities

Total Transportation Policy Committee
July 20, 2010

Smart Moves Implementation

- **Regional Transit Implementation Plan**
 - Phase I: Urban Corridors (*complete*)
 - Phase II: Commuter Corridors (*near-completion*)
 - Phase III: Systems Integration (*pending*)



PHASE I: URBAN CORRIDORS

Phase I: Urban Corridors Study

- Outline Implementation Strategy for Urban Corridor Transit Network
 - Build on existing/ongoing corridor-based efforts
(Main St Max/ State Ave/ Metcalf Ave, etc.)
 - Detail corridor characteristics and needs
 - Evaluate opportunities and benefits of “systems based approach”
 - Outline near-term and long-term implementation strategies



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

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



PHASE II: COMMUTER CORRIDORS

Phase II: Commuter Corridors Study



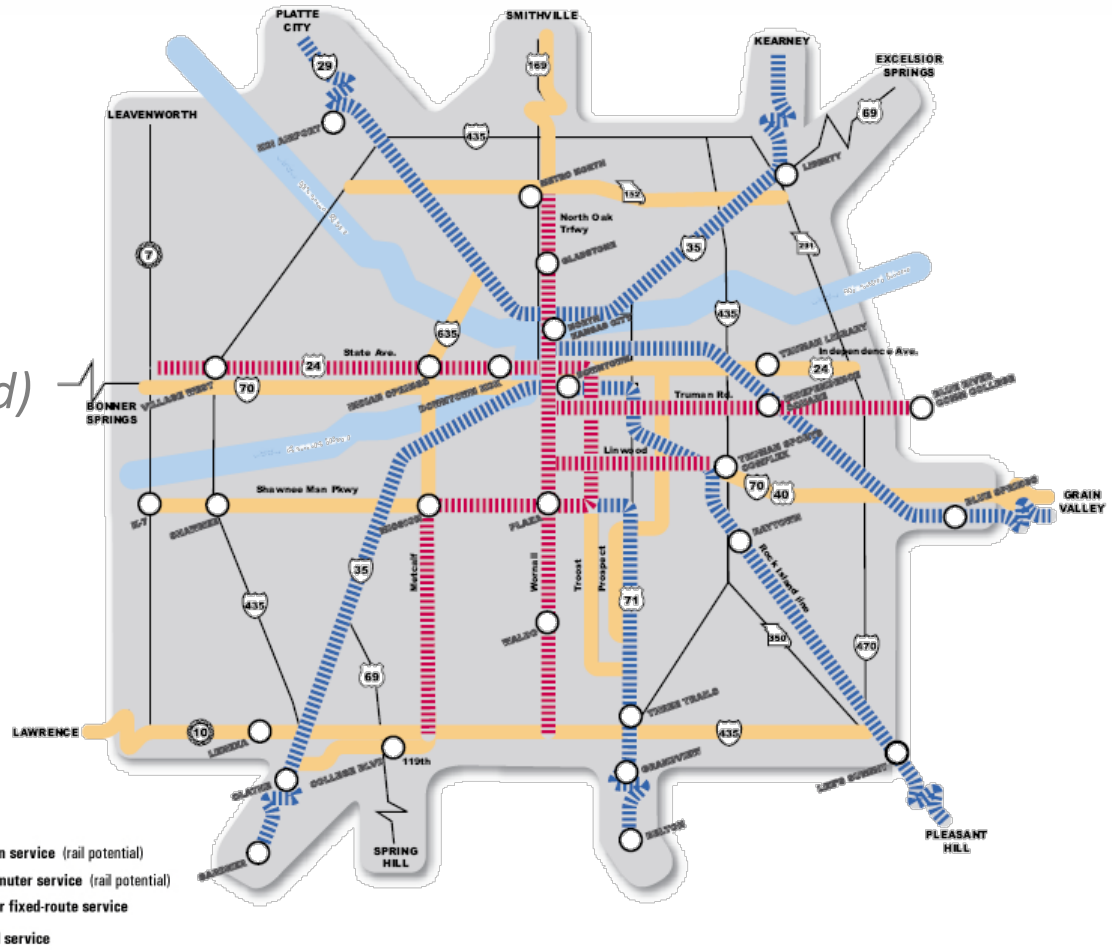
- Define Commuter Corridor Service Strategy and Outline Implementation Plan
 - Investigate opportunities related to Commuter Rail and the utilization of existing rail assets
 - Detail corridor characteristics and needs
 - Evaluate opportunities and benefits of “systems based approach”
 - Outline near-term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

Phase II: Commuter Corridors



- 7 Corridor Regional Network

- I-70 East
- I-70 West
- *I-35 South (LPA Adopted)*
- I-35 North
- I-29 Airport
- Rock Island (Southeast)
- US-71 South



LEGEND

- Urban service (rail potential)
- Commuter service (rail potential)
- Major fixed-route service
- Local service

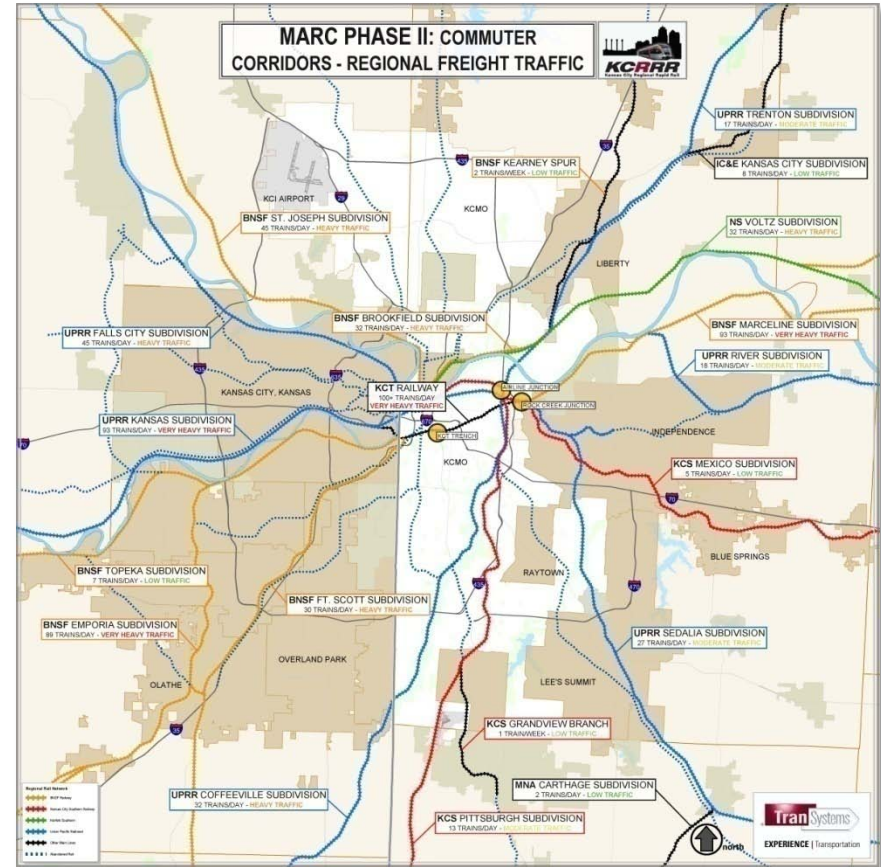
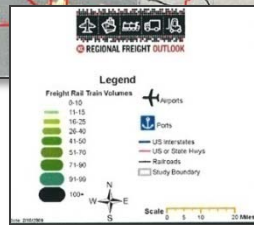


Phase II – Commuter Corridors



Utilize existing rail assets

- ▶ Second largest rail hub in United States

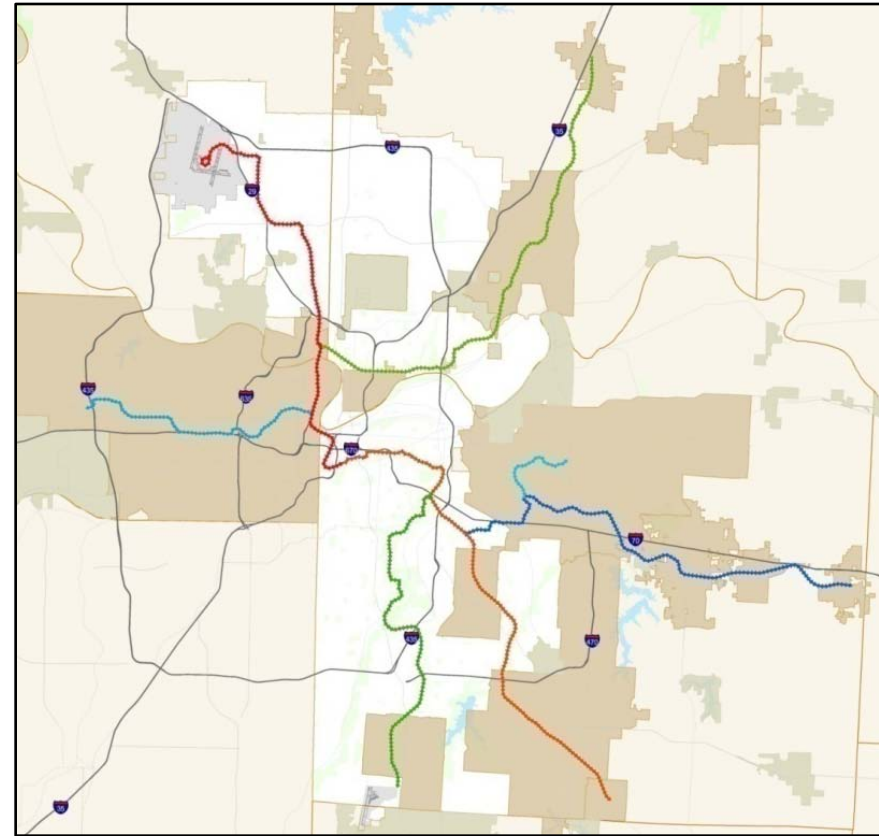
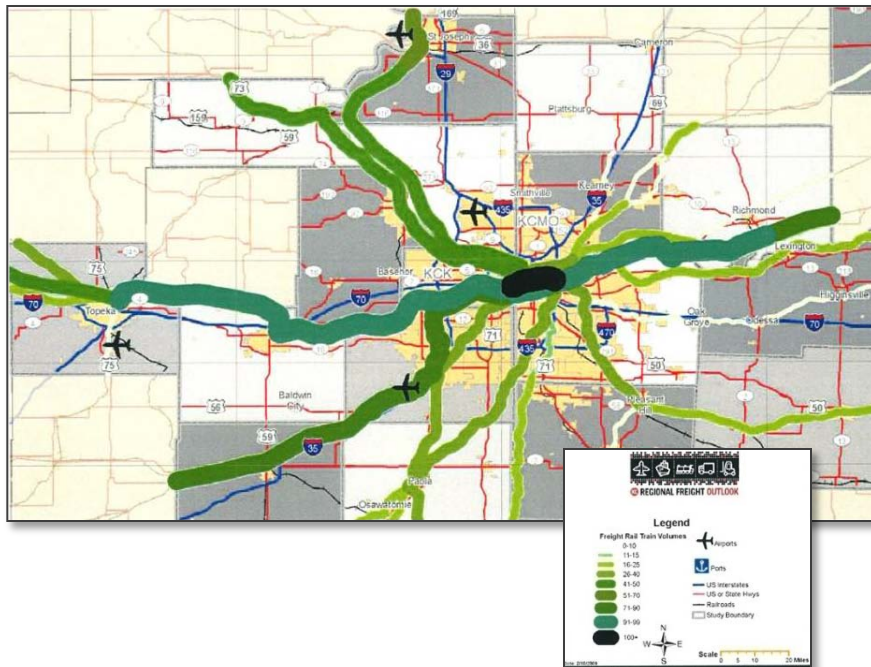


Phase II – Commuter Corridors

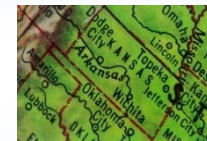


Utilize existing rail assets

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

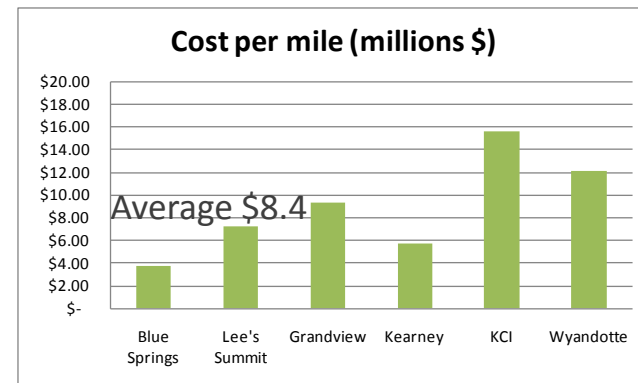
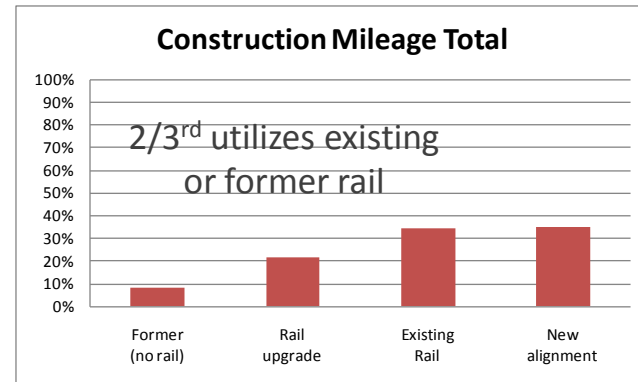


Phase II – Commuter Corridors

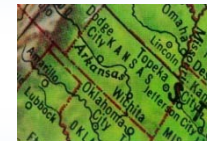


Overall System:

- 135 miles
- Approximately \$1.2 billion (if all rail options advanced)
- Ranging from low of \$3.8 to a high of \$15.6 million per mile (for rail options)
- Includes rolling stock



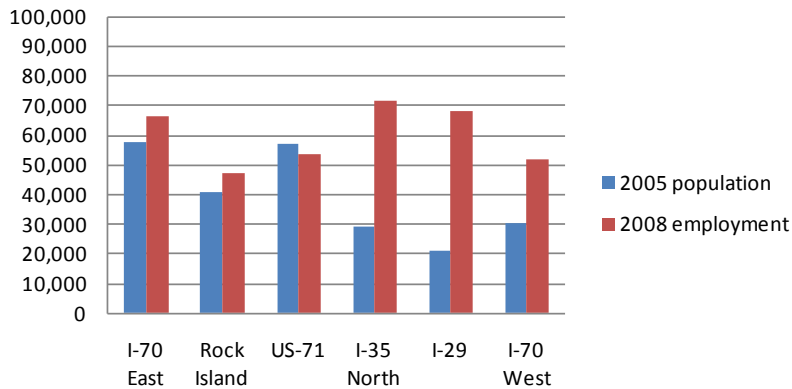
Phase II – Commuter Corridors



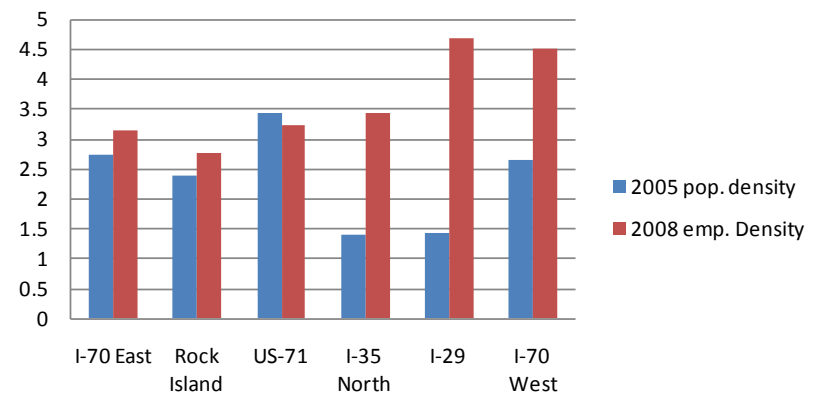
Demographics:

- Corridor Population (2005) and Employment (2008) with densities
- ½ mile each side of rail corridor

Existing Corridor Demographics



Existing Corridor Densities

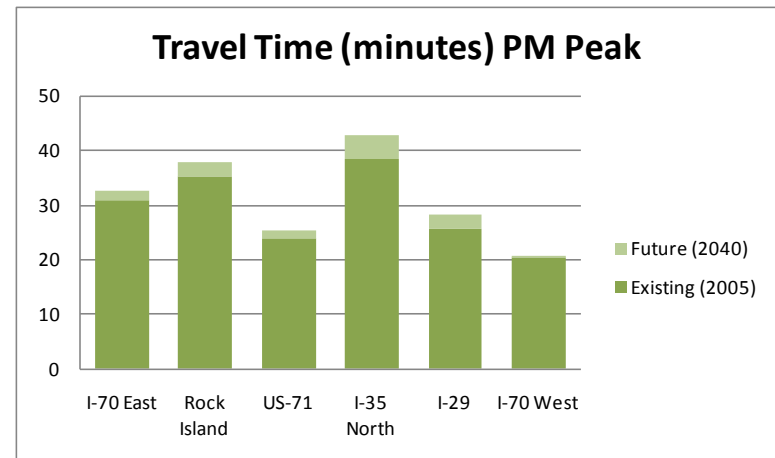
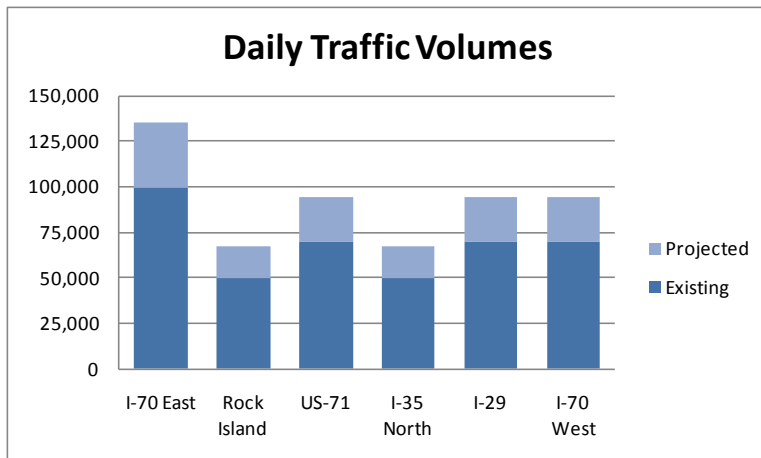


Phase II – Commuter Corridors



Highway Corridors:

- ▶ Representative Traffic Volumes
 - ▶ Existing (2008) and Projected (2030)
- ▶ Travel times in minutes

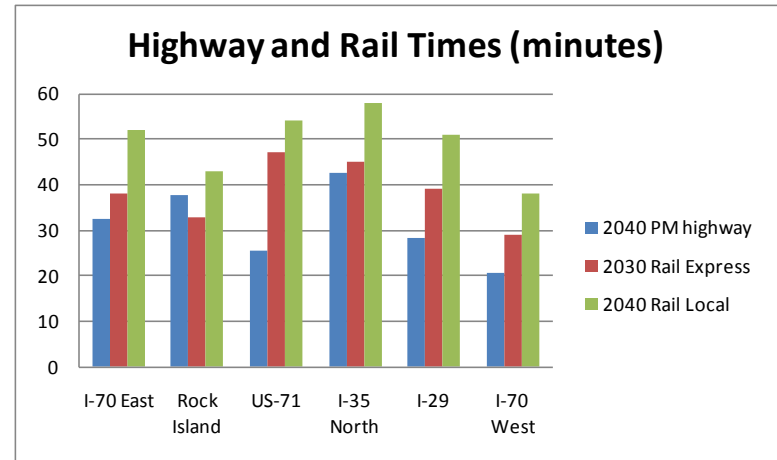
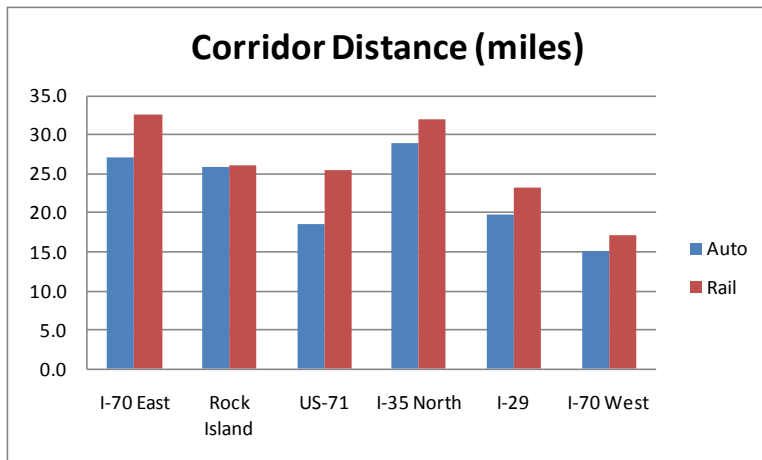


Phase II – Commuter Corridors



Highway and Rail Corridor Comparison:

- ▶ Trip end points and travel times
 - ▶ Utilizing Union Station as a hub



Phase II – Commuter Corridors



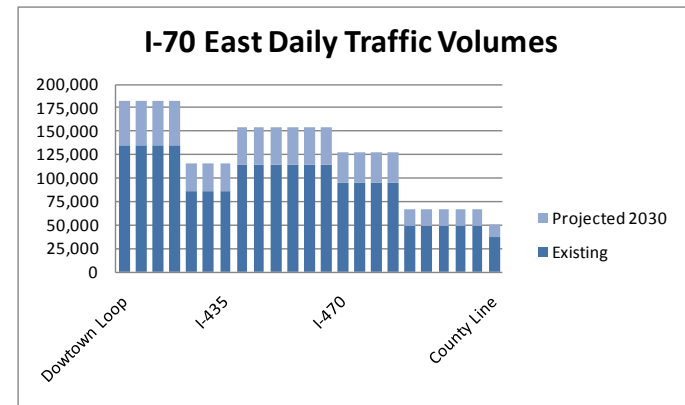
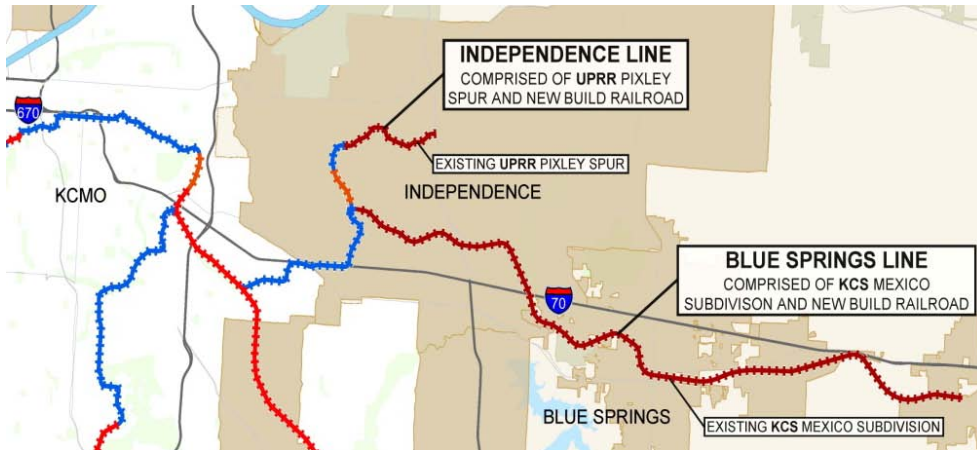
Development of Service Strategies and Next Steps

- ▶ Phase II still under development
- ▶ Rail remains a long-term possibility in all corridors.
- ▶ Short-term strategies and considerations reflect:
 - ▶ Technical Feasibility
 - ▶ Development and Operational Cost
 - ▶ Travel and User Benefits
 - ▶ Potential Ridership
 - ▶ Land Use and Economic Development Opportunity

I-70 East Corridor Summary



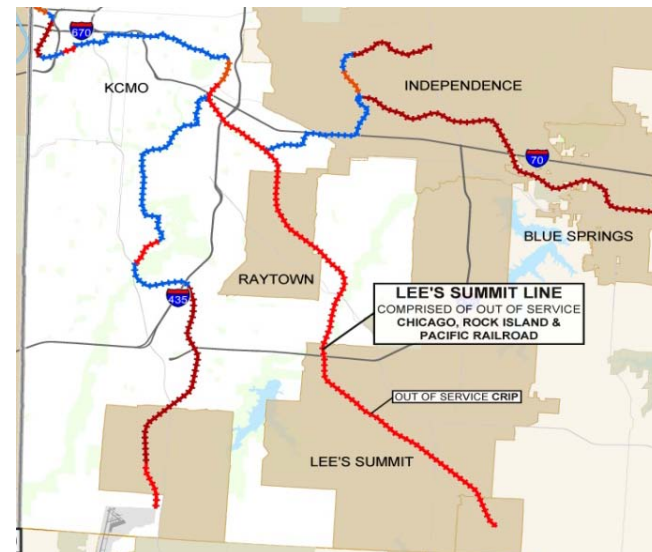
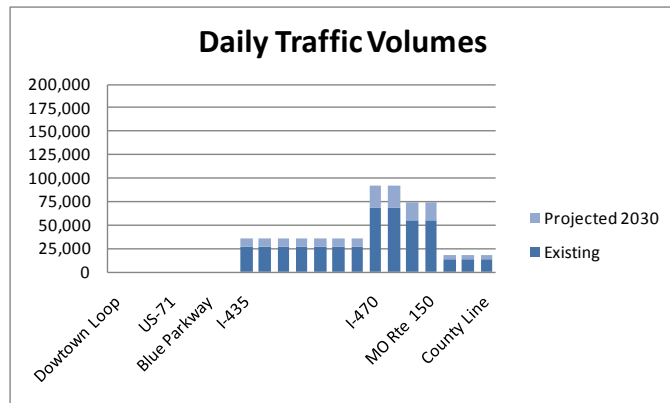
- Congested corridor with available right-of-way, competitive travel times and low cost per mile
- Near Term Service Strategy: Pursue Alternatives Analysis (AA) to continue investigation of Commuter Rail



Rock Island Corridor Summary



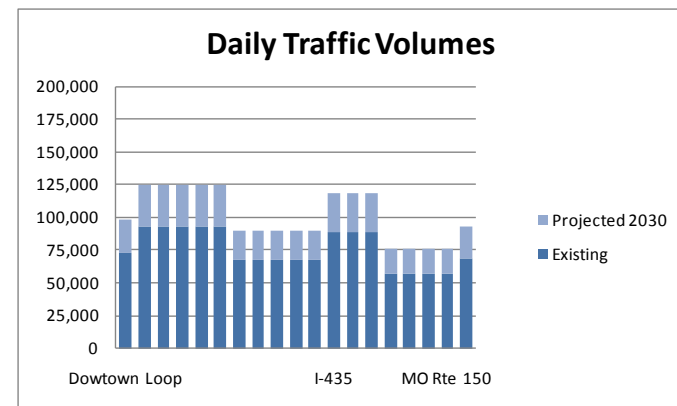
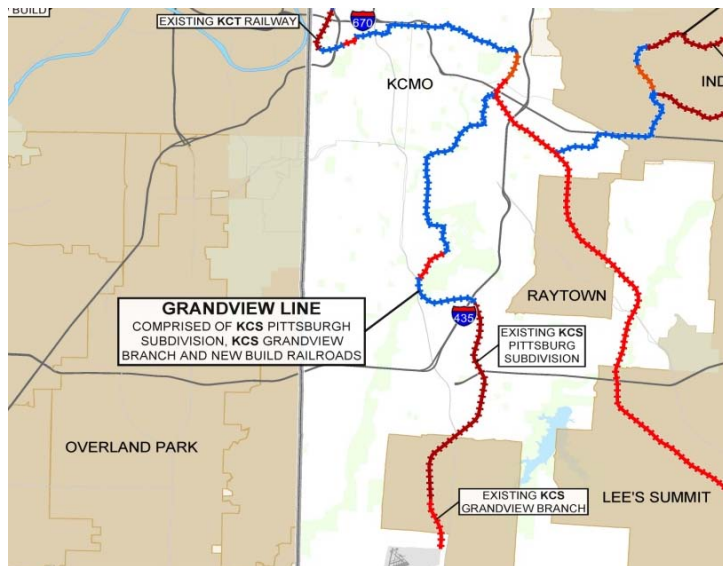
- ▶ Available right-of-way with dual use opportunity (transit and KATY Trail), competitive travel time, and low cost per mile
- ▶ Near Term Service Strategy: Pursue corridor acquisition and Alternatives Analysis (AA) to continue investigation of Commuter Rail



US-71 Corridor Summary



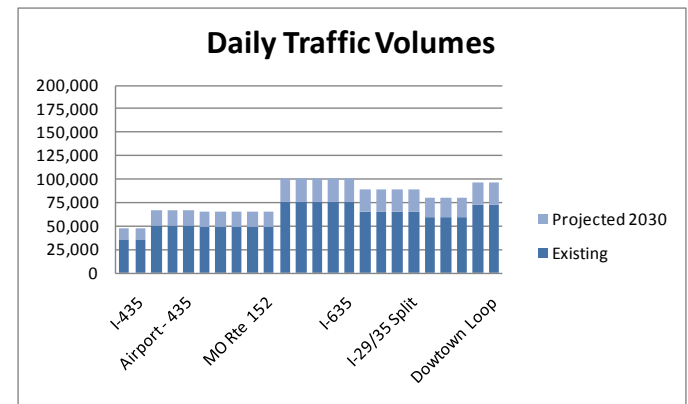
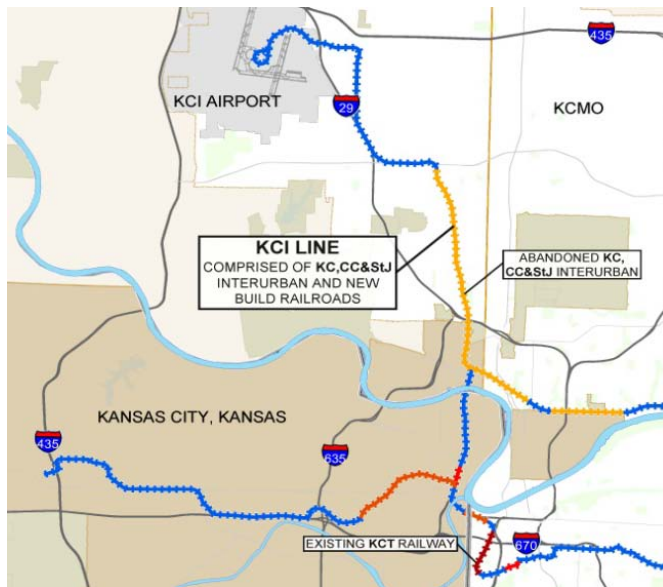
- Longer travel times, more extensive right-of-way requirements, higher cost-per-mile
- Near-term service strategy – Express bus / bus on shoulder
- Mid-term service strategy- Investigate Rail Potential



I-29 Corridor Summary



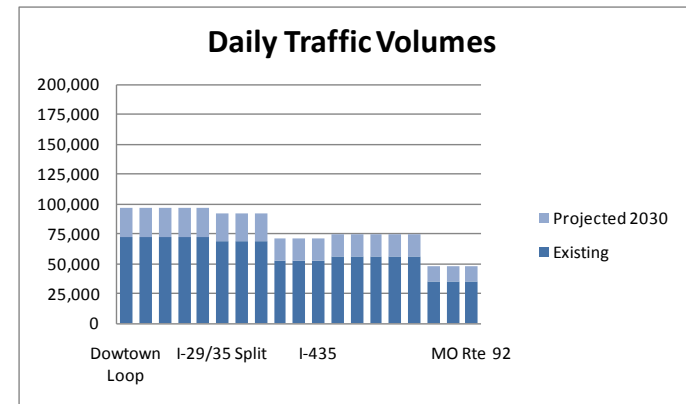
- High cost per mile associated with Missouri River bridge crossing, extensive right-of-way needs,
- Near-term service – Express bus / bus on shoulder
- Mid-term service - Investigate Rail Potential



I-35 North Corridor Summary



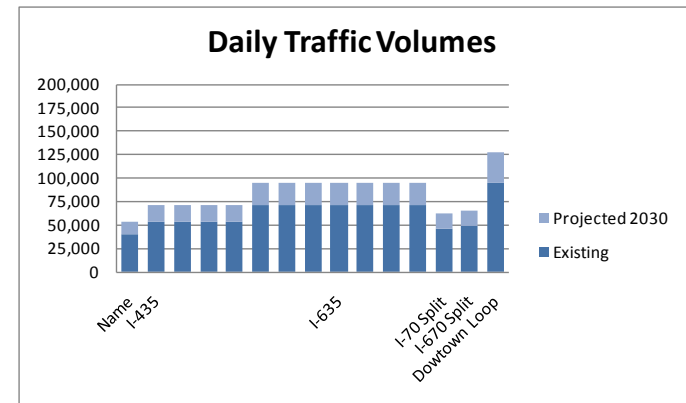
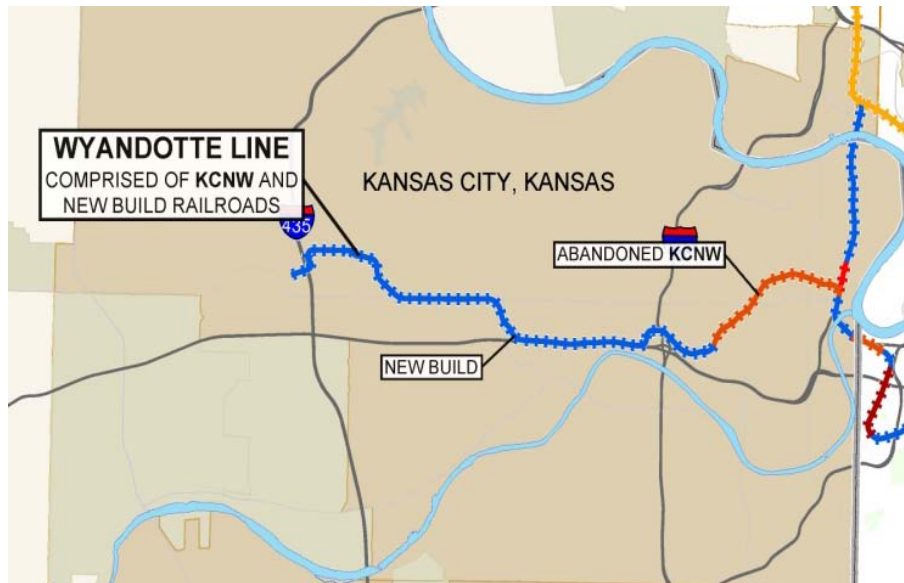
- Lower population densities, longer travel times, right-of-way needs.
- Near-term service – Express bus / bus on shoulder
- Long-term service – Investigate Rail Potential



I-70 West Corridor Summary



- ▶ Low congestion levels, major activity centers including Fairfax industrial employment
- ▶ Near-term service – Express bus / bus on shoulder on I-70, coupled with Urban BRT on State Avenue



Overall Next Steps

- Complete Phase II Study
 - Travel Modeling Analysis and Operations Scenarios
- Initiate Phase III- Systems Integration
- Develop Integrated Costing and Financing Strategies
(Urban, Commuter, and Local Services)
- Pursue All Opportunities for Federal and State Investment
 - Integrated Alternatives Analysis Request (commuter corridors and downtown circulator street car)
 - Future Federal Programs, Grants, etc.
- Formalize locally preferred alternatives in all major corridors

Thank You

Tom Gerend

Mid-America Regional Council