



# Summary of Alternatives

● = Best  
 ◐ = Good  
 ○ = Comparatively Poor

Alternative	EAST: I-70 Express Bus (TSM)	EAST: I-70 DMU	SOUTHEAST: ROCK ISLAND Express Bus (TSM)	SOUTHEAST: ROCK ISLAND DMU	SOUTHEAST: ROCK ISLAND Enhanced Streetcar	SOUTHEAST: ROCK ISLAND Bus Rapid Transit (BRT)
<b>Transportation</b>						
Provide transit capacity to meet current and future needs.	●	●	●	●	●	●
Improve travel times and speeds within the study area.	◐	●	◐	●	◐	●
Attracts new riders	○	●	○	●	●	◐
Improve on-time performance	○	●	◐	●	◐	◐
<b>Economic Development and Land Use</b>						
Provide transit services that can support desired land use growth patterns.	○	◐	○	◐	●	◐
Provide convenient and accessible transit service to existing and planned activity centers.	◐	●	◐	●	◐	◐
<b>Sustainability/Livability</b>						
Reduce air pollutant emissions, fuel consumption and vehicle miles traveled/ vehicle hours traveled and delay.	○	●	○	◐	◐	◐
Link transit service with bike and pedestrian systems to create walkable communities and improve public health.	◐	◐	◐	●	●	●



JACKSON COUNTY  
**COMMUTER CORRIDORS**  
 ALTERNATIVES ANALYSIS

# East Corridor (I-70)

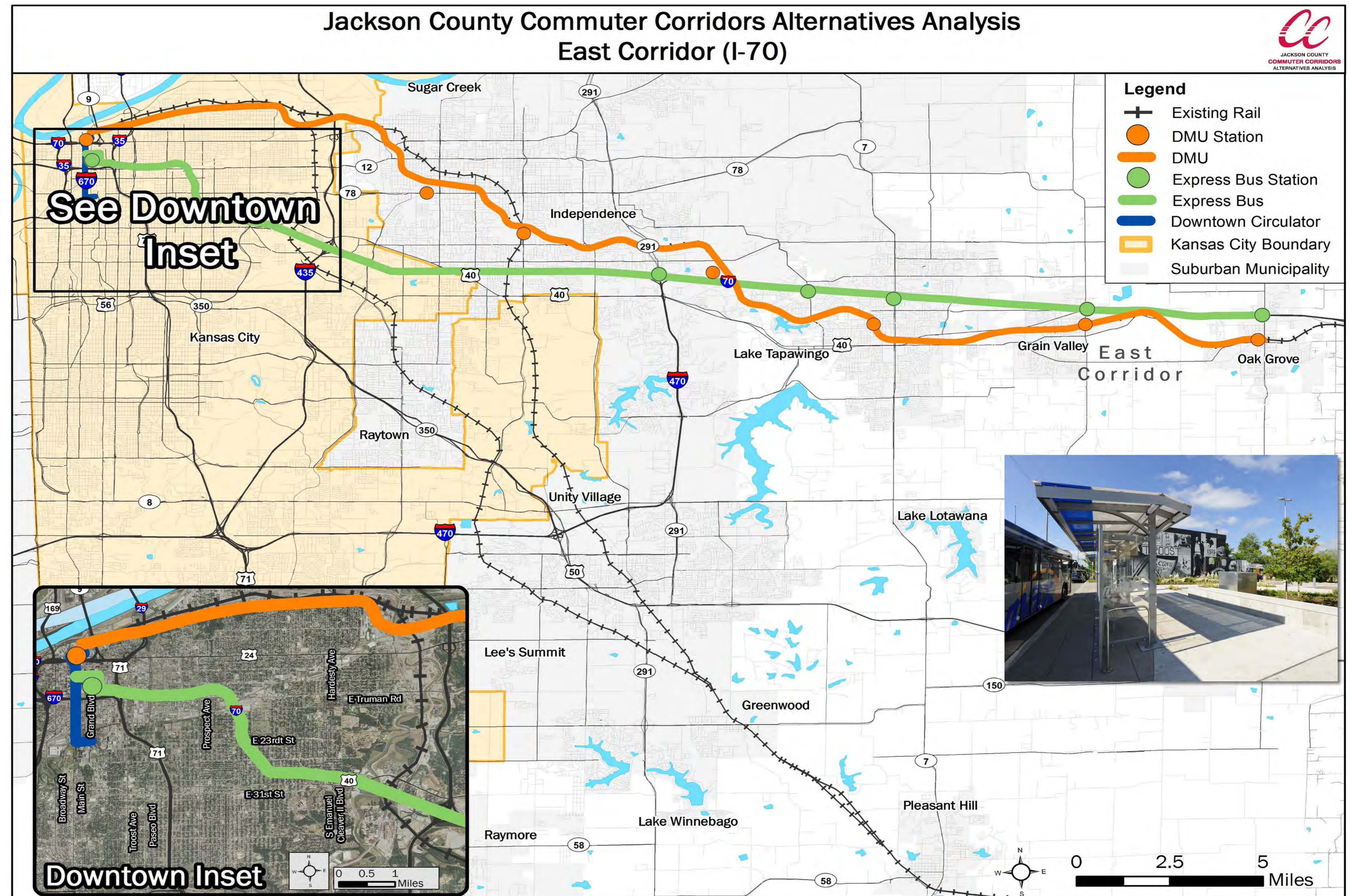
## Alternative 1: Express Bus (TSM)

Flexible service can have separate routes for each community

## Alternative 2: Diesel Multiple Unit (DMU)

Good commuter service to Central Business District

Economic development opportunities



# East Corridor (I-70) Detailed Summary

 Ridership numbers are being refined and are subject to change

Measure	Methodology	Express Bus (TSM)	Diesel Multiple Unit
<b>Performance Measures</b>			
End to end scheduled travel time	<i>In minutes</i>	44	35.2
Average guideway speed	<i>In miles per hour</i>	35 - 51	57
Weighted travel time- Blue Springs Central Business District to Kansas City Central Business District	<i>In minutes</i>	57	51
Weighted travel time- Oak Grove to Kansas City Central Business District	<i>In minutes</i>	59	61
Transit ridership	<i>Daily ridership</i>	600	1,150 - 2,800
Maximum load point	<i># of passengers during peak period</i>	Varies- separate origins for each city	340
<b>Demographic Measures</b>			
Households within half mile of stations	<i>GIS analysis</i>	6,379	8,785
Jobs within half mile of stations	<i>GIS analysis</i>	48,701	30,078
<b>Environmental Measures</b>			
Number of residential displacements	<i>Full and partial</i>	0	0
Number of non-residential displacements	<i>Full and partial</i>	0	7
Park impacts	<i>In acres</i>	0	55
Wetland impacts	<i>In acres</i>	0	43.3
Stream impacts	<i>In feet</i>	0	24,021
Floodplain impacts	<i>In acres</i>	0	179.8
Visual impacts	<i>High/Medium/Low</i>	Low	High
Percentage of households within 1/2 mile of alignment that are low income	<i>GIS analysis</i>	12%	13.74%
Proportion of displacements within environmental justice census tracts	<i>GIS analysis</i>	0/0	0/0
<b>Purpose and Need Measures</b>			
Economic development	<i>Model-based spinoffs</i>	Minimal	\$503.6 million
Level of support	<i>Qualitative Measure</i>	Low	High
Bike/pedestrian integration	<i>Qualitative Measure</i>	Medium	Medium



JACKSON COUNTY  
**COMMUTER CORRIDORS**  
 ALTERNATIVES ANALYSIS

# Southeast Corridor (Rock Island)

## Alternative 1: Express Bus (TSM)

Flexible service can have separate routes for each community

## Alternative 2: Diesel Multiple Unit (DMU)

Good commuter service to Central Business District

Economic development opportunities

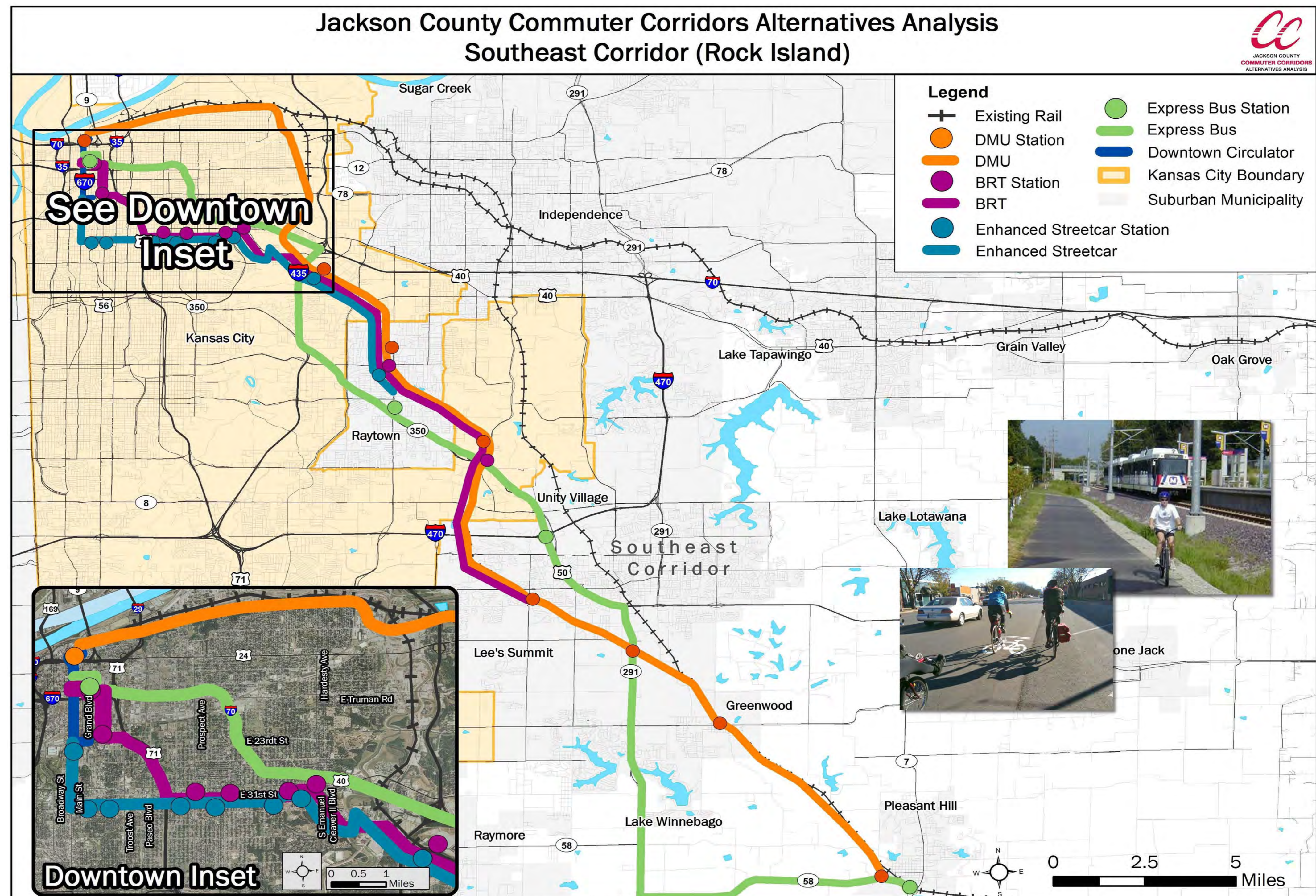
## Alternative 3: Enhanced Streetcar

Extension to downtown streetcar

High level of economic development opportunities

## Alternative 4: Bus Rapid Transit (BRT)

Flexible service through Bus Rapid Transit route





# Southeast Corridor (Rock Island) Detailed Summary

★ Ridership numbers are being refined and are subject to change

Measure	Methodology	Express Bus (TSM)	Diesel Multiple Unit	Enhanced Streetcar	Bus Rapid Transit
<b>Performance Measures</b>					
End to end scheduled travel time	<i>In minutes</i>	51	40	34	32
Average guideway speed	<i>In miles per hour</i>	35 - 37	59	22	36
Weighted travel time- Pryor Road (Lee's Summit) to Kansas City Central Business District	<i>In minutes</i>	60	58	N/A	56
Weighted travel time- Pleasant Hill to Kansas City Central Business District	<i>In minutes</i>	60	65	N/A	N/A
Weighted travel time- Raytown (63rd St./Raytown Rd.) to Kansas City Central Business District	<i>In minutes</i>	48	25	50	54
Transit ridership	<i>Daily ridership</i>	350	500	1,850 - 2,700	500
Maximum load point	<i># of passengers during peak period</i>	Varies- separate origins for each city	130	390	160
<b>Demographic Measures</b>					
Households within half mile of stations	<i>GIS analysis</i>	4,326	2,718	9,111	7,292
Jobs within half mile of stations	<i>GIS analysis</i>	45,443	4,550	25,197	59,056
<b>Environmental Measures</b>					
Number of residential displacements	<i>Full and partial</i>	0	0	3	0
Number of non-residential displacements	<i>Full and partial</i>	0	0	6	0
Park impacts	<i>In acres</i>	0	0	0	0
Wetland impacts	<i>In acres</i>	0	8	3.2	0.8
Stream impacts	<i>In feet</i>	0	34,308	6,027	6,532
Floodplain impacts	<i>In acres</i>	0	156.5	92	91.5
Visual impacts	<i>High/Medium/Low</i>	Low	Medium	Medium	Low
Percentage of households within 1/2 mile of alignment that are low income	<i>GIS analysis</i>	12%	6.46%	13.72%	13.12%
Proportion of displacements within environmental justice census tracts	<i>GIS analysis</i>	0/0	0/0	3/3	0/0
<b>Purpose and Need Measures</b>					
Economic development	<i>Model-based spinoffs</i>	Minimal	\$312.3 million	\$660.4 million	TBD
Level of support	<i>Qualitative Measure</i>	Low	High	High	Low
Bike/pedestrian integration	<i>Qualitative Measure</i>	Low	Medium	Medium	Medium