



JACKSON COUNTY  
**COMMUTER CORRIDORS**  
ALTERNATIVES ANALYSIS

# Project Update

June 2012

Substantial new information regarding the Jackson County Commuter Corridors Alternatives Analysis (JCCCAA) has come to light, prompting the Project Partnership Team to determine that it is most prudent to delay consideration of a Locally Preferred Alternative (LPA) in the I-70 and Rock Island corridors. As part of its ongoing due diligence, the team is re-evaluating the feasibility of Union Station as a transit hub and determining whether an alternative model for construction will reduce associated costs.

At the same time, the U.S. 71 Transit Study has just begun. On the northern end, the U.S. 71 corridor begins in downtown Kansas City, Missouri's central business district and runs south through Grandview, Missouri. The transit study, like the JCCCAA, also is evaluating how to enhance transit service with the intention of identifying an LPA- the route, mode and financing desired by the community.

Both the JCCCAA and the U.S. 71 Transit Study are critical elements of a regional transit system. Not only would improvements support the region's vision for expanded and enhanced transit service, but they would also be catalysts for economic development and redevelopment and an improved quality of life.

It is expected that the U.S. 71 Transit Study can be expedited, with a determination of appropriate route and mode identified later this summer. This is possible because much of the information developed for the I-70 and Rock Island corridors is relevant to U.S. 71, including transportation modeling, operation and maintenance cost estimates, and ridership forecasts. On a parallel path, Jackson County is considering other ways to further develop the transit system within the county, focusing on rail, buses and a trail system.

Because improved transit in all three corridors—I-70, Rock Island, and U.S. 71—should work together as part of an overall regional system supported by strong local transit, the Project Partnership Team hopes to identify a course of action later this summer.



***Public Meeting Attendees at the last JCCCAA public meeting (April 27, 2012)***






***U.S. 71 Transit Study Project Partnership Team Kick-off Meeting (June 2012)***




## Project Partners

- Jackson County, Missouri
- Kansas City Area Transportation Authority (KCATA)
- Mid-America Regional Council (MARC)
- City of Kansas City, Missouri

## Alternatives

After months of analysis of possible routes and modes along the corridors, six alternatives remain.

Corridor and Mode	Terminus and Description
<b>East (I -70): Express Bus</b> 	<b>Terminus: TBD</b> An express bus or combination of express and local bus with flexible terminal points using I-70 or other surface arterials. A bus option offers a one-seat ride to multiple locations and could augment any fixed-guideway services.
<b>East (I -70): Diesel Multiple Unit</b> 	<b>Terminus: Oak Grove</b> A full regional rail alternative terminating in Oak Grove uses diesel multiple unit (DMU)-style trains to connect suburban jurisdictions in the east corridor along the Kansas City Southern right-of-way to the River Market. It also provides access to other destinations and opportunities for reverse commutes to suburban employment centers.
<b>Southeast (Rock Island): Express Bus</b> 	<b>Terminus: TBD</b> An express bus or combination express and local bus is being retained in the southeast corridor with flexible terminal points using the Rock Island right-of-way and other surface arterials highways and streets in the suburban and urban jurisdictions. A bus option offers the ability for a one-seat ride to multiple locations and could augment any fixed-guideway services.

Corridor and Mode	Terminus and Description
<p><b>Southeast (Rock Island):</b> <b>Diesel Multiple Unit</b></p> 	<p><b>Terminus: Pleasant Hill</b></p> <p>A DMU option in the southeast corridor is the only of the three alternatives to join with the East alternative. In this alternative, the DMU in the Southeast Corridor joins with the DMU in the East to form a full region-wide DMU system. All calculations and analysis related to this alternative are based on the assumption that it would only operate if the East line is also in operation along the proposed River Market alignment.</p>
<p><b>Southeast (Rock Island):</b> <b>Enhanced streetcar</b></p> 	<p><b>Terminus: Raytown Central Business District</b></p> <p>The Enhanced Streetcar Southeast Alignment <i>does not</i> connect with the East DMU alignment and serves a more urban market than the DMU Alternative in the Southeast Corridor because it travels to Downtown Kansas City via Linwood Boulevard.</p>
<p><b>Southeast (Rock Island):</b> <b>Bus Rapid Transit</b></p> 	<p><b>Terminus: Lee's Summit - Pryor Road</b></p> <p>As with the other alternatives in the Southeast corridor, the bus rapid transit component in the southeast <i>does not</i> connect with the East Alternative. It instead serves a more urban market along Linwood Boulevard on its way to downtown.</p>

## Project Overview

The purpose of the Jackson County Commuter Corridors Alternative Analysis is to evaluate how to enhance transit options along the I-70 corridor as well as along the Rock Island corridors. Ultimately, the goal is to identify a Locally Preferred Alternative -identifying the route, mode and financing the community desires.

The I-70 Corridor runs from the heart of Kansas City, Missouri, extending east along the Kansas City Southern Railroad through Independence, Blue Springs, Grain Valley and Oak Grove in Jackson County. The Rock Island also begins in Kansas City, sharing a segment with I-70 corridor through the eastern edge of Kansas City. It then follows the old Rock Island rail corridor and Route 350 through Raytown, Kansas City, Lee's Summit, and Greenwood in Jackson County and further south to Pleasant Hill in Jackson and Cass County.



## More Information

Mid-America Regional Council's SmartMoves website, [www.kcsmartmoves.org/projects/jacksoncounty.aspx](http://www.kcsmartmoves.org/projects/jacksoncounty.aspx), contains a lot of information about the project including meeting materials and fact sheets. Keep up to date by visiting the website often.