

Stakeholder Advisory Panel

March 14, 2012



JACKSON COUNTY **COMMUTER CORRIDORS** ALTERNATIVES ANALYSIS

Agenda

- Update on Tier 2
 - Review of Alternatives
 - Summary of Screening completed to-date
 - Preliminary Findings
 - Next Steps

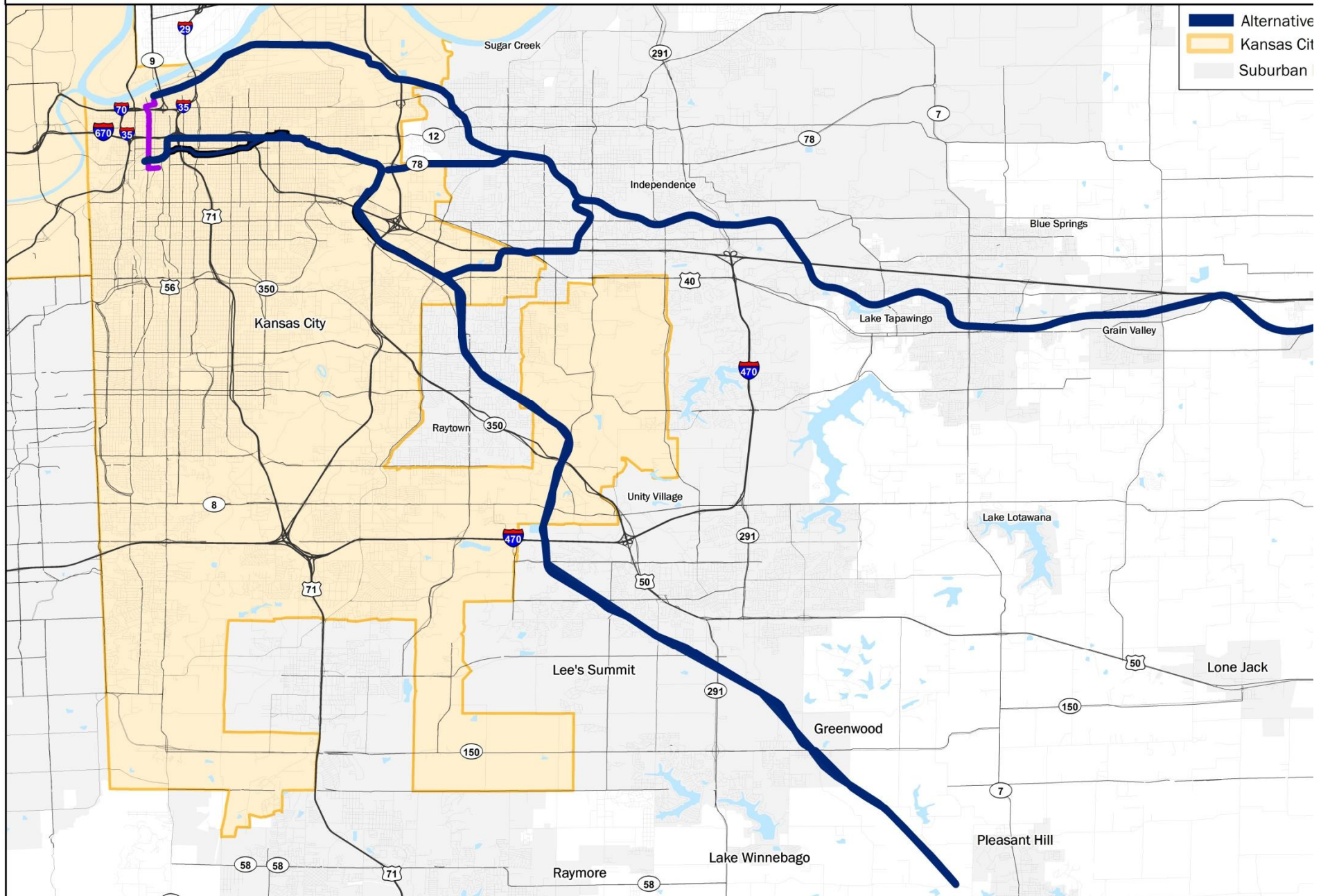


Alternatives

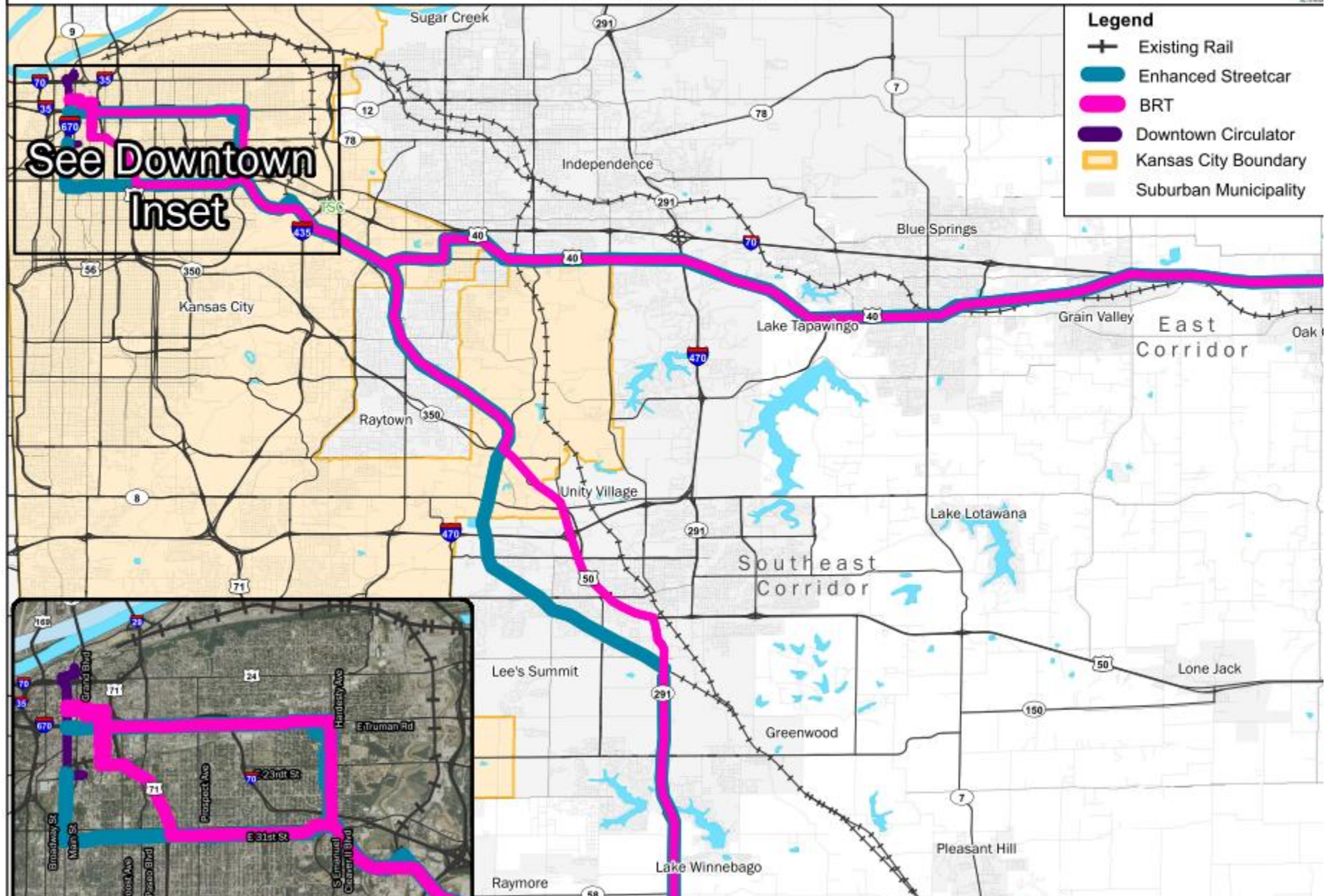
- No Build
- Transportation System Management (Express Bus)
- Regional Rail (DMU)
 - Truman Road Common Line
 - Terminal Trench/Trench Embankment
 - KCS to River Market
- Enhanced Streetcar – Truman or Linwood
- Bus Rapid Transit – Truman or Linwood
- Hybrid Alternatives



Jackson County Commuter Corridors Alternatives Analysis Alternatives

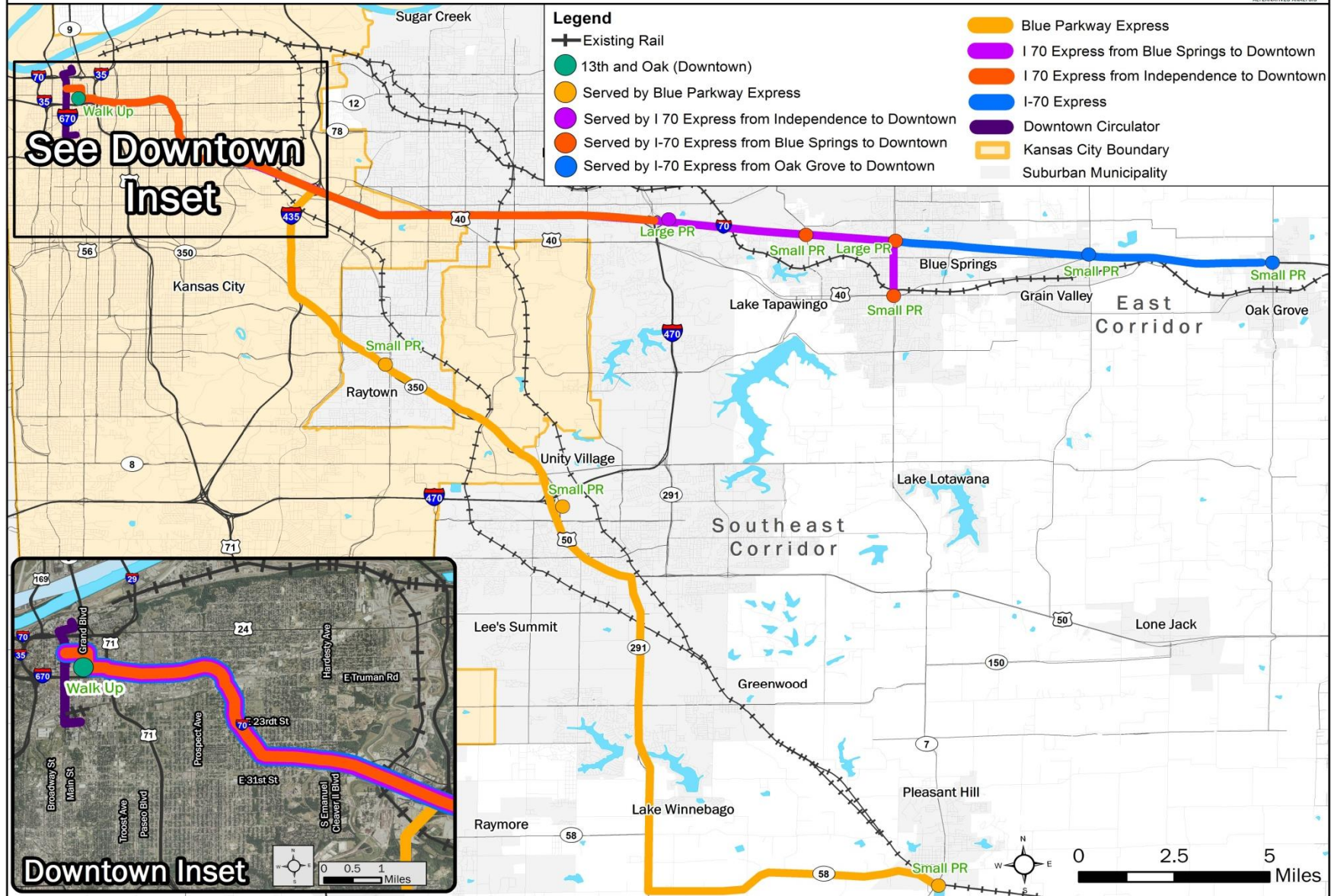


Jackson County Commuter Corridors Alternatives Analysis BRT/Enhanced Streetcar



Jackson County Commuter Corridors Alternatives Analysis

TSM/ Express Bus Alternative



Tier 2 Screening

- Quantitative Results
- Costs/Impacts and Benefits
- Phased approach to decision making
- Common Segment solution is key to mode/alignment
- LPA will be right-sized to cost and ridership
- LPA must meet the Purpose and Need



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Purpose & Need

Transportation

Mobility, Travel Times, Reliability & Reverse Commute

Economic Development & Land Use

Leverage Local Planning Initiatives, Link Transportation and Economic Development, Strengthen Communities, Spur Development / Redevelopment with TOD

Sustainability / Livability

Improve Air Quality and Public Health, Foster Environmentally Sensitive Travel Options and Link them with Bike/Ped



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Screening Measures and Results

- Effectiveness – Meeting the P&N
- Cost Effectiveness – Capital, O&M, Productivity, Cost Effectiveness
- Feasibility – Constructability, Financial Feasibility
- Impacts – Environmental and Traffic
- Equity – Impact on low income and minority populations



Cost Effectiveness

Preliminary Capital Costs – Common Segment

TSM	DMU - Truman	Enhanced Streetcar- Truman	Enhanced Streetcar- Linwood	BRT-Truman	BRT-Linwood
4	\$0	\$9	9	4	4

Key: 4 - Best; 9 - Good; 0 – Comparatively Poor



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Impacts

Alternatives	Property Impacts	Parkland Impacts	Traffic Impacts
No Build	4	4	4
TSM	4	4	4
Full Regional Rail with DMU – Truman Road	○	○	○
All Enhanced Streetcar - Van Brunt	9	9	9
All Enhanced Streetcar - Linwood	9	9	9
All BRT - Van Brunt	4	4	4
All BRT– Linwood	4	4	4

Key: 4 - Best; 9 - Good; ○ – Comparatively Poor



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Equity Impacts

Alternatives	Environmental Justice Impacts
No Build	4
TSM	4
Full Regional Rail (DMU) – Truman Road	○
All Enhanced Streetcar - Van Brunt	9
All Enhanced Streetcar - Linwood	9
All BRT - Van Brunt	4
All BRT– Linwood	4

Key: 4 - Best; 9 - Good; ○ – Comparatively Poor



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Alternatives	Common Segment Capital Cost	Property Impacts	Parkland Impacts	Traffic Impacts	Environmental Justice Impacts
No Build	-	4	4	4	4
TSM	4	4	4	4	4
Full Regional Rail (DMU) – Truman Road	○	○	○	○	○
All Enhanced Streetcar - Van Brunt	9	9	9	9	9
All Enhanced Streetcar - Linwood	9	9	9	9	9
All BRT - Van Brunt	4	4	4	4	4
All BRT– Linwood	4	4	4	4	4

Key: 4 - Best; 9 - Good; ○ – Comparatively Poor

Initial Tier 2 Findings

- Challenges
 - DMU Trench (ROW availability/Cost)
 - DMU Truman Road (ROW/Cost/Traffic/Impacts)
 - Alternatives that force transfers outside of CBD
- Alternative advancing for further evaluation
 - DMU to River Market via KCS
 - Enhanced Streetcar (Linwood)
 - BRT
 - Modal Combinations



Further Analysis Needed

- Ridership Analysis
- Financial Feasibility
- Constructability
- Economic Development Benefits



Schedule

- 3/23 – Project Partnership Team Meeting
- Mid-April – Stakeholder Advisory Panel Meeting
- Late April – Public Workshop
- 4/27 – Project Partnership Team Meeting
- 5/25 – Project Partnership Team Meeting
- May/June – Public Workshop



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