

U.S. 71 Transit Study

Open House #1 July 2012

Study Overview

The purpose of the U.S. 71 Transit Study is to evaluate how to enhance transit options along the U.S. 71 corridor, beginning in downtown Kansas City, Missouri and extending south, terminating in Grandview, Missouri.

The Mid-America Regional Council (MARC), the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, Missouri, and Jackson County, Missouri are sponsoring the study, called an Alternatives Analysis (AA). Ultimately, the goal is to identify a Locally Preferred Alternative identifying the route, mode and financing the community desires.

The U.S. 71 study complements the work already underway as part of the Jackson County Commuter Corridors Alternatives Analysis (JCCCAA). That study is evaluating how to enhance transit options along the Interstate 70 and Rock Island corridors.

Not only would improvements in all of these corridors 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.



Open House- At a Glance

Station 1: Welcome & Introductions

Station 2: Purpose and Need

Station 3: Technologies

Station 4: Alternatives

Station 5: Next Steps/Comments

Project Displays

Please take time to visit each station to obtain information about the project.

Station 1: Welcome and Project Information

- Be sure to **sign in** and **place push pins** indicating where you live, work and play.
- **Pick up informational materials** regarding the project and today's open house.
- **Learn** what an alternatives analysis is, the process for this study and the members of the Project Partnership Team.

Station 2: Purpose and Need

The project Purpose and Need establishes the mobility problems to be addressed; serves as the basis for project goals, objectives, and evaluation measures; and provides a starting point for identifying and evaluating alternative strategies and investments in the study corridor. Visit this station to understand the specific needs of the U.S. 71 corridor.

Station 3: Technologies

Learn about the different technology being evaluated. **Read display boards and watch a video.**

Station 4: Alternatives

Review the initial alternatives being considered. They are:

- Bus Rapid Transit (BRT)
- Enhanced Streetcar
- Diesel Multiple Unit (DMU)

Station 5: Comments, Please

Take a few minutes to **let us know what you think** about the needs in the U.S. 71 corridor and the alternatives being evaluated.

Continuing Input

Because it is recognized that not everyone is able to attend a public meeting, the display boards have been posted on Mid-America Regional Council's Smart Moves website: www.kcsmartmoves.org. It provides the information necessary to answer the questions posed on the comment card.

Alternative 1: Bus Rapid Transit (BRT)



Bus Rapid Transit is defined as an enhanced bus operation, that can operate in mixed traffic or its own guideway, with the purpose of being time competitive and offering similar amenities to a rail transit vehicle.

Route

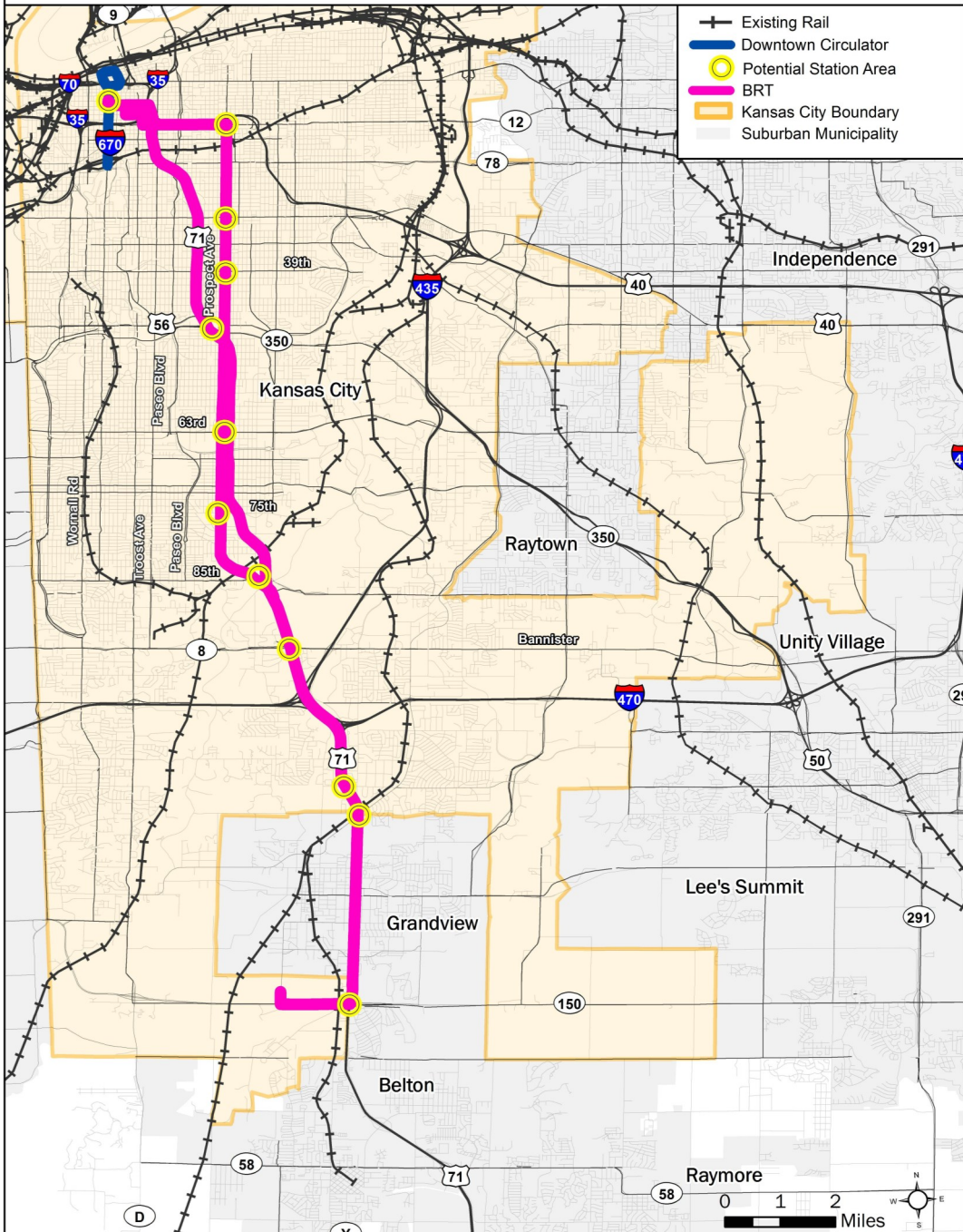
The BRT line would operate with a combined service on U.S. 71 and Prospect.

- **U.S. 71 Service:** The U.S. 71 Commuter BRT connects M-150 in Grandview with Downtown Kansas City through a higher-speed limited stop service that offers connections throughout the route with the Prospect Urban BRT.
- **Prospect Service:** The Prospect Urban BRT connects Bannister Road in south Kansas City with Downtown Kansas City through a MAX-style BRT service on Prospect Avenue that offers connections throughout the route with the U.S. 71 Commuter BRT.

Infrastructure

Potential exclusive lanes for the BRT on both corridors will be studied further throughout the study.

U.S. 71 Transit Study BRT Alternative



Alternative 2: Enhanced Streetcar



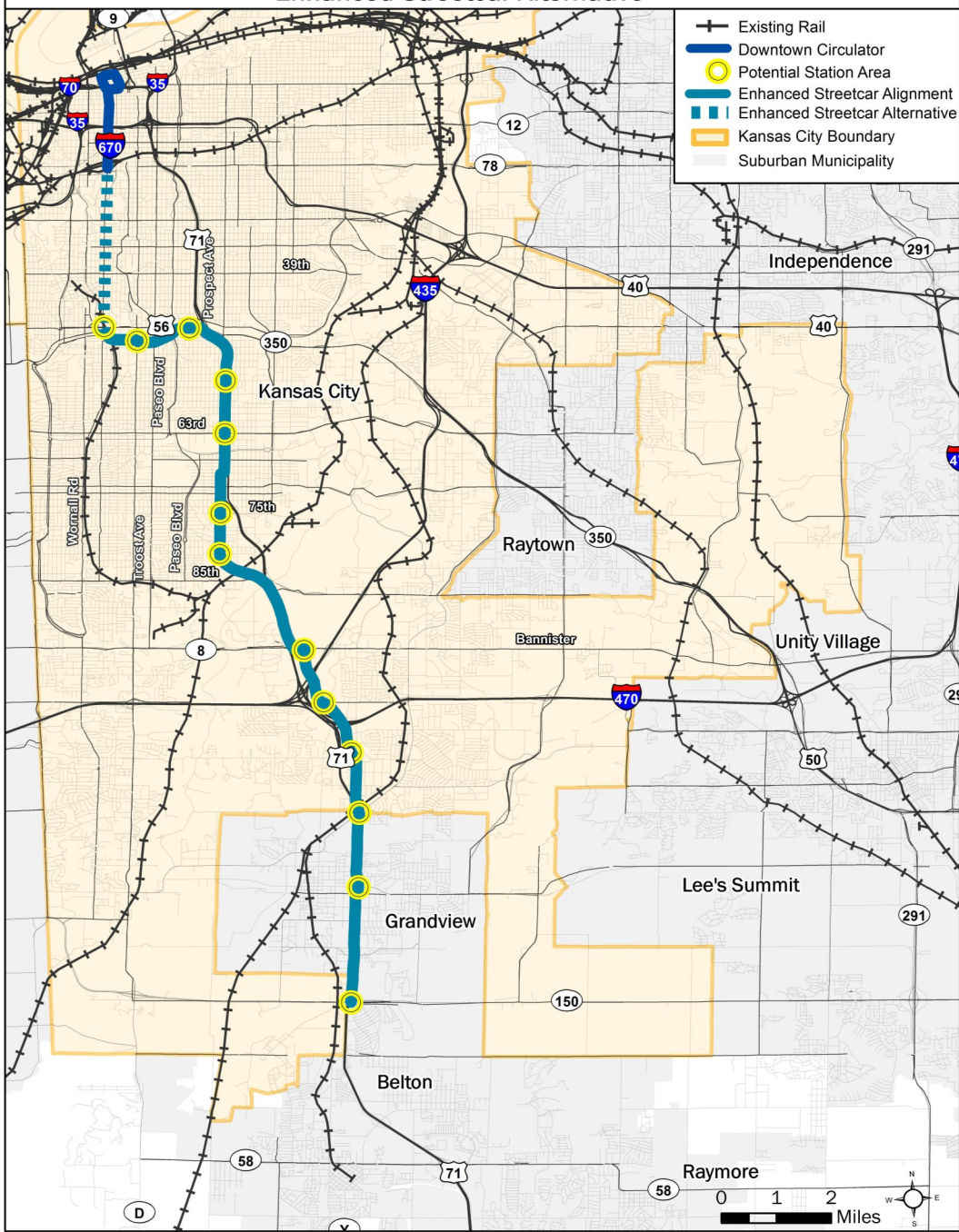
Route

The proposed Enhanced Streetcar line would serve as a third phase of the Kansas City Downtown Streetcar (with the second phase connecting Crown Center on the north with the Plaza on the south). The alignment proposed through begins at Main Street, traveling east on Volker Boulevard, then traveling south on the west side of the U.S. 71 right-of-way. Starting at approximately 69th street, the alignment leaves the U.S 71 right-of-way and travels on city streets until its destination at M-150 in Grandview.

Infrastructure

The vehicle would travel in mixed traffic with the exception of the exclusive guideway on the U.S. 71 right-of-way.

U.S. 71 Transit Study Enhanced Streetcar Alternative



Enhanced Streetcar

Alternative 3: Diesel Multiple Unit (DMU)



Diesel Multiple Unit (DMU) is defined as a diesel powered rail transit vehicle that can operate in active rail freight corridors

Route

The DMU alignment being considered connects with possible common lines (either terminating at the River Market or at Union Station) at Leeds Junction (west of the Truman Sports Complex), then traveling southwest with limited stops on existing Kansas City Southern Track to its destination near M-150 in Grandview.

Infrastructure

The vehicle would operate in a shared right-of-way with the Kansas City Southern Railroad / Kansas City Terminal Railroad.

What is an Alternatives Analysis?

The primary goal of an alternatives analysis is to ensure decisions are made at the local level. Such an analysis answers:

- What are the mobility problems in this corridor?
- What are the causes of those problems?
- What viable options are available to address those issues?
- What are the costs and benefits associated with each of those options?

What is the purpose of the study?

The purpose of the U.S. 71 Transit Study is to evaluate how to enhance transit options along the U.S. 71 corridor, beginning in downtown Kansas City, Missouri and extending south, terminating in Belton, Missouri. Ultimately, the intention of the study is to identify a Locally Preferred Alternative (LPA) for the U.S. 71 corridor-- the route, mode and financing desired by the community.

How will the Locally Preferred Alternative be paid for?

In identifying a Locally Preferred Alternative, the study team hopes to secure federal funding through the federal New Starts Program, which is administered by the Federal Transit Administration (FTA). The program is designed for fixed-guideway transit projects for new systems and extensions to existing systems.

Projects financed through FTA's New Starts Program generally receive 50 percent of the capital costs necessary to begin the project. The other half of the cost to construct the improvements would have to be locally funded. A plan to fund the local share of capital and operations of the system would have to be developed.

How is this study different than others?

This study complements the Jackson County Commuter Corridors Alternatives Analysis, which is evaluating how to enhance transit options along the Interstate 70 corridor as well as along the Rock Island corridors. 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.

Not only would improvements in all of these corridors 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.

Visit the Mid-America Regional Council's Smart Moves website at for materials and updates on the U.S. 71 Transit Study as well as other regional studies.

How can I get involved?

Up-to-date information can be found on the project website at:

www.kcsmartmoves.org

Several public meetings are being planned throughout the course of the project. Comments can be submitted through the on-line survey, and you can sign up to receive an electronic newsletter.

What You Can Do

- Fill out the **comment card** to tell us what you think the transit needs are and the advantages and disadvantages to the alternatives.
- Keep informed through our website at:
www.kcsmartmoves.org
- Tell your friends, families and colleagues who weren't able to come to provide their input by viewing the **presentation on the website** and filling out the comment card.
- **Schedule a presentation** for your stakeholder group by contacting Patty Gentrup at Patty@shockeyconsulting.com or (816) 217-9397.



What's next?

Using the information from this meeting and other technical information, the study team will conduct an initial screening to narrow down the number of alternatives. The initial screening takes into consideration effectiveness, cost effectiveness, feasibility, impacts and equity.

U.S. 71 Transit Study

U.S. 71 Transit Study Project Partnership Team



The consultant team for the AA is led by Parsons Brinckerhoff (PB). Also on the PB team are Olsson Associates, TranSystems, Taliaferro & Browne, KOA, and Shockey Consulting Services.