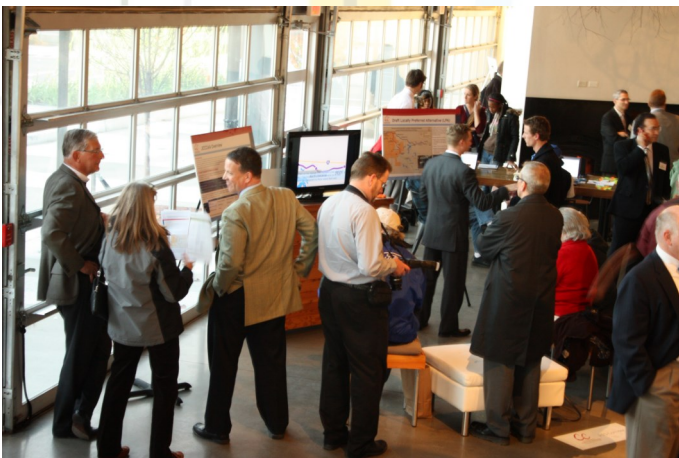


Tier 2 Evaluation Underway

The U.S. 71 Transit Study is evaluating how to enhance transit options along the U.S. 71 corridor, beginning in downtown Kansas City, Missouri and extending south, terminating in Grandview, Missouri. Along with the Project Partnership Team, the consultant team conducted an initial screening of alternatives in the fall 2012 (Tier 1 screening). The screening narrowed down the range of alternatives to the four currently under consideration. Each alternative is being evaluated according to its ability to address three distinct needs within the corridor: transportation, economic development/land use, and sustainability/livability.

The drafted Tier 2 screening results were presented to the public at a public meeting on November 27, 2012, however additional feedback and input into the Tier 2 screening is welcomed.

Two capital intensive alternatives were moved forward for Tier 2 evaluation prior to the decision regarding an LPA. Both alternatives currently include a bus rapid transit (BRT) service along Prospect Avenue that would run from 10th and Main to Bannister and Blue Ridge. Detailed information about each alternative can be found on the following pages.



Alternatives

The initial alternatives evaluated include:

- **No Build:** this alternative includes all highway and transit projects identified in Mid-America Regional Council's Transportation Outlook 2040 and recommendations from the KCATA Comprehensive Service Analysis Key Corridor Network.
- **Transportation System Management (TSM):** Relatively low cost improvements that represent the best that can be done to improve transit service short of a major a capital investment.
- **Bus Rapid Transit (BRT):** A BRT line would connect downtown with M-150 using U.S. 71/I-49. A portion of this corridor would include a separate guideway in the median between 18th Street and 63rd Street.
- **Diesel Multiple Unit:** Connects with possible common lines, then travels southwest with limited stops on existing Kansas City Southern Track to its destination near M-150 in Grandview. The vehicle would operate in a shared right-of-way with the Kansas City Southern Railroad/ Kansas City Terminal Railroad.
- **Enhanced Streetcar:** Eliminated during Tier 1 screening.



Alternative 1

Bus Rapid Transit (BRT)

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

- **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 MAX 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.



Alternative 2

Diesel Multiple Unit (DMU)

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 travels southwest with limited stops on existing Kansas City Southern Track to its destination near M-150 in Grandview. The vehicle would operate in a shared right-of-way with the Kansas City Southern Railroad/ Kansas City Terminal Railroad.

The DMU alternative would also include the Prospect MAX service described on the previous page.



What's next?

The remaining alternatives will continue to be evaluated over the next few months. The evaluation will consider detailed operating plans, ridership, capital and operating costs, and the effects on people and the environment. The study team will identify the locations for transit-oriented development throughout the study area and also continue discussions with citizens, city officials, local railroad officials and developers.

A drafted locally-preferred alternative (LPA) is expected to be presented to the public in the spring of 2013 and the plan will be finalized in the early summer 2013. The LPA recommended for this study will help finalize recommendations for the Jackson County Commuter Corridors Alternative Analysis currently underway.

About the U.S. 71 Transit Study

The U.S. 71 Transit Study is evaluating how to enhance transit options along the U.S. 71 corridor, beginning in downtown Kansas City, Missouri and extending south, terminating in Grandview, Missouri. Along with the Jackson County Commuter Corridors Alternatives Analysis, the outcomes of these two studies will be integrated into a county-wide transportation strategy that will enhance Jackson County's multimodal options.

The Mid-America Regional Council (MARC), the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, Missouri, and Jackson County, Missouri make up the Project Partnership Team sponsoring the study, called an Alternatives Analysis (AA). Ultimately, the goal is to identify a Locally Preferred Alternative, selecting the route, mode and financial plan.

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.

How can I get more information and be involved in the process?

Your feedback is important to developing a comprehensive system strategy for Jackson County! Feel free to learn more about the U.S. 71 Transit Study and the Jackson County Commuter Corridors Alternatives Analysis at:

www.imaginetransit.org and www.transitworksforus.org.

You can also view study documents and information at the Mid-America Regional Council's Smart Moves website at:

www.kcsmartmoves.org/projects/us71transitstudy.aspx.

