

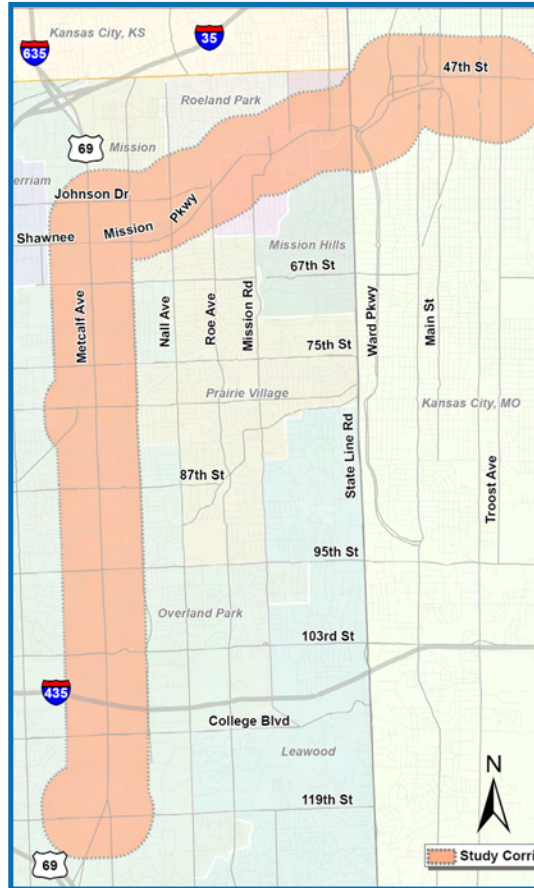
Metcalf Avenue & Shawnee Mission Parkway Alternatives Analysis

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October 2011
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Background

Johnson County Transit (JCT) and the cities of Overland Park and Mission, in cooperation with the Kansas Department of Transportation and the Mid-America Regional Council (MARC), conducted an **Alternatives Analysis (AA)** that examined transit alternatives for the Metcalf Avenue and Shawnee Mission Parkway Corridor connecting to the Country Club Plaza in Kansas City, Missouri. The AA is the first phase of the Federal Transit Administration's (FTA) project development process for major transit projects. It assessed costs, benefits, and impacts of three different transit strategies. It also included input from local agencies, officials, and citizens about how resources should be used to address transit needs. The AA process resulted in the selection of a **Locally Preferred Alternative (LPA)**, which will be included in the Mid-America Regional Council's long-range transportation plan, and may eventually be submitted to the FTA to advance to the next stage in the Small Starts process. Small Starts is the FTA funding program for major transit projects.



Public Open House

What:

Johnson County Transit and the cities of Overland Park and Mission will showcase features of the Locally Preferred Alternative for the Metcalf Avenue and Shawnee Mission Parkway corridor.

When:

Tuesday, October 18, 2011
5:00 p.m. – 7:00 p.m.

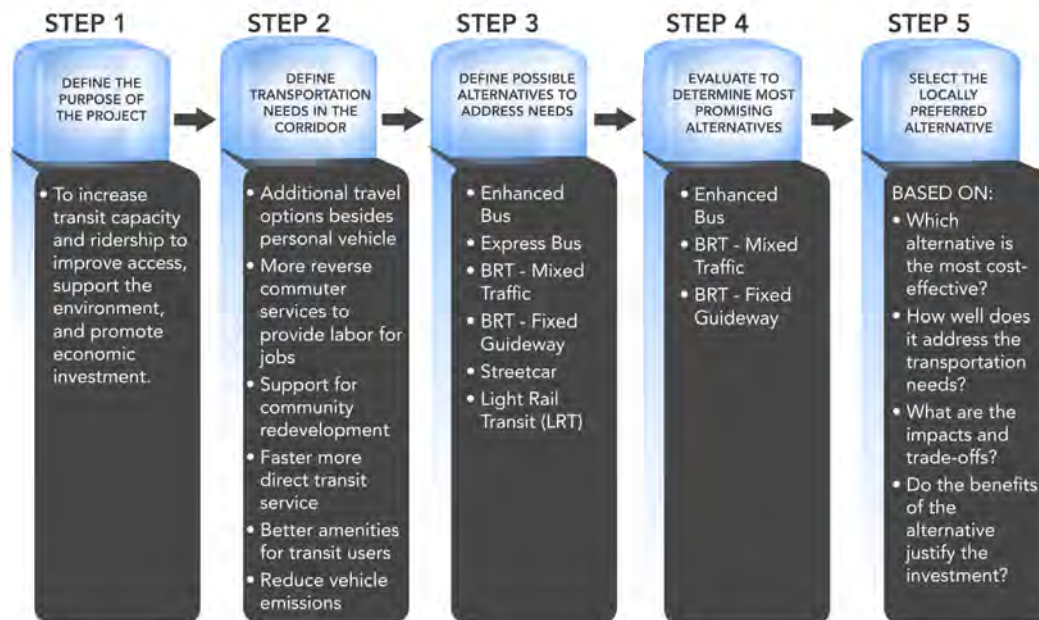
Where:

Matt Ross Community Center
8101 Marty
Overland Park, KS 66204

For more information, visit:
www.thejo.com

Questions, comments, or special accommodation requests can be sent to:

Robert Bromberg
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Alternatives Considered

From an initial list of six alternatives, three were selected for further study and evaluation based on cost-effectiveness and how they addressed transportation needs and impacts within the Metcalf Avenue and Shawnee Mission Parkway corridor. Each underwent an extensive screening process in determining the “Locally Preferred Alternative.”

Baseline – This alternative represents existing service levels and frequencies and was used to compare the other two alternatives. It included transit improvements funded by the America Recovery and Investment Act (ARRA) grant that will be constructed in 2012 such as park and ride lot enhancements, a new transit center in downtown Mission, and upgraded station stops with shelters and real-time arrival signs.

Bus Rapid Transit (BRT) in Mixed Traffic – This alternative is a rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses with BRT operating on-street with other vehicles mixed with vehicle traffic.

Bus Rapid Transit (BRT) Fixed Guideway – In this alternative, BRT vehicles operate in separate travel lanes, which can be placed in the center of the roadway (median-running) or along outside lanes (curb-running). Different sub-alternatives were developed that varied the type and length of the fixed guideway.

Planned Transit Station



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Locally Preferred Alternative (LPA)

Each transit alternative was evaluated according to purpose and need, capital and operating costs, cost-effectiveness, impacts on pedestrians, property and access, land use compatibility, ridership, and environmental considerations. The Study Management team recommended that the BRT Mixed Traffic alternative be submitted as the LPA because it was more cost-effective than the Fixed Guideway alternative. The fixed guideway alternative, however, may be reconsidered if and when higher development density occurs in the corridor.

LPA features include the following:

- The route will extend from 119th Street and Metcalf Avenue in Overland Park to 47th Street and Troost Avenue in Kansas City, Missouri.
- Additional transit station/shelter pairs will be constructed in the corridor.
- A Real Time Vehicle Location System will send estimated arrival times to dynamic digital displays at transit stations based on the current location and travel speed of an approaching bus.
- Distinctive low floor buses will be used.
- Phase I of service will operate at a 30-minute frequency during the day and a 60-minute frequency at other times. Future phases will allow service to have additional trips and shorter frequency.
- Service will be coordinated with the Main Street MAX and the Troost MAX.
- Service will connect with other JCT transit routes at the new Mission Transit Center.



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Implementation Phases

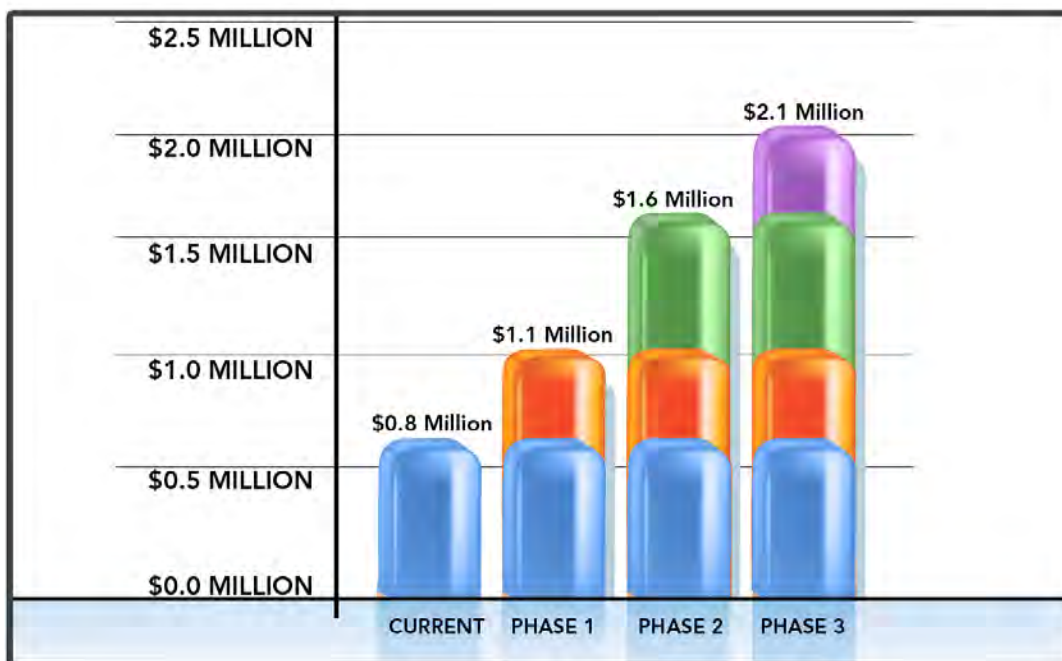
BRT service can be implemented through a phased approach stretching over several, or by immediately increasing service to operate at the designated levels. Service could be increased in three phases:

Phase 1 – Increase daily transit trips from the current 26 trips to 38 trips. Annual operating costs would increase by \$320,000.

Phase 2 – Increase midday frequency to 30 minutes, increasing daily trips to 54. Annual operating costs for this phase would increase by \$400,000.

Phase 3 – Add weekend service, and increase daily service trips to 62. Annual operating costs for this phase would increase by \$600,000.

BRT Mixed Traffic Phased Operating Costs



Funding Options

Rather than entering into Small Start project development, multiple funding sources can be explored to fund the capital and the operating elements of the BRT Mixed Traffic Alternative. Earmark allocation through the FTA Section 5309 Capital Investment Grant Program is the most viable funding source for new vehicle purchases and station construction. A combination of funding from CMAQ, T-Works, and other sources could fund the remainder of station construction costs.

Funding for operating costs will need to come from primarily local funding sources. Johnson County or the cities in the corridor will need to explore ways to increase funding for transit operations to operate the BRT Mixed Traffic Alternative. Local funding decisions will be critical for implementing this alternative.