



Jackson County Commuter Corridors Alternatives Analysis

Open House

The Jackson County Commuter Corridors Alternative Analysis (JCCCAA) is evaluating how to enhance transit options in two significant corridors in the area. The two corridors being studied are the east and southeast corridors. The study team will identify a variety of alternatives, screen them, and ultimately identify a Locally Preferred Alternative (LPA) which means what the community would prefer to build based upon the analysis prescribed by the federal government.

The **east (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, and on to Odessa in neighboring Lafayette County. The **southeast (Rock Island) corridor** also begins in Kansas City, sharing a segment with the east corridor through the eastern edge of Kansas City. It then follows the old Rock Island rail corridor and MO-350 through Raytown, Kansas City, Lee's Summit, and Greenwood in Jackson County and further south to Pleasant Hill in Cass County.

Jackson County was recently awarded additional grant funds to expand the Commuter Corridors AA to also include an assessment of the U.S. 71/Grandview corridor. These collective efforts, in conjunction with an array of transit improvements currently underway, are all part of a coordinated multi-jurisdictional effort to implement the Smart Moves plan, the metropolitan area's vision for expanded and enhanced transit service.

The Project Partnership Team for the Jackson County Commuter Corridors Alternatives Analysis comprises Jackson County, Missouri, the City of Kansas City, Missouri; the Kansas City Area Transportation Authority (KCATA); and the Mid-America Regional Council (MARC).

Project Displays

Several stations offer a variety of information and visual displays regarding the project. Please take the time to visit each station to obtain information about the project.

Station 1: Welcome

Be sure to **sign-in** and place **push pins in the map**, showing where you live, where you work, and where you play.



Station 2: Project Information

Pick up informational materials regarding the project and today's event. Find out the definition of an Alternatives Analysis, the schedule for this process and who the project partners are.

Station 3: Purpose and Need

According to the Federal Transportation Administration, (FTA) "the purpose and need statement serves as the cornerstone for the alternatives analysis." It establishes the problems that must be addressed in the analysis; serves as the basis for the development of project goals, objectives, and evaluation measures; and provides a framework for determining which alternatives should be considered as reasonable options in a given corridor. Visit this station to **understand the specific needs** being addressed with the JCCCAA.

Station 4: Technology

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

Station 5: Alternatives

Review the initial alternatives being considered. They are:

- No Build
- Transportation System Management
- Express Buss
- Bus Rapid Transit
- Streetcar/Light Rail Transit
- Regional Rail

Station 6: Comments, Please

Take a few minutes to **let us know what you think** about the transportation needs in the corridor and the alternatives presented.

Continuing Input

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



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 schedule?

The project kicked off in June 2011 and is expected to be completed in late spring 2012. Information on initial alternatives will be available in November 2011 with refined alternatives in January 2012. Draft recommendations will be completed in April 2012. A more detailed project schedule can be found on the study website.

Is regional rail part of the Jackson County Commuter Corridors Alternatives Analysis?

This Alternatives Analysis will examine the need for and feasibility of a variety of potential transit options and service in just two corridors. One of those options might be some sort of fixed-guideway rail. Additional options involving other modes, such as express buses, will also be examined.

How will the Locally Preferred Alternative be paid for?

The study team hopes to secure federal funding through the federal New Starts Program, which is administered by the Federal Transit Administration (FTA). Projects financed through FTA's New Starts Program could 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?

Last December, the Federal Transit Administration (FTA) awarded a competitive grant of \$1.8 million to a regional partnership comprising Jackson County, Kansas City, Missouri, MARC, and the KCATA to advance the development of the region's public transit vision. These grant funds are currently being used to conduct two coordinated alternatives analyses (AA) studies: the Downtown Corridor AA and the Commuter Corridors AA. The Downtown Corridor AA has recently completed the assessment of transit service alternatives; it recommended that a modern streetcar service be constructed on the Main Street Corridor to better connect downtown Kansas City activity centers and promote economic development. The Jackson County Commuter Corridors AA study will ultimately determine a recommended transit strategy for the I-70 East and Rock Island corridors, connecting with the planned streetcar in downtown Kansas City. Additionally, Jackson County was recently awarded additional grant funds to expand the Commuter Corridors AA to also include an assessment of the U.S. 71/Grandview corridor. These collective efforts, in conjunction with an array of transit improvements currently underway, are all part of a coordinated multi-jurisdictional effort to implement the Smart Moves plan, the metropolitan area's vision for expanded and enhanced transit service.

What is the difference between light rail and regional rail?

Light-rail technology typically uses smaller capacity cars, has a smaller number of cars per train, and is often operated in a more urban environment. Regional rail provides longer distance trips with higher capacity cars and more of them, focusing on commuter trips.

How can I get involved?

Up-to-date information can be found on the project website at:
www.kcsmartmoves.org/projects/jacksoncounty.aspx

Four 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.

No-Build

The No Build Alternative comprises existing and committed transportation projects and plans in the Mid-America Regional Council's *Transportation Outlook 2040*, the long-range transportation plan that guides how the Kansas City region will manage, operate and invest \$18 billion in its multi-modal transportation system over the next 30 years. This alternative serves as a baseline for comparing other alternatives and is seen as a minimum investment level over the project's time horizon.



Transportation Systems Management

The Transportation Systems Management Alternative seeks to improve the operating efficiency of the current system without adding capacity on the highway or making major capital improvements to the transit system. It includes any expansion of the Kansas City Scout System (the region's traffic management projects) and any improvements to the existing KCATA transit systems according to the current comprehensive service analysis. In addition this alternative could also include the expansion of regional Transportation Demand Management/ridesharing programs.

Ride Share



Express Bus

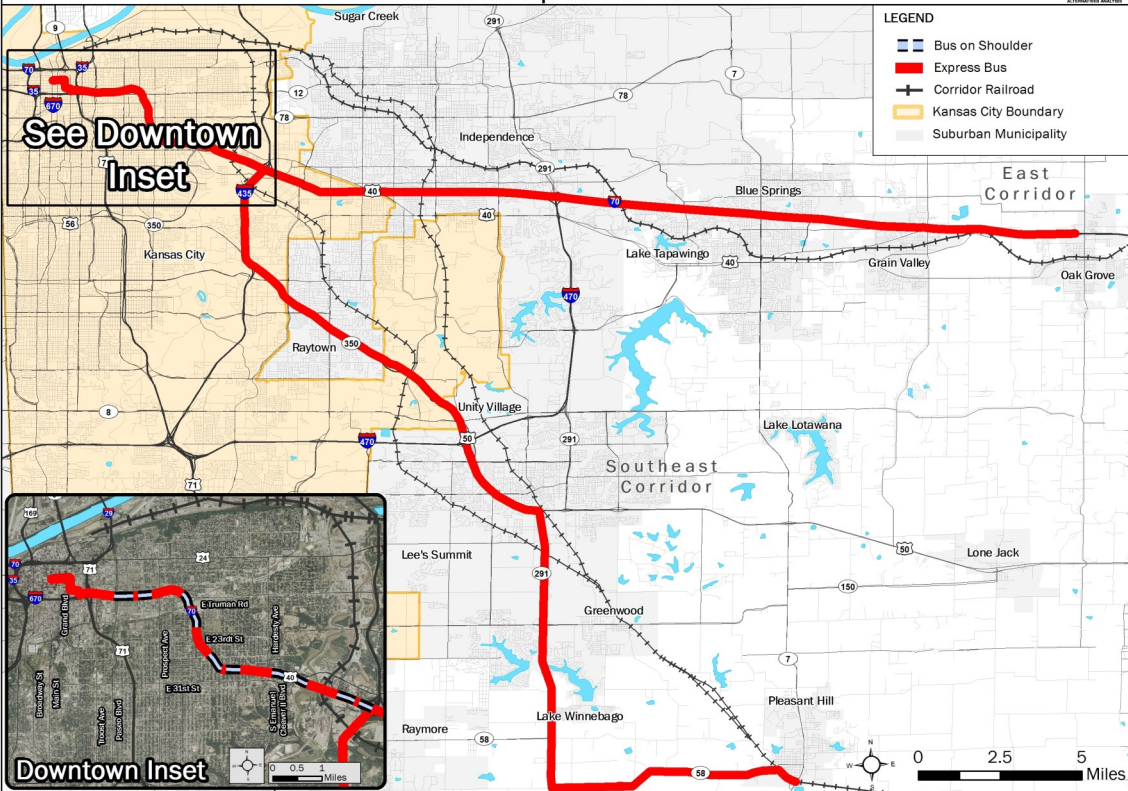
The Express Bus Alternative would increase the frequency and coverage area of existing express bus services. The alternative includes two primary routes. One would serve the east corridor and operate on I-70; while the second would serve the south-east corridor and would operate on U.S. 50/M-350/I-435 and enter downtown on I-70.

Express Bus Alternative: East Corridor	
Route	Express bus service would connect Oak Grove to the Kansas City, Missouri Central Business District and would primarily serve the commuter market. Begins in Oak Grove and operates on I-70 to the Kansas City Central Business District
Infrastructure	Could operate as Bus on Shoulder between I-470 and the Kansas City Central Business District when I-70 is improved by the Missouri Department of Transportation

Express Bus Alternative: Southeast Corridor	
Route	Express bus service would connect Pleasant Hill, southeastern Jackson County, and Raytown to the Central Business District of Kansas City, Missouri, and would primarily serve the commuter market. The route would begin on Highway 58 in Pleasant Hill and operate on Highway 291, M-350, I-435, and I-70 to the Kansas City Central Business District. On Highway 291, I-70 and U.S. 50 the service operates in mixed traffic.
Infrastructure	The service would operate as Bus on Shoulder on I-70 between I-435 and the Kansas City Central Business District when I-70 is improved by the Missouri Department of Transportation in the future.

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Alternative 3 : Express Bus Alternative



Alternative 3

Bus Rapid Transit

The bus rapid transit alternative is designed to address transportation needs in the study area through the use of bus ways, two bus rapid transit routes, and two express bus services. The existing Rock Island line right-of-way would be converted to a bus way. Bus rapid transit routes exist today in the region as KCATA’s MAX service.

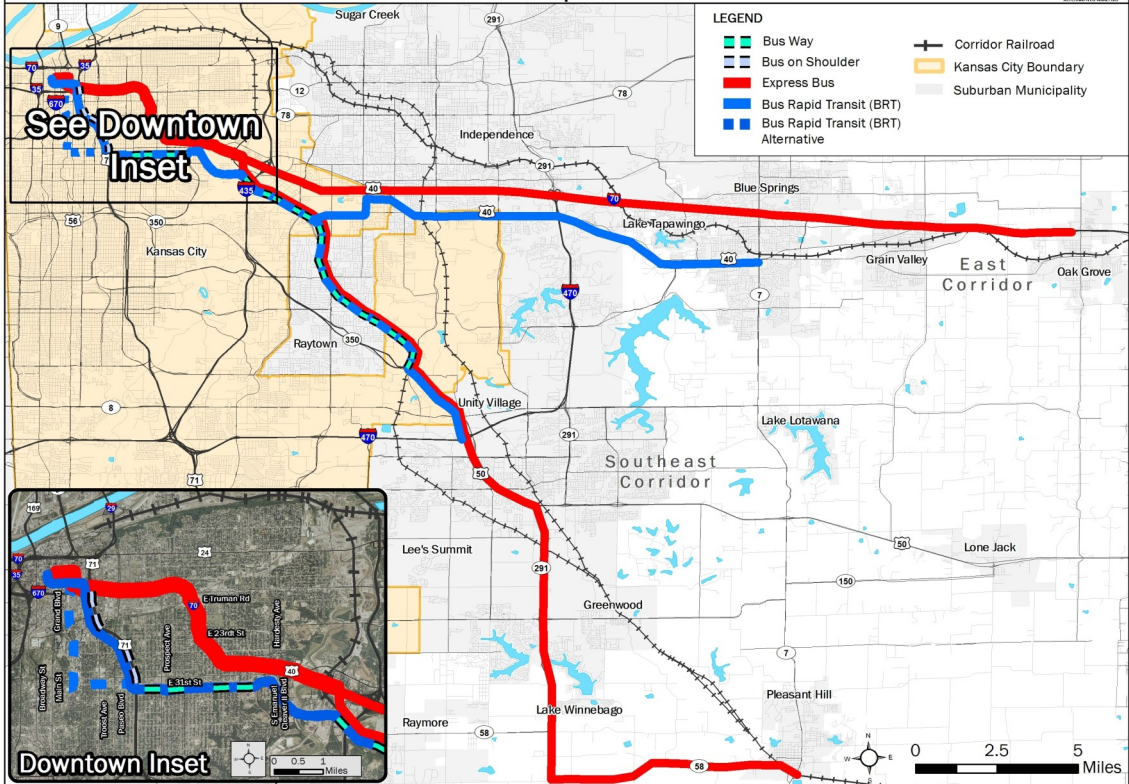
Bus Rapid Transit Alternative: East Corridor	
Route	A bus rapid transit route would connect Blue Springs and the Independence Center area to the Kansas City Central Business District and would serve the commuter, reverse commute, and entertainment markets. Service would begin at Blue Springs and run along U.S. 40 to Blue Ridge Crossing where it would continue operation on 43 rd Street, Sterling Avenue, 47 th Street, the Rock Island bus way, Stadium Drive, Linwood Boulevard, and enter the Kansas City Central Business District on U.S. 71.
Infrastructure	Express bus service would operate on I-70 between Oak Grove, Grain Valley, Blue Springs and downtown Kansas City. See the full description in the Express Bus Alternative.

Bus Rapid Transit Alternative: Southeast Corridor	
Route	Bus rapid transit would connect northern Lee’s Summit and downtown Raytown to the Kansas City, Missouri Central Business District. It would serve the commuter market, as well as passengers attending shopping and entertainment events.
Infrastructure	The bus rapid transit service begins at Chipman Road and operates on U.S. 50/ Blue Parkway, the Rock Island bus way, Stadium Drive, a bus way on Linwood Boulevard, and enters the Kansas City Central Business District on U.S. 71.

Express Bus Alternative: Southeast Corridor	
Route	This would connect Highway 291 to downtown Kansas City, Missouri, using Blue Parkway/U.S. 50 and I-70.
Infrastructure	This alternative is similar to the Blue Parkway Express Bus in the Express Bus alternative, except the Blue Parkway / Rock Island Express Bus service utilizes the Rock Island bus way.

Jackson County Commuter Corridors Alternatives Analysis

Alternative 4 : Bus Rapid Transit Alternative



Alternative 4

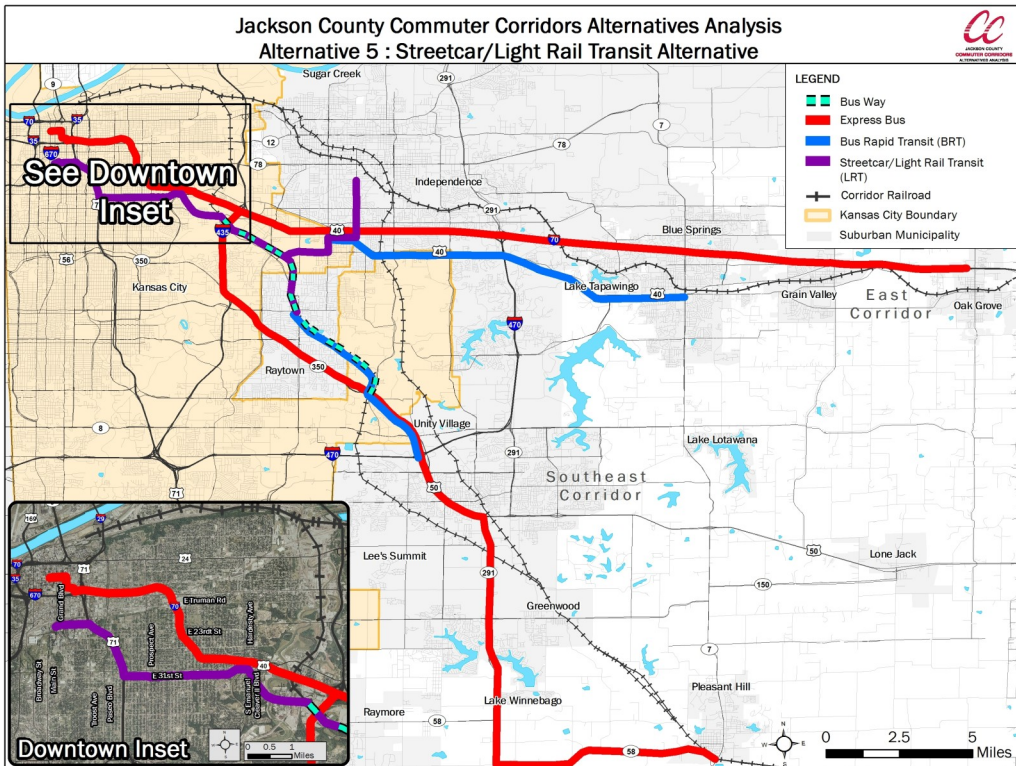
Streetcar/Light Rail Transit

The streetcar/light rail transit alternative reflects streetcar or light rail connections between downtown Kansas City, Missouri, downtown Raytown, and Blue Ridge Crossing, supported by two Bus Rapid Transit lines to Lee Summit and Independence, and two express bus services.

Streetcar/Light Rail Transit: East Corridor	
Route	Streetcar or light rail transit would connect Blue Springs with Crown Center, connecting with the proposed streetcar or possibly continuing to the Central Business District on its own light rail transit alignment. It would serve the commuter, reverse commute, and entertainment market. The service would begin at Blue Springs and proceed west along U.S. 40 to Independence and continue onward along Sterling Avenue and 47 th Street to the Rock Island line. The alignment would continue on Stadium Drive and Linwood Boulevard before shifting to U.S. 71. The service would exit U.S. 71 on the 22 nd Street interchange to access Hospital Hill and Crown Center.
Infrastructure	Existing streets and right-of-way
Extensions via other modes	
Bus Rapid Transit	Extension to Independence Center. An extension of service to the Independence Center from the Blue Ridge Crossing would be provided by bus rapid transit. Park & Ride stations would be located at Independence Center, Noland Road, and Blue Ridge Crossing.
Express Bus	Express bus service would operate on I-70 between Oak Grove, Grain Valley, Blue Springs and downtown Kansas City.

Streetcar/Light Rail Transit: Southeast Corridor

Route	This extension included with the light rail transit in the East Corridor would provide a connection between downtown Raytown and the Crown Center and the Kansas City Central Business District. It would serve the commuter market, as well as passengers attending shopping and entertainment events. The service would begin at downtown Raytown and proceed north on the Rock Island line. The alignment would continue on Stadium Drive and Linwood Boulevard before shifting to U.S. 71. The service would exit U.S. 71 on the 22 nd Street interchange to access Hospital Hill and Crown Center.
Infrastructure	Use of the Rock Island right-of-way
Extensions via other modes	
Bus Rapid Transit	An extension of service to Lee's Summit would be provided by bus rapid transit to serve the commuter and reverse commute market. Proposed Park & Rides along the Rock Island bus way would be located at downtown Raytown and 75 th Street, and at the interchange of I-470 and U.S. 50. The service operates in mixed traffic on U.S. 50/Blue Parkway. The Rock Island bus way would be exclusive for bus transit.
Express Bus	An express bus service would connect Highway 291 to downtown Kansas City, Missouri, using Blue Parkway/U.S. 50 and I-70. This alternative is similar to the Blue Parkway Express Bus in the Express Bus alternative, except the Blue Parkway/Rock Island Express Bus service utilizes the Rock Island bus way. See the full description in the Express Bus Alternative.



Regional Rail

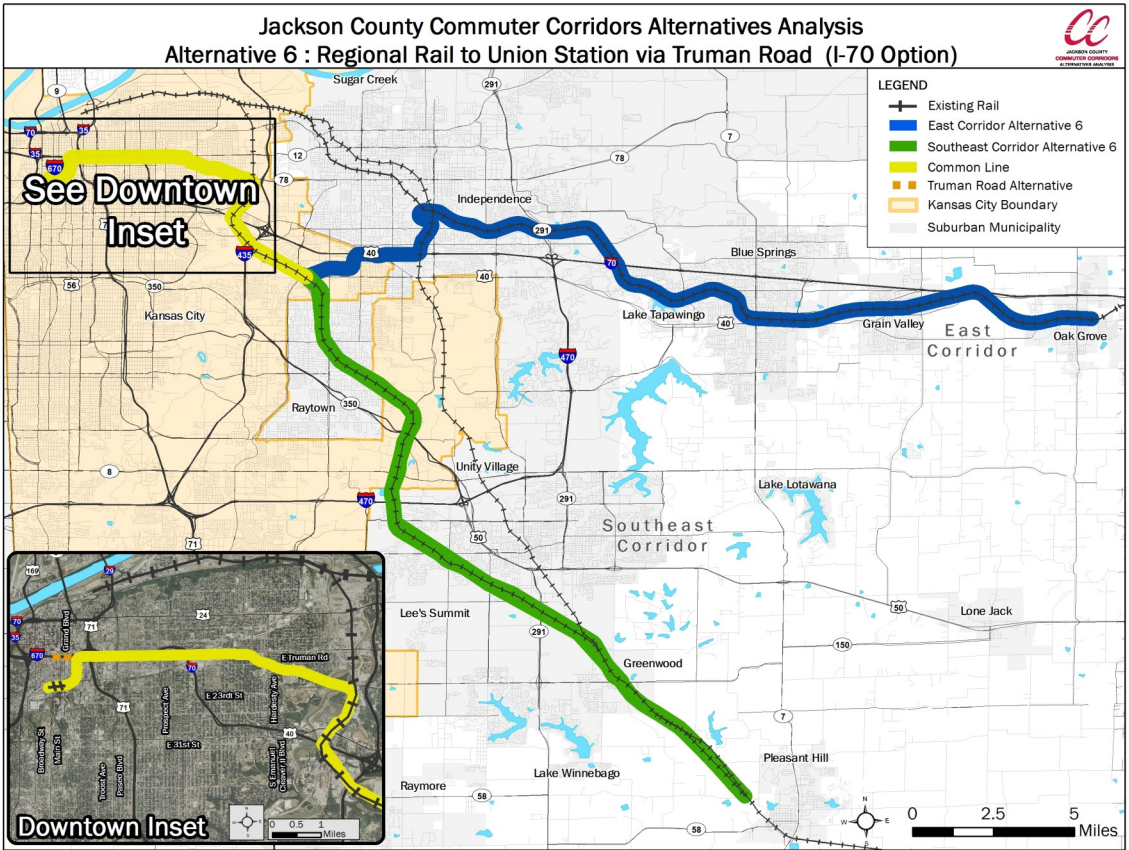
Union Station Via Truman Road (I-70 option)

Regional Rail to Union Station via Truman Road (I-70 Option): East Line: Truman Sports Complex to Eastern Jackson County	
Route	The East Line connects eastern Jackson County to the Truman Sports Complex and serves the commuter, reverse commuter, and event market. The line begins at Oak Grove, at the eastern Jackson County line, and runs on the Kansas City Southern (KCS) railroad from Oak Grove to Independence mixed with freight rail traffic. The KCS generally runs parallel to I-70 on the south side of the interstate to the Little Blue Trace River in Independence where the alignment turns north and runs under I-70. The KCS then runs generally parallel to I-70 north of the interstate, through Independence. At Noland Road the alignment moves to a new build segment departing from the KCS just west of Noland Road and turning south to run parallel to the Union Pacific Sedalia Subdivision. The new build segment crosses I-70 and turns west, running parallel to I-70 on the south embankment to Sterling Avenue. At Sterling Avenue the new build alignment turns south, crosses 43 rd Street and turns west, south of Riss Lake. The new build segment joins the Rock Island corridor just east of the Truman Sports Complex.
Infrastructure	The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.

Regional Rail to Union Station via Truman Road (I-70 Option): Southeast Line: Truman Sports Complex to Pleasant Hill	
Route	The Southeast Line connects Pleasant Hill, southeastern Jackson County, and Raytown to the Truman Sports Complex and serves the commuter, reverse commuter, and event market. The line begins at Pleasant Hill and runs on the inactive Rock Island railroad to the Truman Sports Complex as an exclusive commuter rail service. The Rock Island runs along the M-350 and Raytown Road highway corridor.
Infrastructure	The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.

Regional Rail to Union Station via Truman Road (I-70 Option): Common Line: Union Station to Truman Sports Complex

Route	<p>The Common Line connects both the East and Southeast Jackson County lines that join together at the Truman Sports Complex to the Central Business District and serves the commuter, reverse commuter, event and local trip markets. The line begins at the Truman Sports Complex in Jackson County and runs on the inactive Rock Island railroad to U.S. 40 as an exclusive commuter rail service. At U.S. 40 the alignment moves to a new build segment departing from the Rock Island just north of U.S. 40 and turning east crossing the Blue River/23rd Street. The new build alignment continues to run toward the northwest intersecting Topping Avenue south of 18th Street and continuing toward Truman Road. The alignment joins Truman Road west of Jackson Avenue and runs along Truman Road to Cherry Street. At Cherry Street the new build alignment turns south and runs on Cherry Street. South of 20th Street the alignment turns to the west running on the north side of the Kansas City Terminal into the Star Yard storage tracks north of Union Station.</p>
Infrastructure	<p>The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.</p>



Regional Rail

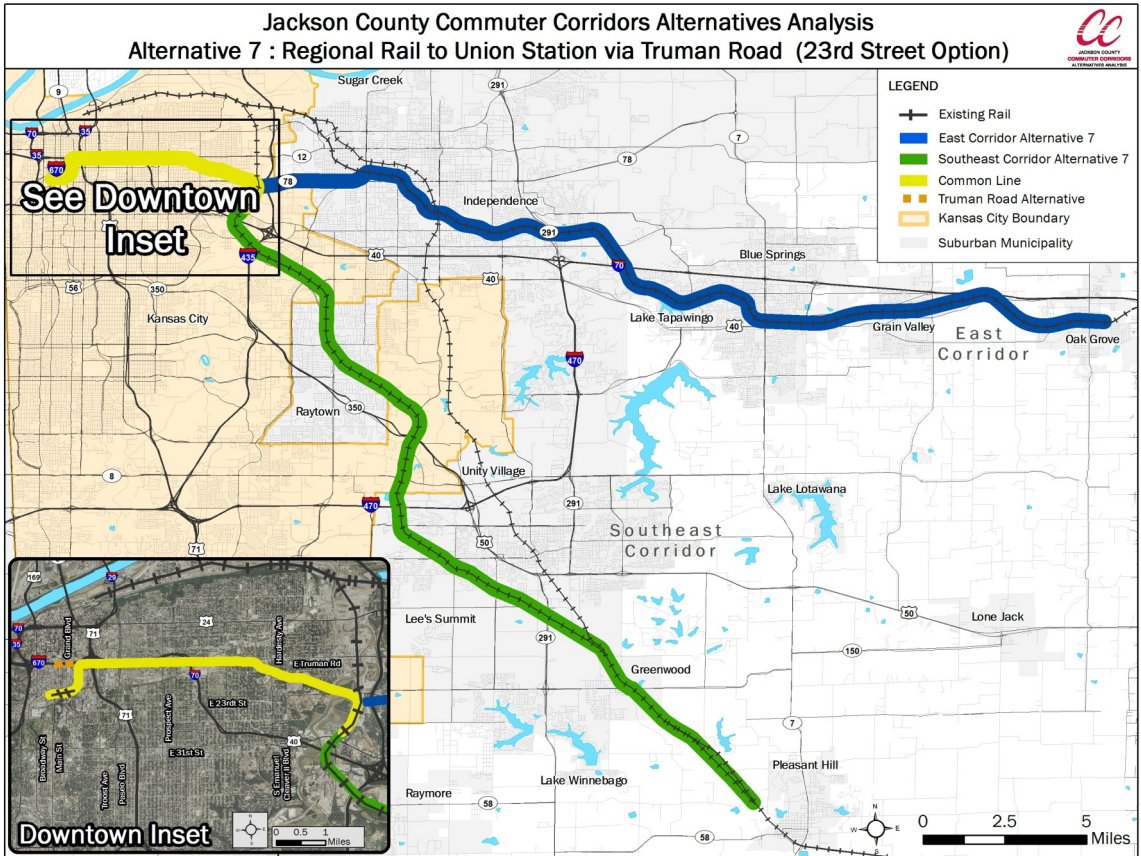
Union Station via Truman Road (23rd Street Option)

Regional Rail to Union Station via Truman Road (23 rd Street Option): East Line: 23 rd Street at I-435 to Eastern Jackson County Line	
Route	The East Line connects Eastern Jackson County to 23 rd Street at I-435 and serves the commuter, reverse commuter, and event market. The line begins at Oak Grove in Jackson County and runs on the Kansas City Southern (KCS) railroad from Oak Grove to Independence mixed with freight rail traffic. The KCS generally runs parallel to I-70 on the south side of the interstate to the Little Blue Trace River in Independence where the alignment turns north and runs under I-70. The KCS then runs generally parallel to I-70 north of the interstate, through Independence. The new build segment turns west and runs in the center of 23 rd Street. At I-435, the new build segment joins with the Rock Island and the new build Common Line.
Infrastructure	The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.

Regional Rail to Union Station via Truman Road (23 rd Street Option): Southeast Line: Truman Sports Complex to Pleasant Hill	
Route	The Southeast Line connects Pleasant Hill, southeastern Jackson County and Raytown to the Truman Sports Complex and serves the commuter, reverse commuter, and event market. The line begins at Pleasant Hill and runs on the inactive Rock Island railroad to the Truman Sports Complex as an exclusive commuter rail service. The Rock Island runs along the M-350 and Raytown Road highway corridor.
Infrastructure	The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.

Regional Rail to Union Station via Truman Road (23rd Street Option): Common Line: Union Station to Truman Sports Complex

Route	<p>The Common Line connects the East and Southeast Jackson County lines that join together at the Truman Sports Complex to the Central Business District and serves the commuter, reverse commuter, event and local trip markets. The line begins at the Truman Sports Complex in Jackson County and runs on the inactive Rock Island railroad to U.S. 40 as an exclusive commuter rail service. At U.S. 40 the alignment moves to a new build segment departing from the Rock Island just north of U.S. 40 and turning east crossing the Blue River/23rd Street. The new build alignment continues to run toward the northwest intersecting Topping Avenue south of 18th Street and continuing toward Truman Road. The alignment joins Truman Road west of Jackson Avenue and runs along Truman Road to Cherry Street. At Cherry Street the new build alignment turns south and runs on Cherry Street. South of 20th Street the alignment turns to the west running on the north side of the Kansas City Terminal into the Star Yard storage tracks north of Union Station.</p>
Infrastructure	<p>The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.</p>



Regional Rail

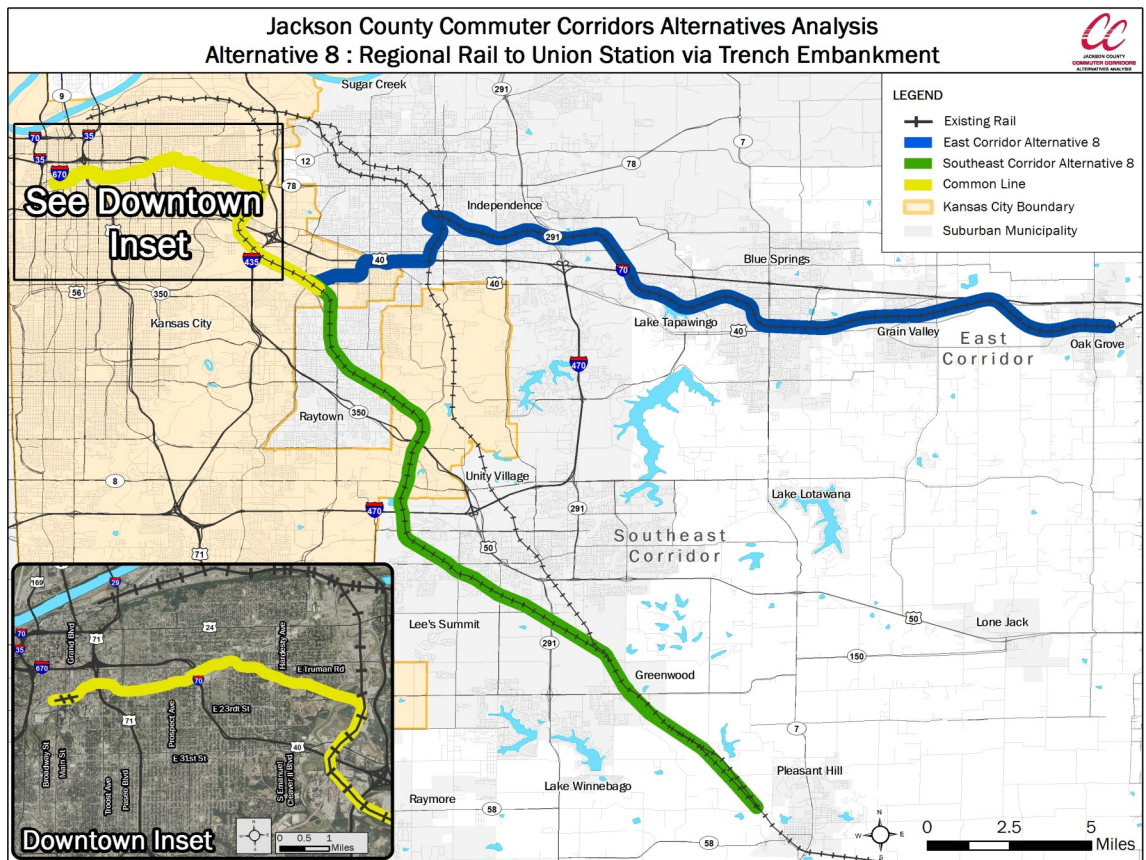
Union Station via Trench Embankment

Regional Rail to Union Station via Trench Embankment East Line: Truman Sports Complex to Eastern Jackson County Line	
Route	The East Line connects Eastern Jackson County to the Truman Sports Complex and serves the commuter, reverse commuter, and event market. The line begins at Oak Grove, at the eastern Jackson County line, and runs on the Kansas City Southern (KCS) railroad from Oak Grove to Independence mixed with freight rail traffic. At Noland Road the alignment moves to a new build segment departing from the KCS just west of Noland Road and turning south to run parallel to the Union Pacific Sedalia Subdivision. The new build segment crosses I-70 and turns west, running parallel to I-70 on the south embankment to Sterling Avenue. At Sterling Avenue the new build alignment turns south, crosses 43 rd Street and turns west, south of Riss Lake. The new build segment joins the Rock Island corridor just east of the Truman Sports Complex.
Infrastructure	The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.

Regional Rail to Union Station via Trench Embankment Southeast Line : Truman Sports Complex to Pleasant Hill	
Route	The Southeast Line connects Pleasant Hill, southeastern Jackson County, and Raytown to the Truman Sports Complex and serves the commuter, reverse commuter, and event market. The line begins at Pleasant Hill and runs on the inactive Rock Island railroad to the Truman Sports Complex as an exclusive commuter rail service. The Rock Island runs along the Route 350 and Raytown Road highway corridor.
Infrastructure	The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.

Regional Rail to Union Station via Trench Embankment Common Line: Union Station to Truman Sports Complex

Route	<p>The Common Line connects the East and Southeast Jackson County lines that join together at the Truman Sports Complex to the Central Business District and serves the commuter, reverse commuter, event and local trip markets. The line begins at the Truman Sports Complex in Jackson County and runs on the inactive Rock Island railroad to U.S. 40 as an exclusive commuter rail service. At U.S. 40 the alignment moves to a new build segment departing from the Rock Island just north of U.S. 40 and turning east crossing the Blue River/23rd Street. The new build alignment continues to run toward the northwest intersecting Topping Avenue south of 18th Street and continuing toward Truman Road. The alignment crosses Truman Road west of Jackson Avenue. The new build alignment then turns to follow the south side of the Kansas City Terminal. At 18th Street the alignment would cross over the Kansas City Terminal and run alongside and above the “trench” into the Star Yard storage tracks north of Union Station.</p>
Infrastructure	<p>The service operates as rail using a self-propelled diesel multiple unit that is Federal Railroad Administration compliant.</p>



What You Can Do



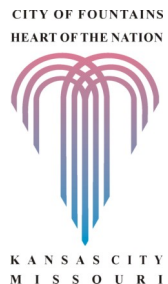
- Fill out the **comment card** to tell us what you think the transit needs are and the advantages and disadvantages to the alternatives.
- Keep informed through our website at:
www.kcsmartmoves.org/projects/jacksoncounty.aspx
- Tell your friends, families and colleagues who weren't able to come to provide 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.



Jackson County Commuter Corridors Alternatives Analysis 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.