### Stakeholder Advisory Panel

March 14, 2012



### Agenda

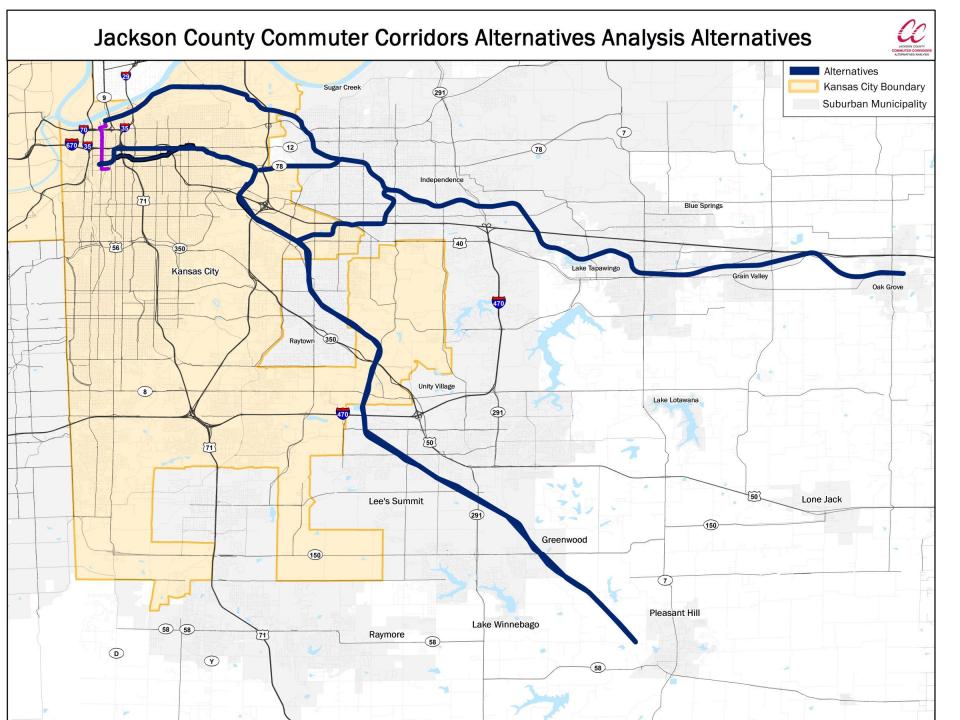
- Update on Tier 2
  - Review of Alternatives
  - Summary of Screening completed to-date
  - Preliminary Findings
  - Next Steps

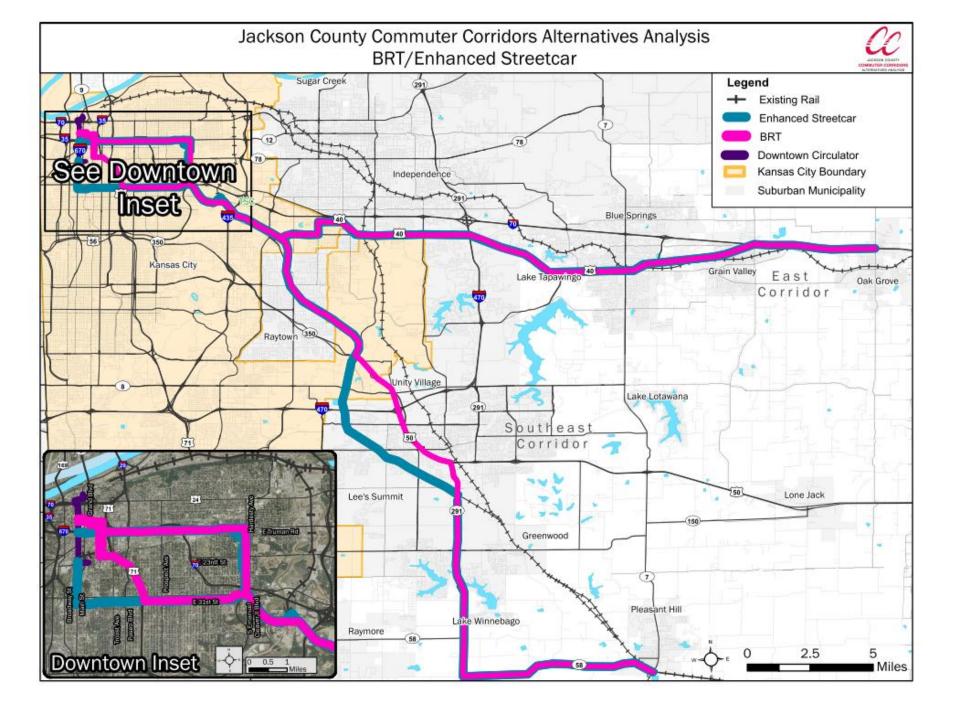


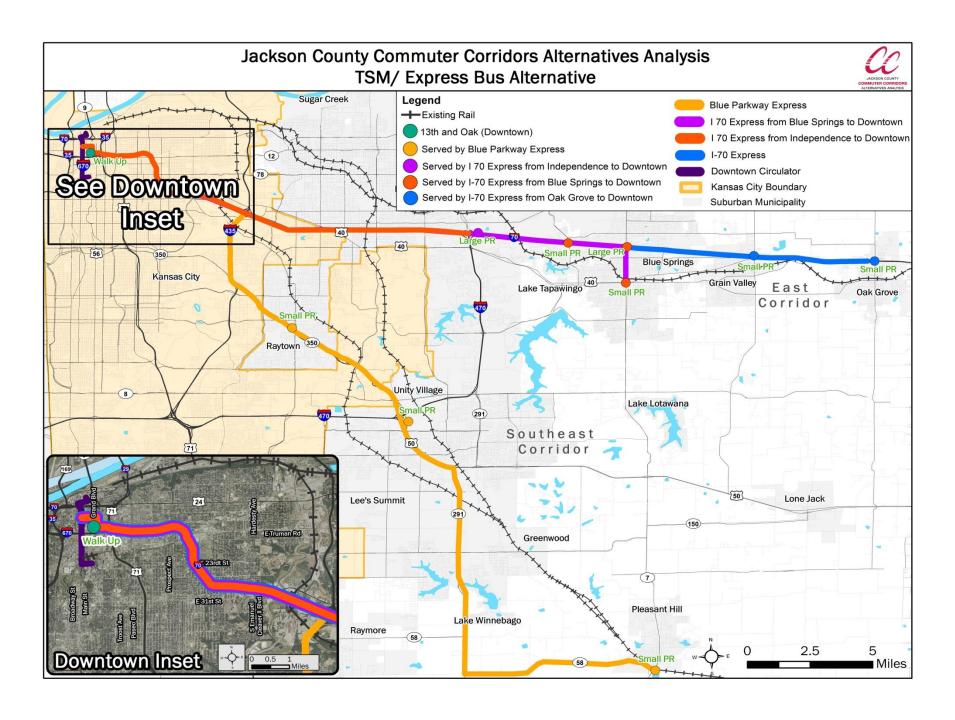
### **Alternatives**

- 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









# 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



## 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



### **Screening Measures and Results**

- <u>Effectiveness</u> Meeting the P&N
- Cost Effectiveness Capital, O&M, Productivity,
  Cost Effectiveness
- Feasibility Constructability, Financial Feasibility
- Impacts Environmental and Traffic
- <u>Equity</u> 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
•	0	•	•	•	•

Key: ● - Best; ● - Good; ○ - Comparatively Poor



# **Impacts**

Alternatives	Property Impacts	Parkland Impacts	Traffic Impacts
No Build	•	•	•
TSM	•	•	•
Full Regional Rail with DMU – Truman Road	0	0	0
All Enhanced Streetcar - Truman	•	•	•
All Enhanced Streetcar - Linwood	•	•	•
All BRT - Truman	•	•	•
All BRT- Linwood	•	•	•

Key: ● - Best; ● - Good; ○ - Comparatively Poor



# **Equity Impacts**

Alternatives	Environmental Justice Impacts		
No Build			
TSM			
Full Regional Rail (DMU) –	$\circ$		
Truman Road	0		
All Enhanced Streetcar -			
Truman			
All Enhanced Streetcar -			
Linwood			
All BRT - Truman			
All BRT- Linwood			

Key: ● - Best; ● - Good; ○ - Comparatively Poor



# **Combined Summary**

Alternatives	Common Segment Capital Cost	Property Impacts	Parkland Impacts	Traffic Impacts	Environmental Justice Impacts
No Build	-	•	•	•	•
TSM	•	•	•	•	•
Full Regional Rail (DMU) – Truman Road	0	0	0	0	0
All Enhanced Streetcar - Truman	•	•	•	•	<b>•</b>
All Enhanced Streetcar - Linwood	•	•	•	•	•
All BRT - Truman	•	•	•	•	•
All BRT- Linwood	•	•	•	•	•

Key: ● - Best; ← - 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

