

State Avenue Corridor Bus Rapid Transit (BRT)

Moving Forward Incrementally

April 2010

State Ave. BRT Update

- Bus Rapid Transit Overview
- State Ave. Alternatives Analysis Results
- What's Coming Up Right Away!
 - \$12 Million in Stimulus Funds for State Ave.
 - Infrastructure, Stations and Transit Centers
- Build Out & Conversion to BRT (Future)
 - Opportunities and Challenges

Bus Rapid Transit Characteristics

- Frequent, Fast, Convenient Service
- Enhanced Passenger Info & Amenities
- Convenient Connections
- Easy to Use and Understand
- Transit Oriented Development
- Attract New Riders

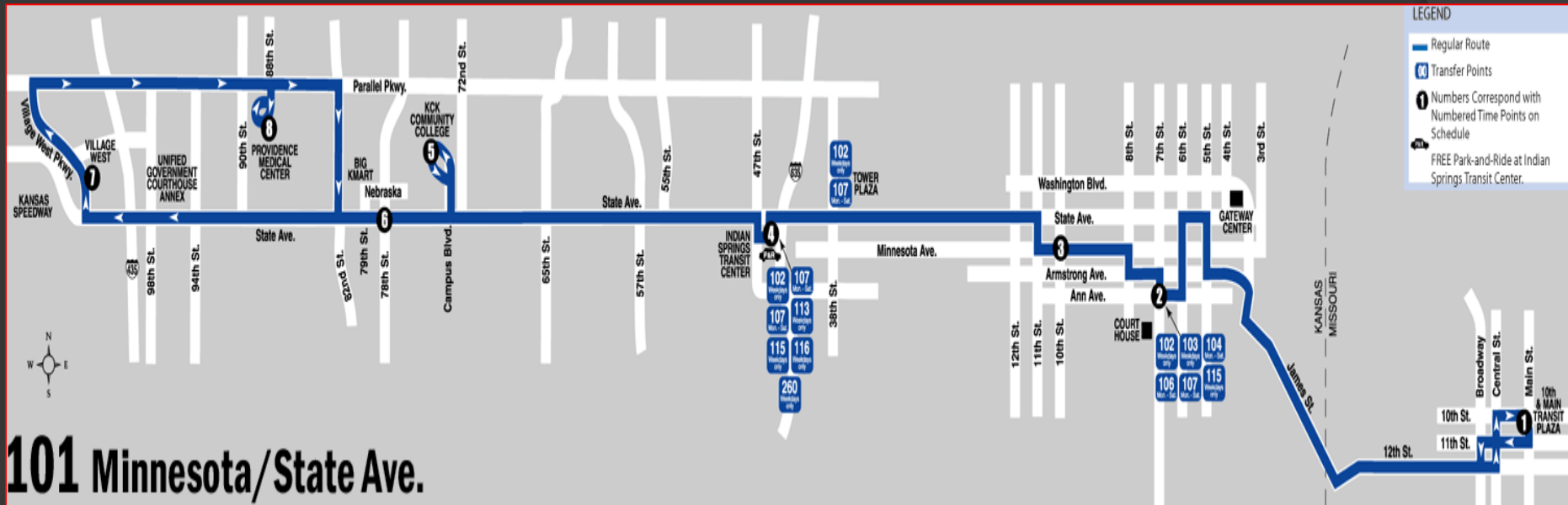


Elements of BRT Integrated to form a System

- ⦿ Enhanced Stations
- ⦿ BRT Buses
- ⦿ Transit Centers / Connections
- ⦿ Paving Improvements / Ride Quality
- ⦿ Real Time Passenger Information
- ⦿ Transit Signal Priority
- ⦿ Branding / Identity



Local Minnesota / State Ave. Route 101 Today

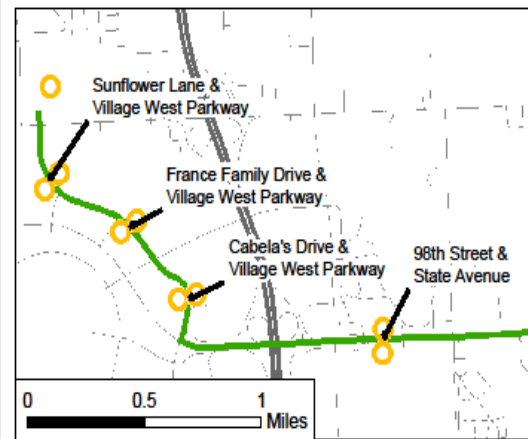
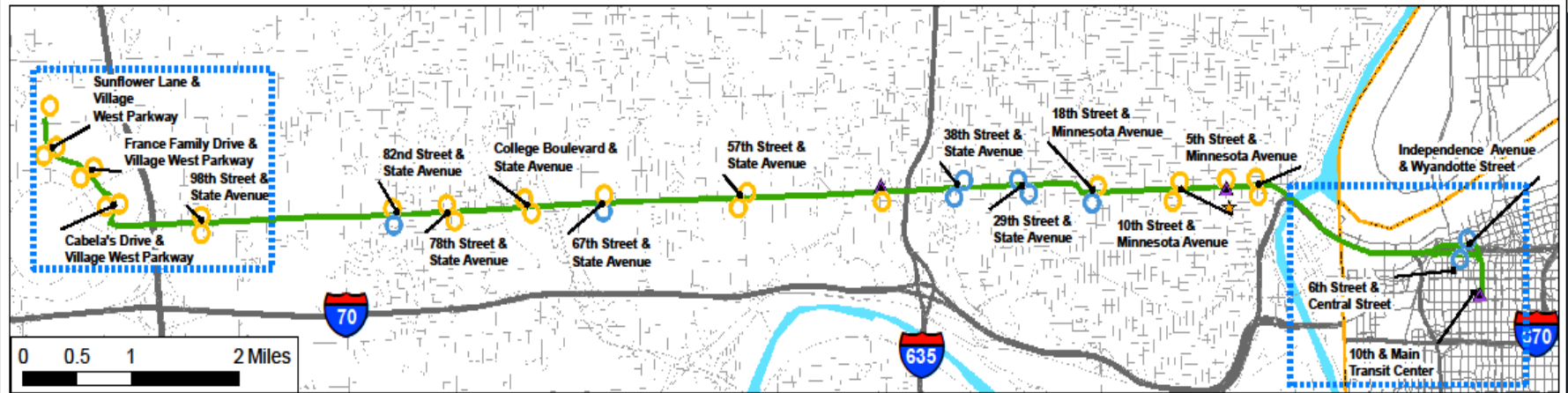


- Upgraded in Sept. 2008 (1 Seat ride / 7 days per week)
- Circuitous Route
- Slow Transit Service
- Up to 58 Minutes Kansas City, MO to Village West

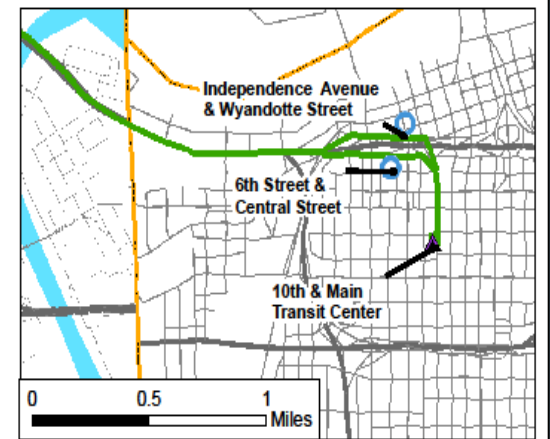
Alternatives Analysis BRT Alignment

State Avenue Phase II

Alignment and Station Locations



- Compact BRT Station
- Fullsize BRT Station
- Transit Center
- City Hall - Kansas City, Kansas
- State Avenue BRT



Results of Alternative Analysis

Proposed State Avenue BRT Line



- 14 Miles of BRT
- More Direct Route
- 36 Stations (20 Locations)
- 2 New Transit Centers

State Ave. BRT Stations At All Key Intersections





CROWN CENTER

Please board bus
Arrives in min



CROWN CENTER

CROWN CENTER

CROWN CENTER



Don't go alone express

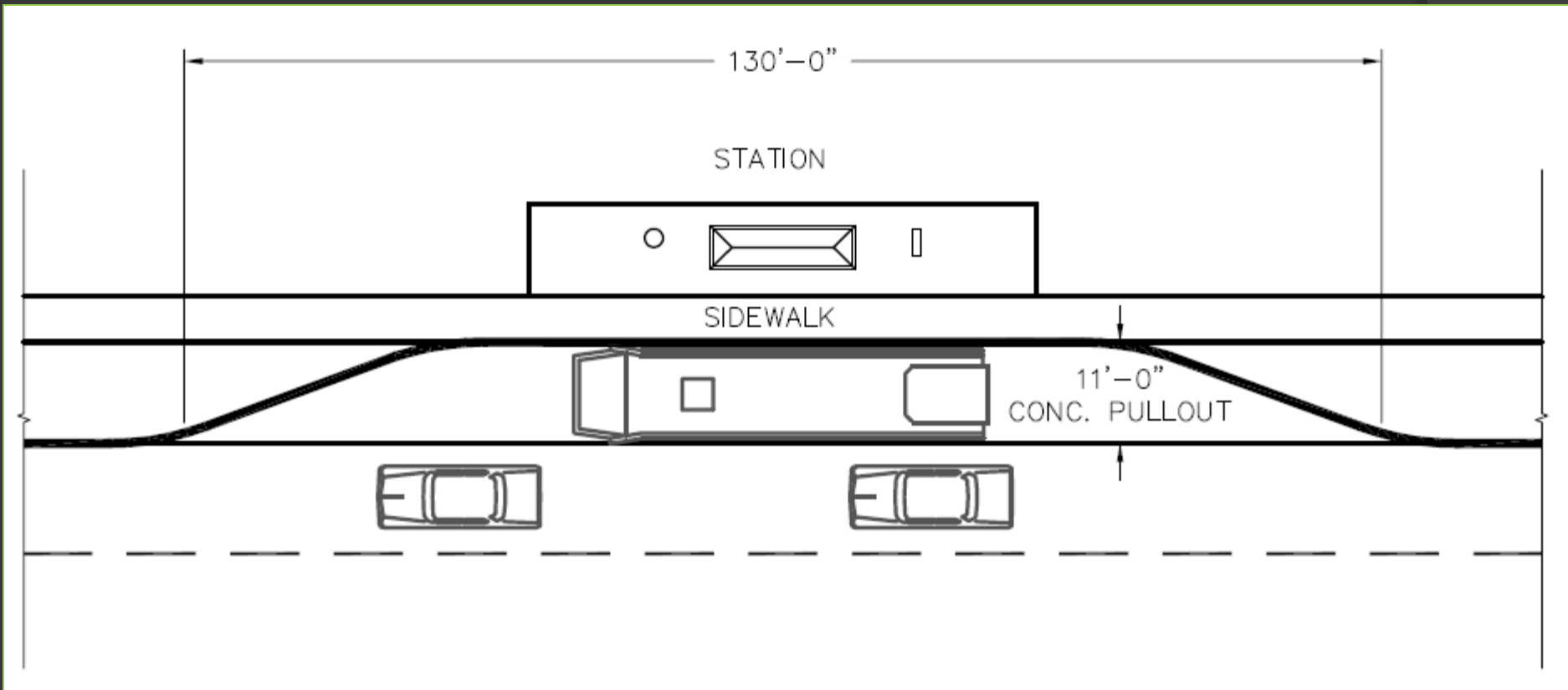
38th and State



5th and Minnesota



Typical BRT Station with Pullout



Transit Center / Connection Points

- 10th and Main (Existing)
- Downtown KCK - 7th and Minnesota
- Indian Springs – 47th and State
- Village West

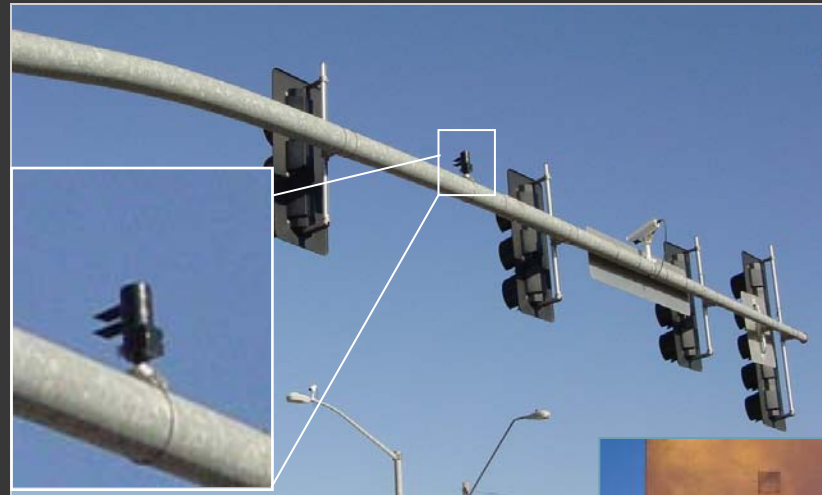
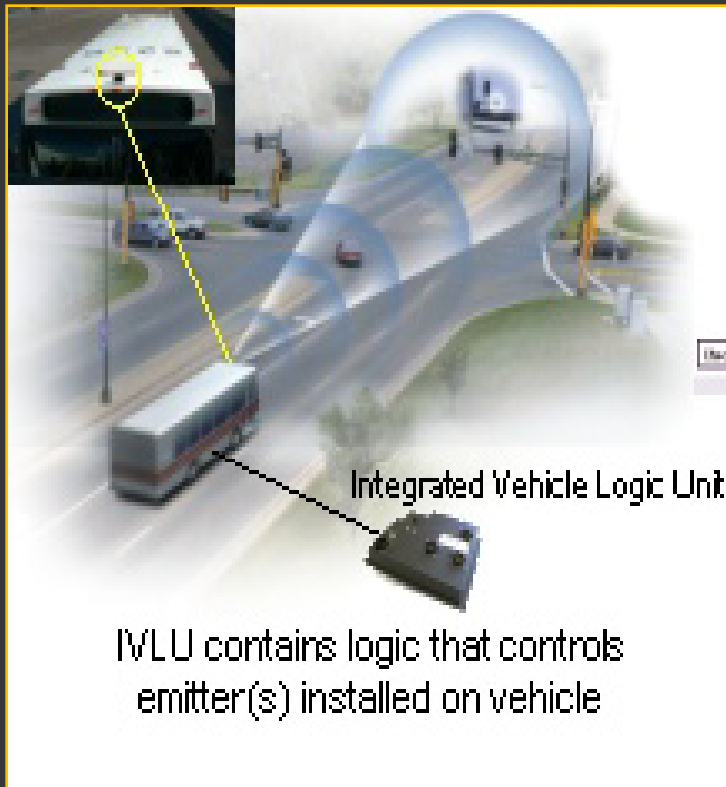


Specially Designed Hi-Tech BRT Vehicles



BRT Technology

GPS, Signal Priority and Real Time Signs



State Ave. BRT Pavement Improvements



Alternatives Analysis: State Ave. BRT Full Build Capital Cost

- Total Capital Cost – \$25 Million (2009)
- Funding Assumptions (Before Stimulus)
 - 80% Federal (\$20 M)
 - 20% Local (\$5 M)
- Federal BRT Funding Not Assured

ARRA and TIGER – Phase I

\$12 Million (100% Federal)



- ◎ ARRA \$ 1.596 Million (Available Now!)
- ◎ TIGER \$10.49 Million (Grant Pending)
- ◎ Two-Fold Benefits
 - Immediate: Existing Users and Community
 - Future: Infrastructure for Full BRT

State Ave. Corridor

Phase I Transit Enhancements



- ◉ Transit Stop Infrastructure
 - Pads, Platforms, Pullouts, Shelters
- ◉ New Transit Centers
 - Downtown / 7th and Minnesota
 - Indian Springs / 47th and State
- ◉ Pedestrian Improvements
 - ADA Ramps, Sidewalks





BRT Stations – MAX Example



Enhanced Transit Station (Phase I)

Existing Village West Example



State Ave. Transit Improvements

Phase I: Pavement & Pedestrian Improvements

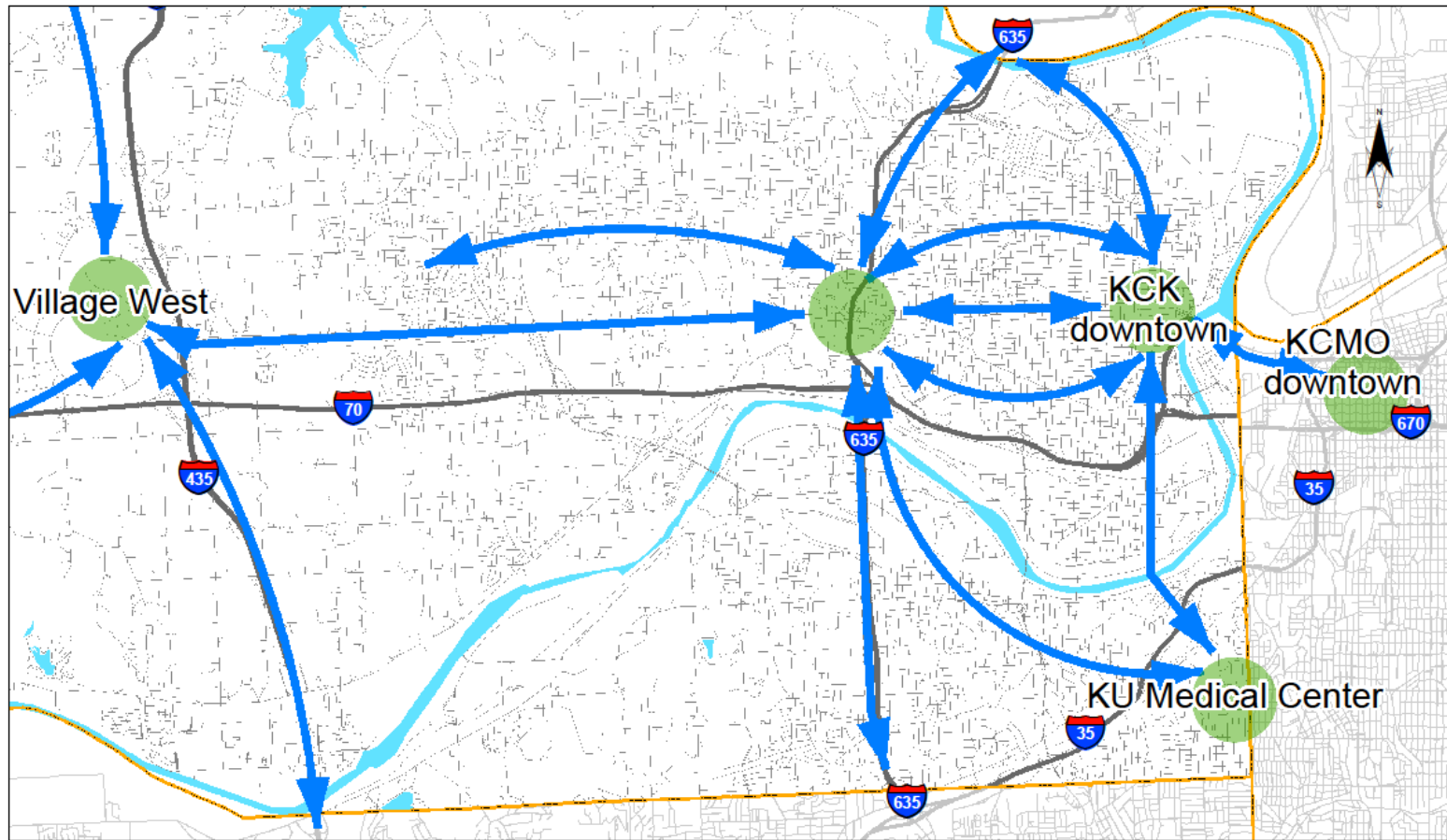


Concrete bus pads
in street at all
stations



Sidewalk added where
needed at transit stations

State Ave. Corridor Connections



1 0.5 0 1 Miles

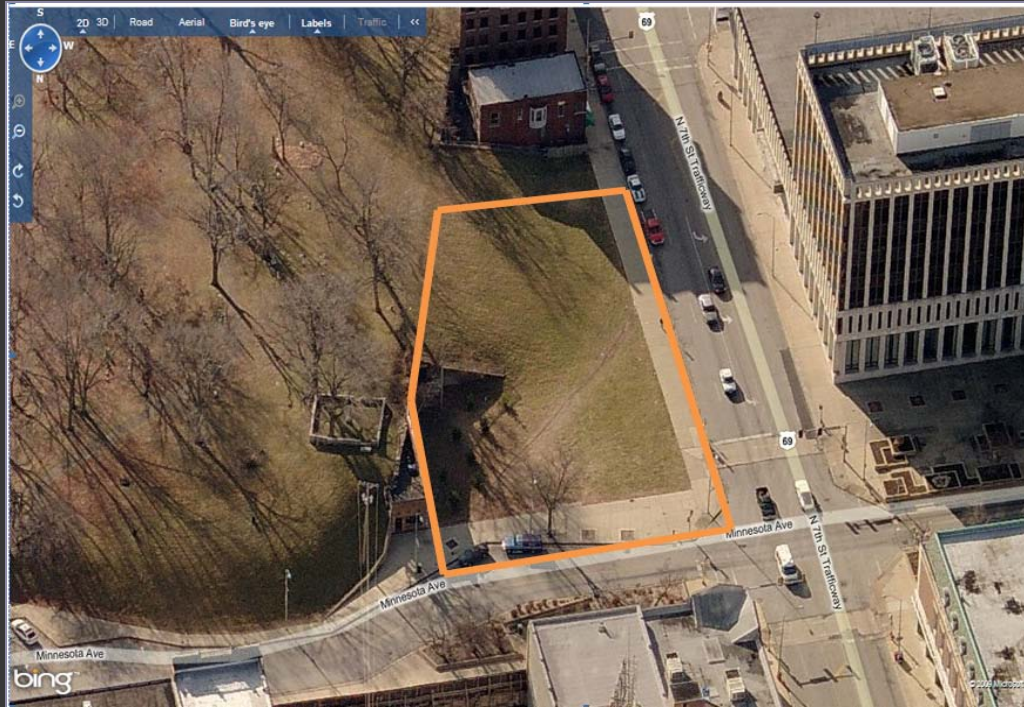
OLSSON ASSOCIATES

Transit Centers – Phase I

Designed To Local Requirements



7th & Minnesota Transit Center



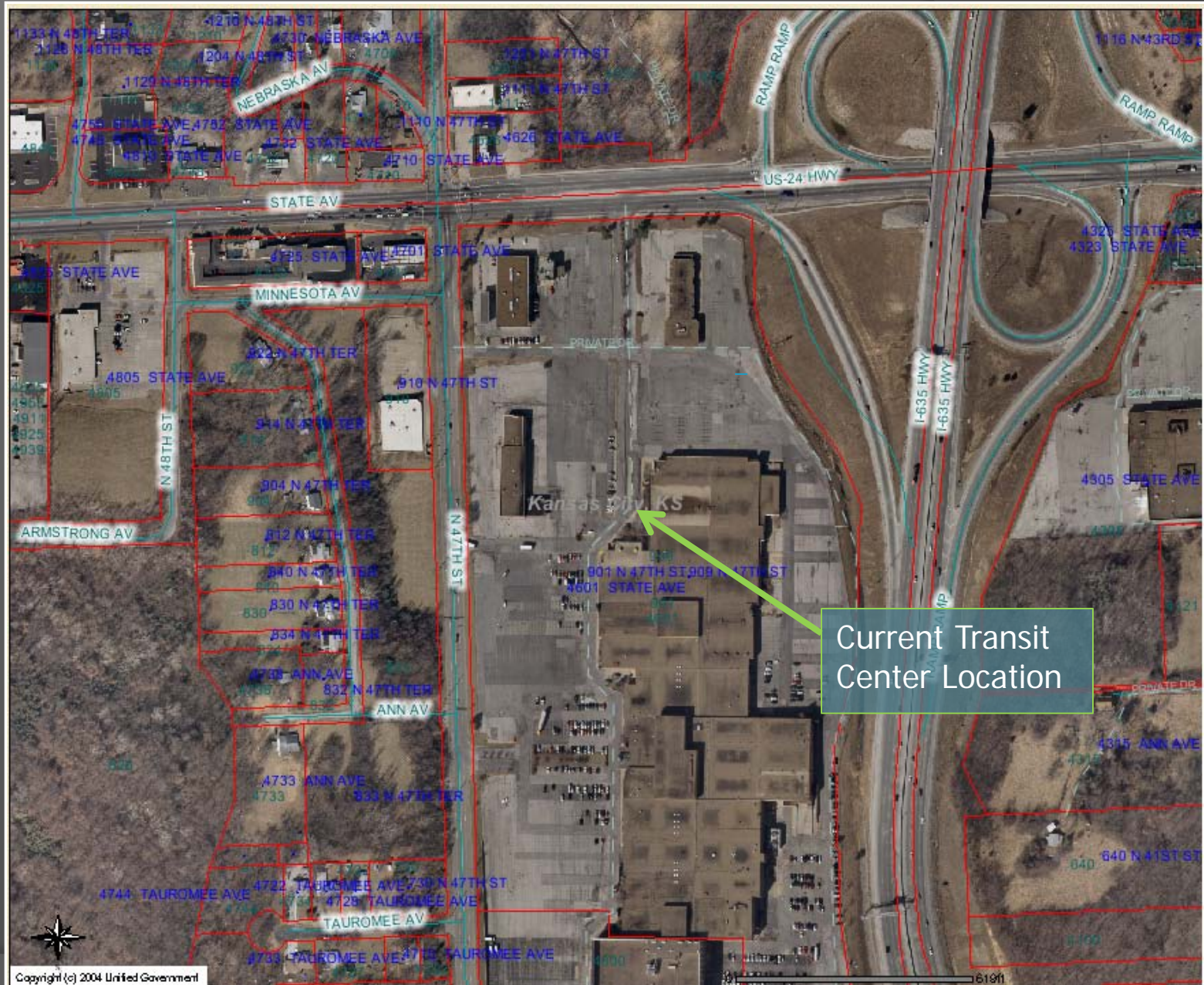
Downtown (7th & Minnesota) Center Concept



Indian Springs Transit Center



NEW TRANSIT CENTER INDIAN SPRINGS AREA



Current Transit Center Location

Village West Terminus

Plaza at the Speedway



Phase II (Future) - Full BRT

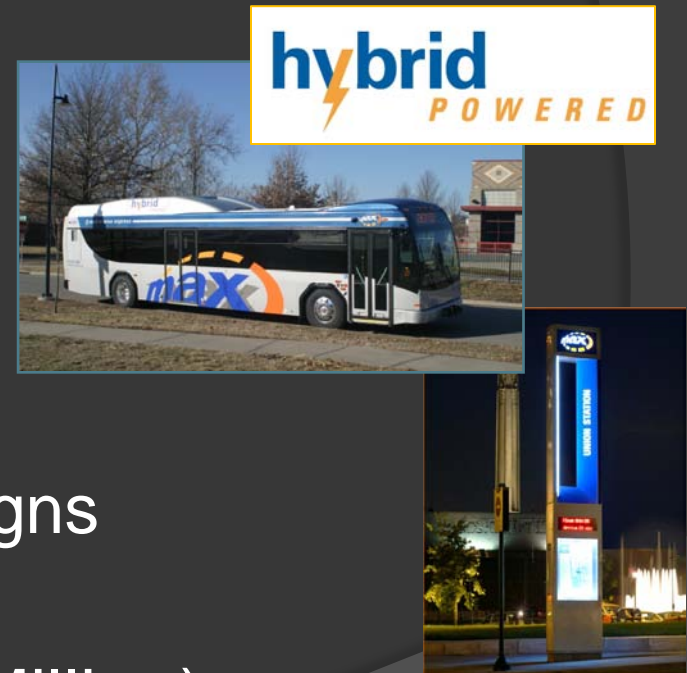
Remaining Capital Needs ~ \$15 Million

- Federal (\$12 Million) & Local Match (\$3 Million)

- Future BRT Elements

- BRT Low-Floor Buses
- BRT Iconic Marker
- Traffic Signal Priority
- Ticket Vending Machines & Signs

- Annual Operating Funds (\$3 Million)



Current 25' to 30' Local Buses



MAX Bus 42' Low Floor



BRT Transit Operations (Phase II)

Today: Local Service Every 30 Minutes

- ◎ KCMO, KCK to 47th & State
 - Every 10 minutes Peak
 - Every 15 minutes Midday
 - Every 30 minutes Evening
- ◎ 47th & State to Village West
 - Every 20 minutes Peak times
 - Every 30 minutes Midday
 - Every 60 minutes Evening



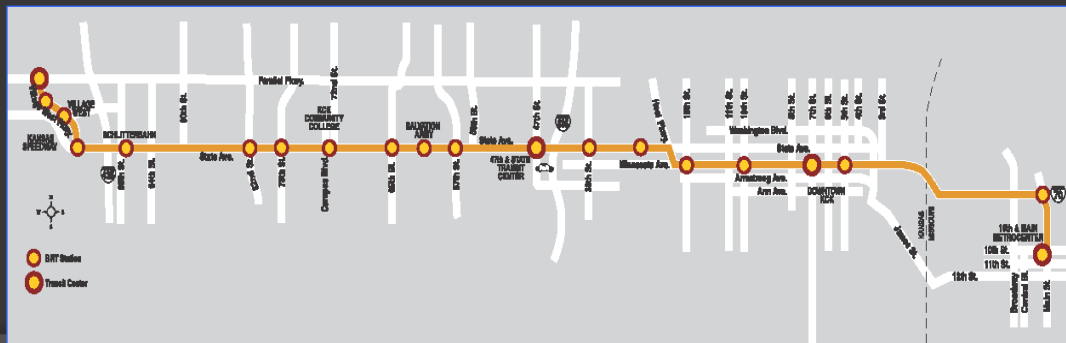
Estimated BRT Travel Time (Minutes)

	<u>Current Service</u>	<u>BRT</u>
Village West to Downtown KCK (EB)	46	32
Village West to KCMO (10th & Main)	58	42



State Ave. BRT Annual Operating Cost

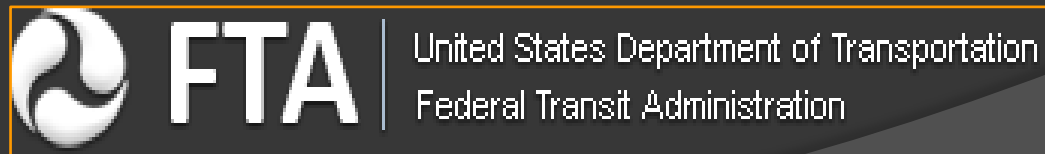
- \$3+ Million in Annual Operating Cost (\$1 Million More Than Today)
- Re-Orient Other Routes at Transit Centers



Full BRT Implementation Issues

Future Phase II

- Securing Federal BRT Capital Funds (80%)
 - Very Competitive Process Nationally
 - No Federal BRT Funding Is Assured
- Up Front Commitment of Local Match (\$3+M)
- Long Term Operating Fund Commitment



Phase I – BRT Pre-cursor Timing



- Through Rest of 2010
 - FTA TIGER Grant Approval
 - Environmental Approvals
 - Begin Design & Engineering
 - Real Estate and other agreements
 - Concrete and pavement work
- 2011 and 2012
 - Construct Stations & Transit Centers

