



## “MAX” – METRO AREA EXPRESS



The Kansas City Area Transportation Authority implemented its first Bus Rapid Transit (BRT) line, called the Metro Area Express, or MAX, in July 2005. MAX was an instant success, with ridership in this corridor increasing more than 50%. While Kansas City’s MAX line was not the first BRT line in the United States, its immediate success and affordable execution have garnered recognition across the country. In fact, the Federal Transit Administration holds it up as a model BRT line.

MAX is a **six-mile linear route** linking the vibrant River Market, downtown, Union Station, Crown Center and Plaza. As the region’s most significant new public transportation project in decades, MAX provides quick, convenient public transportation that helps reduce traffic congestion and auto emissions.

MAX features distinct characteristics that incorporate state of the art technology to deliver customers a high level of reliability, speed and comfort. For instance, **dedicated lanes** help give MAX vehicles a rapid, smooth ride, and **special traffic signalization** holds a green light longer to keep MAX on schedule. **Limited stops** mean that MAX can keep moving to key destinations.

By design, a unique identity was created for MAX, including **unique vehicles** and easily identifiable “**stations,**” not “stops.” Each station features an 18-foot marker that is well lit at night, serving as a beacon from blocks away. The new, modern shelters were designed to provide protection from the elements with a roof that is 80% opaque, providing needed shade in the summer, yet allowing 20% of the light through to break the chill in the winter. One of the most popular features of the stations is the **real-time arrival signs**. Customers know exactly when the next MAX will arrive, taking the guesswork out of riding.



## MAX at a Glance

- Runs 7 days a week
- 5:30 a.m. to midnight
- Buses arrive every 10 minutes at peak times
- 15-30 minutes most other times
- Plaza to Downtown in 18 minutes
- 3.75 miles of exclusive transit lanes
- 40 Stations
- 13 MAX vehicles featuring unique branding
- Cost: \$21 million (80% federal, 20% local)



## MAX Expands to Troost Avenue

Due to the success of MAX on Main, a second BRT line will open on Troost Avenue in the fall of 2010. **MAX on Troost** will not only provide an exciting transit upgrade for The Metro's highest ridership route, but will also contribute to revitalizing the Troost corridor. This investment is intended to improve service and amenities for existing riders, but also to attract new riders. Troost MAX will be dubbed the **"green"** route, featuring the region's first **hybrid vehicles**, incorporating environmentally friendly features and using the color green to differentiate from Main Street MAX's orange identity. All of this in addition to the standard MAX features in place on Main Street.



## Green Technologies

- Rain gardens at several MAX stations to capture and filter water run-off
- Solar-powered lighting
- Recycling receptacles
- Solar-powered trash compactors
- Pervious concrete at park-and-rides that allow water to soak through to the subsoil, reducing the amount of polluted water that runs off of the pavement surface

## Troost MAX at a Glance

- Service 7 days a week
- 13 miles: Downtown to Bannister and Hillcrest
- 4:30 a.m. to 1 a.m.
- Service every 10 minutes all day
- 14 vehicles (5 hybrid)
- 47 Stations
- Park-and-Rides
  - 31st & Troost
  - 95th & Troost
  - Bannister & Hillcrest
- Cost: \$30.6 million (80% federal, 20% local)



## Timeline

- Fall 2009-Summer 2010: Construction
- March 2010: New MAX vehicle delivered for testing
- Summer 2010: Test phase
- Late Summer/Fall 2010: MAX station construction complete
- Late 2010: Troost MAX service begins