

# What is MAX Service?

**MAX** is KCATA's *brand* for Bus Rapid Transit (BRT). BRT:

- Successfully implemented around the world to enhance transit service in higher density corridors
- Similar to rail transit service in terms of convenience and reliability, but at a fraction of the cost
- Combines a robust service plan with a well developed capital plan

KCATA has two MAX routes in operation:

- Main Street Orange Line (2005)
  - 60 percent ridership increase
- Troost Avenue Green Line (2011)
  - 10 percent ridership increase after only two years
- Both MAX routes have had positive impacts on the community



*Frequent service- all day and all night*

*Transit priority*

*Transit stations, not just stops – higher visibility*

*Fewer stations – like rail – makes the service faster and more reliable*

*Unique identity and brand*



Main Street MAX Orange Line



Troost Avenue MAX Green Line

# Potential Benefits to Prospect Avenue and Neighborhoods

This project aims to:

- Provide a cost-effective enhanced transit service
  - Faster service
  - More reliable service
  - Improved passenger amenities, well developed stations
- Create transformative transit investment
- Attract new business and investment



31<sup>st</sup> Street and Troost (Before Troost MAX)



31<sup>st</sup> Street and Troost (After Troost MAX)



# About the Project

Prior studies have identified MAX as the preferred approach to better transit on Prospect Avenue.  
*This study will determine the feasibility and funding requirements to bring MAX service to Prospect.*

## This is a Planning Study

- Is MAX right for Prospect Avenue?
- What will stations look like?
- What will the service look like?
- What will it cost?
- What are the benefits?
- How could it be funded?



## Study Schedule

- Public Meeting early in 2014 to review findings
- Study complete in April 2014
- Submit to KCATA Board and Kansas City Council

## Prospect MAX Development Schedule

- 2013-14 – Planning phase is only the first step
  - 2014 – Complete planning and begin design
- If funding is secured*
- 2015 – Engineering / Design
  - 2016 – Construction / Procurement
  - 2017 – Operations begin

We are Here



Planning Study

Secure Funding



Preliminary  
Engineering / Design

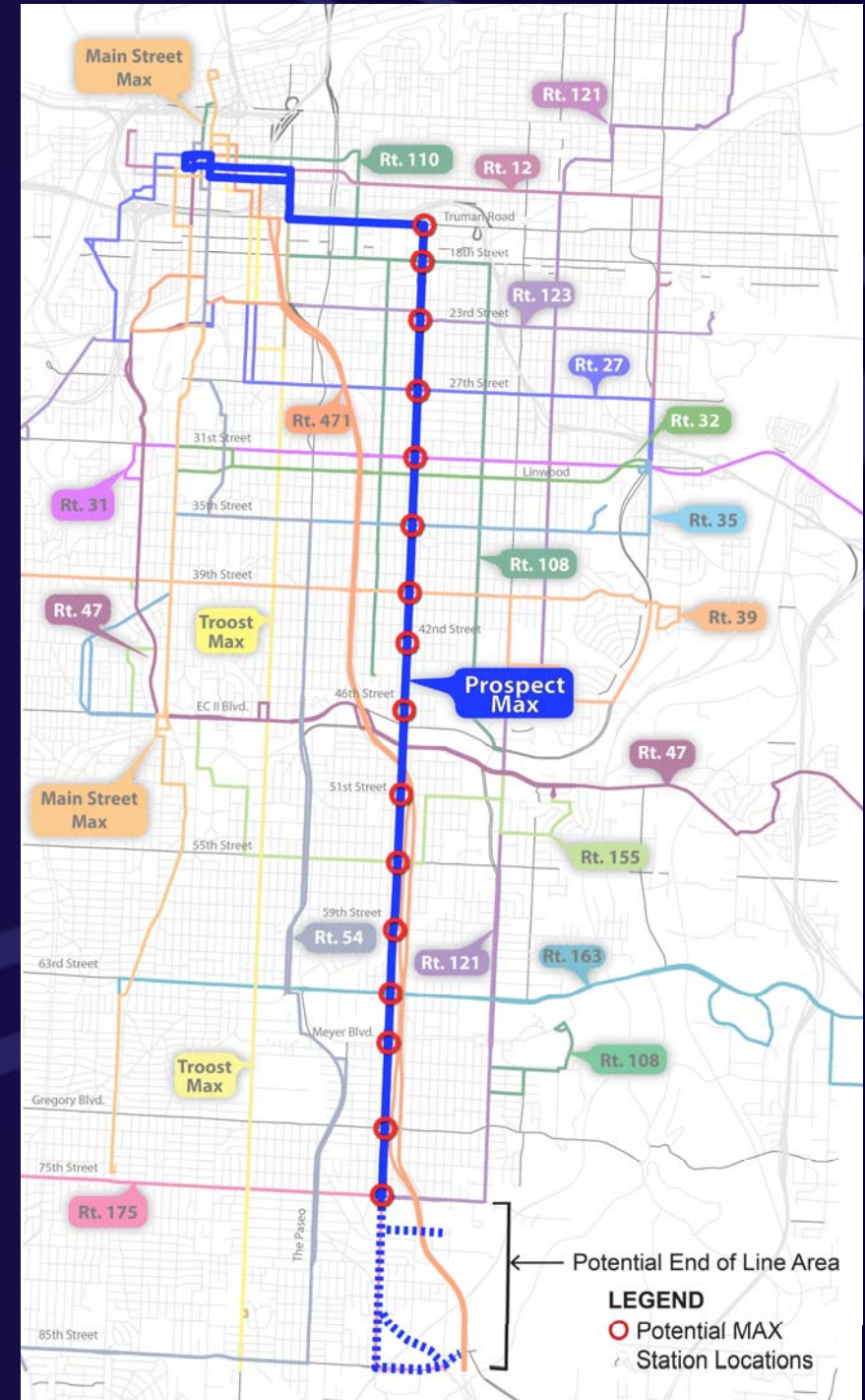
Final  
Engineering / Design

Construction /  
Procurement

# Community Input

Please provide feedback regarding the *proposed route* and *station locations*:

- Are these the right locations for stations?
- Where along the corridor are there other infrastructure needs? (sidewalks, pedestrian features, lighting, etc.)
- Where do you think the southern end for the Prospect MAX line should be located?
- If local bus service is to remain on Prospect Avenue in addition to a MAX line, do you feel that intermediate stops between the major stations should remain for local service?



# Community Input

Please provide feedback regarding the existing *Troost Avenue MAX stations*:

- Shelter
- Pedestrian Amenities
- Would you add or change anything for future stations on Prospect Avenue?



Station Lighting



Troost MAX Station Design Rendering



Public Art at a MetroStation



Rain Garden at a Transit Station



Typical Troost MAX Station