

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



31st Street and Troost (Before Troost MAX)



31st 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

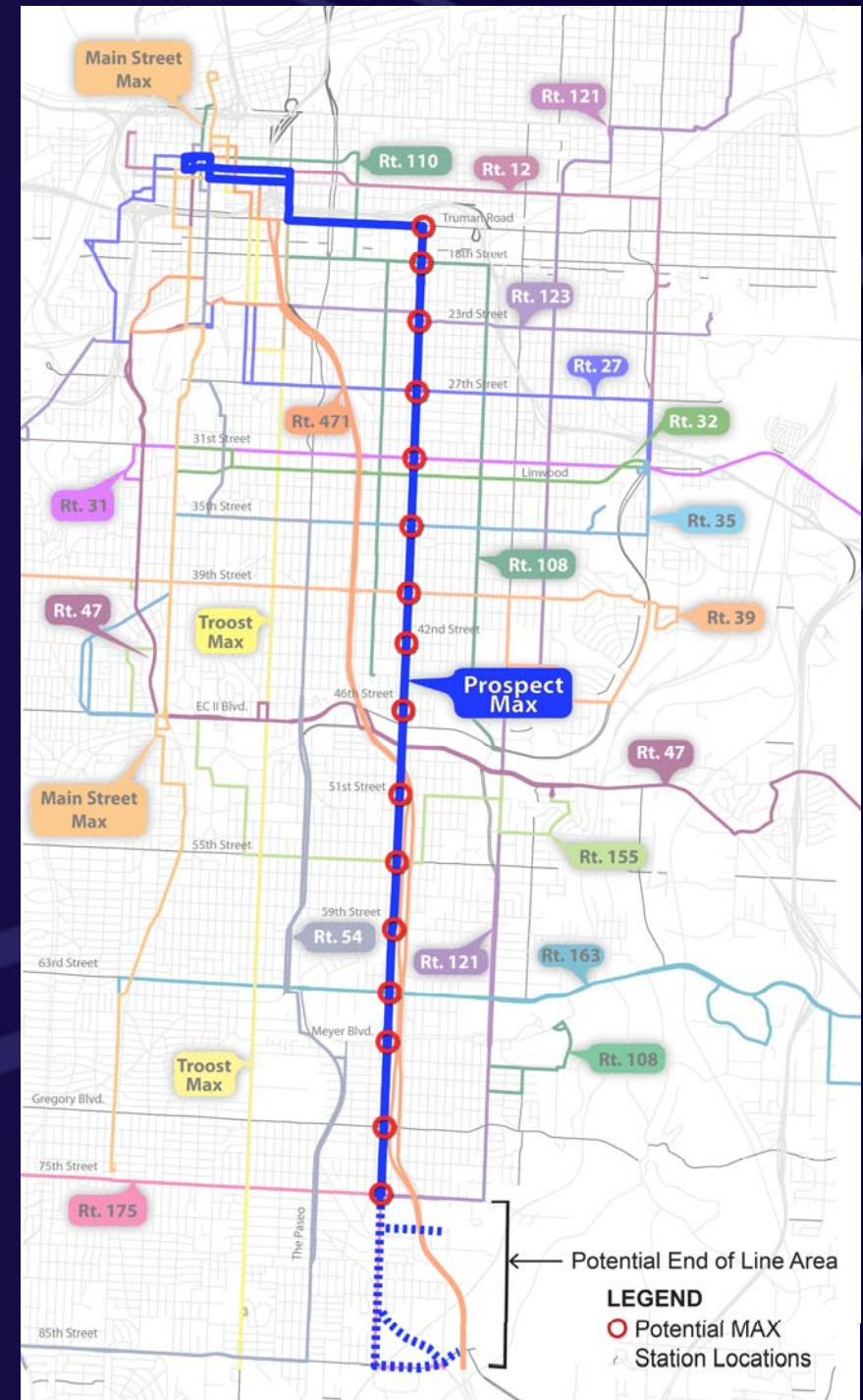
Final
Engineering / Design

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