

Prospect MAX



Advisory Committee

24 March 2015

Today

- What is “MAX”?
- What is the Role of the KCATA?
- Project Status - Where Are We?
- Review of Prospect MAX Preliminary Plan
- Beyond Transit Opportunities
- Costs and Funding
- Ladders of Opportunity Grant
- Next Steps – What is the Process?
- Upcoming Events
- What is the Role of the Advisory Committee?



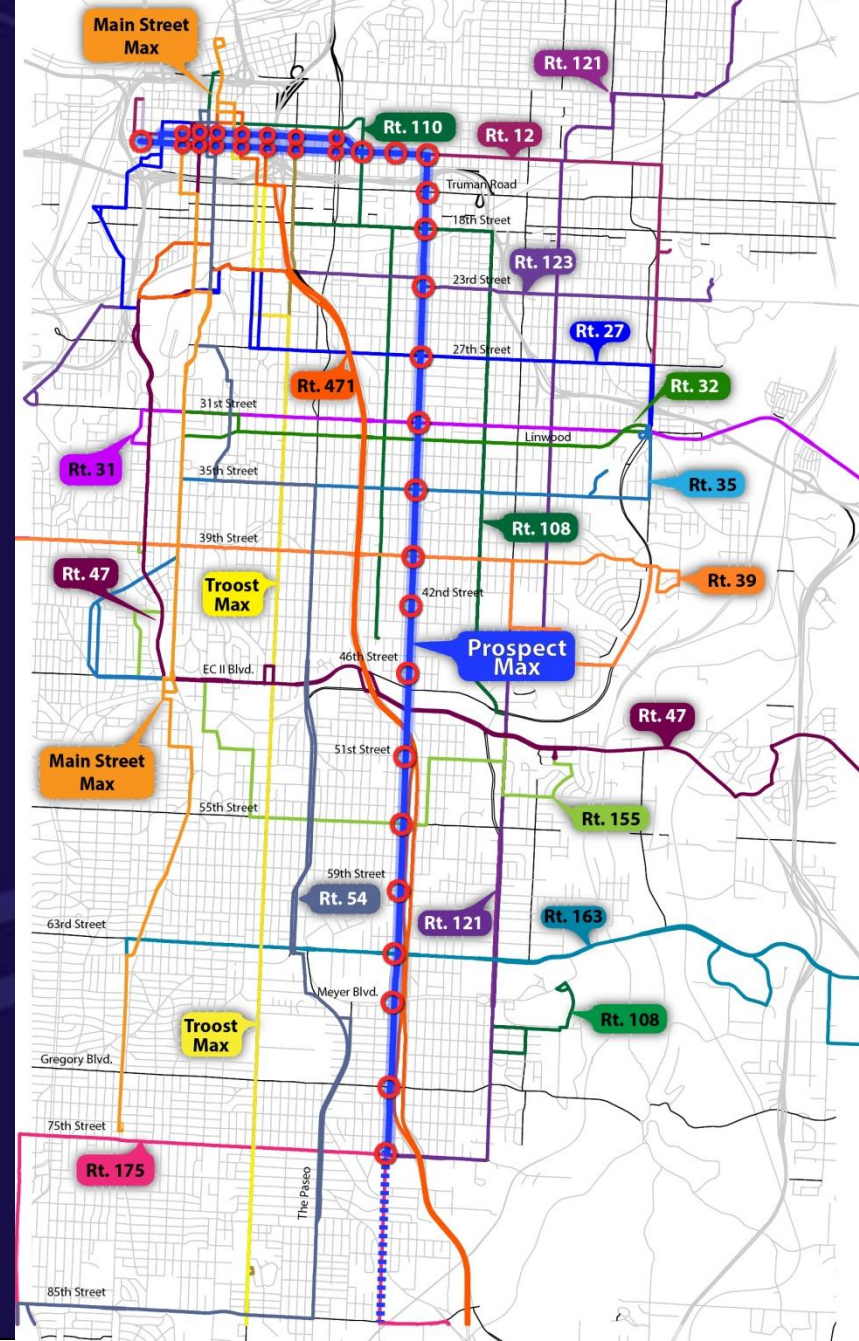
Project Goals

- 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
- Transform the corridor – similar to Troost MAX
- Develop a viable funding strategy



Prospect MAX Alignment

- Route
 - 11th/12th Street (Downtown)
 - Prospect Avenue
 - Southern Limits
- Stop Locations
 - Fewer stops
 - Facilitate transfers



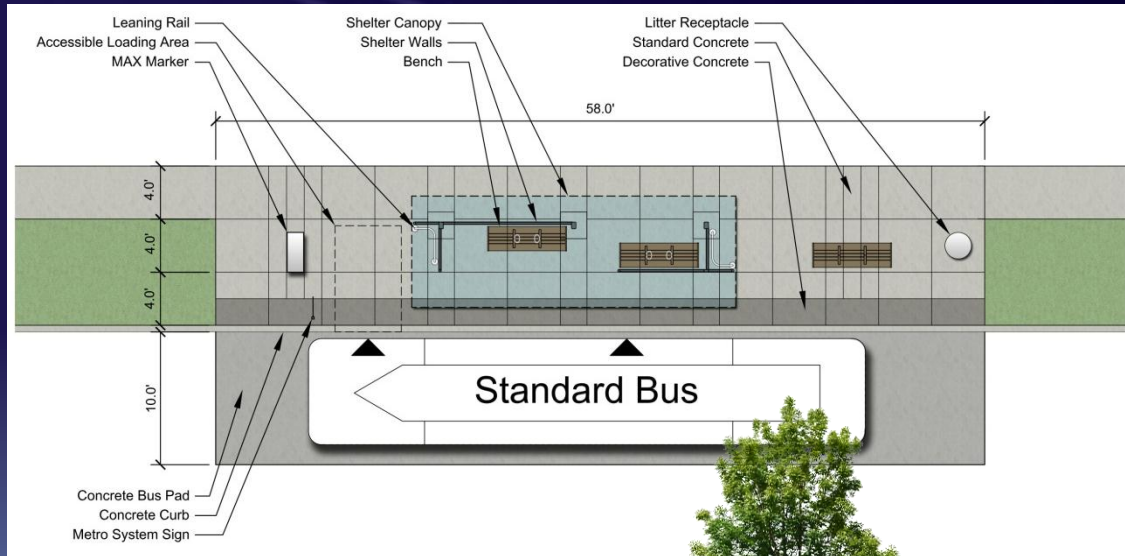
Service Plan

- Similar to Troost MAX Service Plan
- MAX Service – 10 minute frequency all day
- Local Service – 30 minute frequency
- Local Service maintained on Truman Road west of Prospect
- Southern Terminus / Northern Terminus



Proposed Station

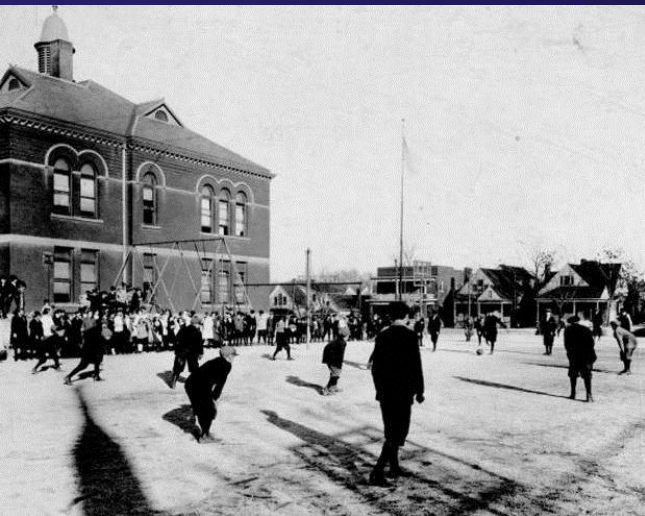
Prospect MAX Station



Prospect Avenue – “Local Link” Major Street Plan

Connecting neighborhoods and services

- Encourage walkability
- Multi-modal transportation compatible with bicycle and foot traffic



Irving “Booker T. Washington”
School
24th & Prospect - 1942



Housing Development at 20th &
Prospect - 1947



Emerald Theater
3551 Prospect - 1915

“Beyond Transit” Opportunities in the Corridor

Major Themes to Explore for Prospect Avenue:

- **Provide Job Access and Employment Opportunities**
- **Promote Education – Literacy**
- **Employ Crime Prevention Techniques**
- **Support Urban Agricultural Business Opportunities**
- **Encourage Health and Fitness**
- **Engage the Arts**
- **Support Technology Training and Entrepreneurship**
- **Involve the Disability Community**
- **Develop Institutional Partnerships**



Costs and Funding

Capital Cost (\$40.2M to \$54.4M)

- Based on successful Main St. MAX and Troost MAX projects
- Range reflects infrastructure options

Capital Funding Goal: 80% Federal

- FTA New Starts
- Other Federal / State – CMAQ, STP, FTA 5307, 5339, TIGER, other

Annual Operating Cost: \$6.0M

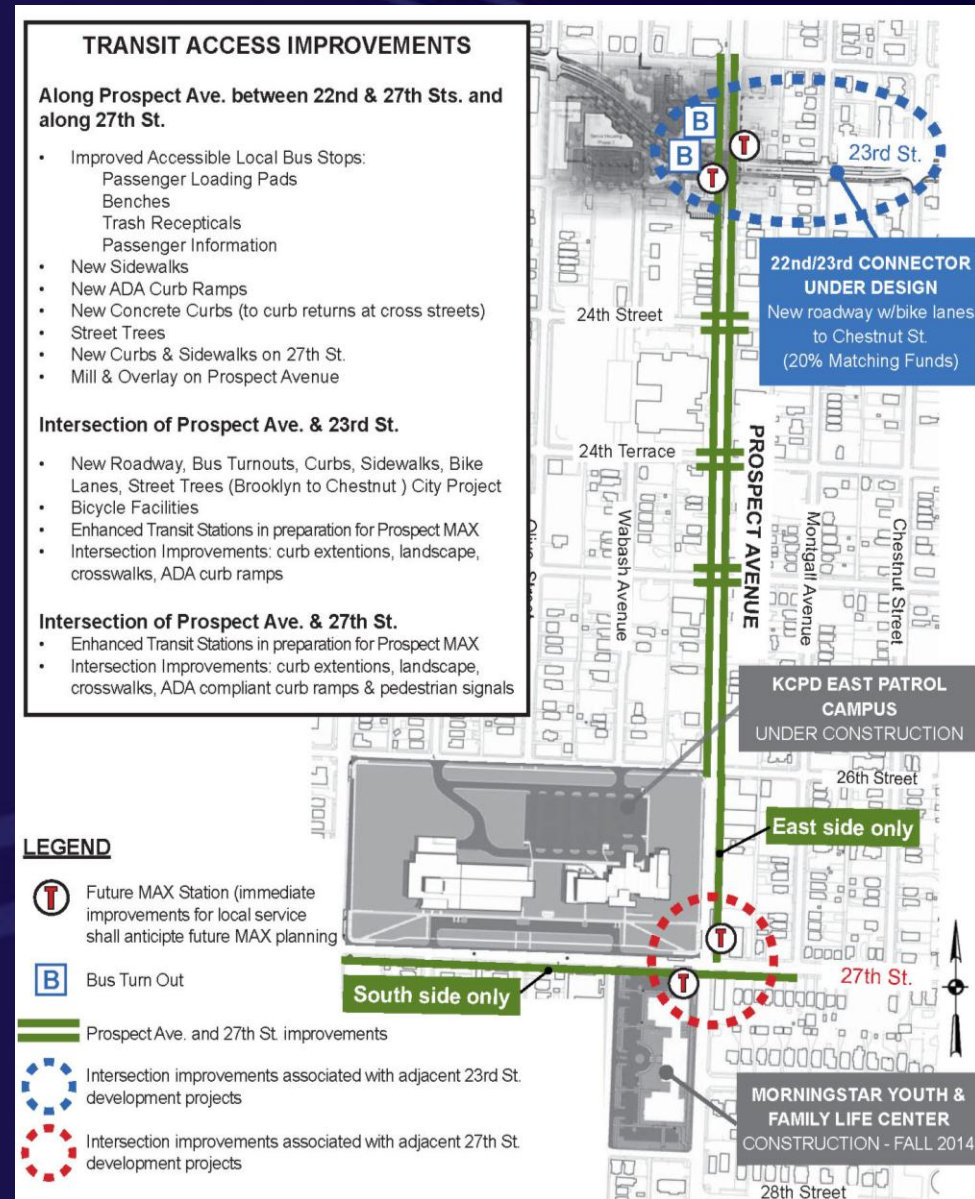
- \$1.4M increase
- KCATA and KCMO



Ladders of Opportunity

Transit Access Improvements

- Between 22nd & 27th Streets
- Intersection of Prospect & 23rd
- Intersection of Prospect & 27th

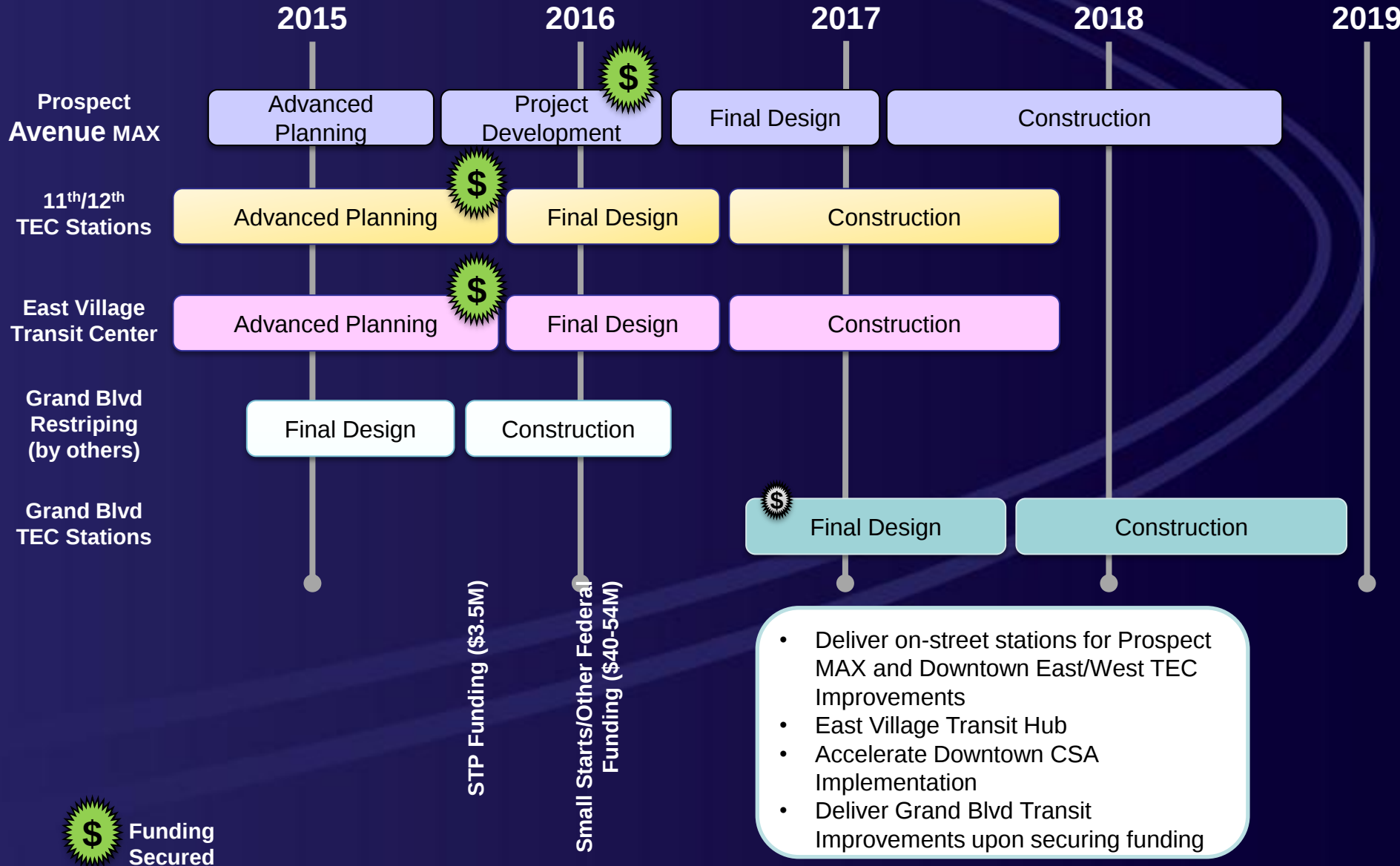


Process

- **Enter FTA Project Development – Fall 2015**
- **Finalize Scope, Budget, Schedule, NEPA – Fall 2015**
- **Continue Coordination**
 - **Downtown Transit Emphasis Corridors & Transit Centers**
 - **Prospect Corridor Redevelopment Efforts**
 - **City Coordination (Parks, Planning, Public Works)**
- **Secure Funding**

Delivering KCATA's Prospect Avenue MAX and the Downtown Comprehensive Service Analysis

Schedule



Upcoming Events

- **USDOT Field Safety Assessment – March 27th**
 - 22nd Street – 39th Street
 - Pedestrian – Bicycle – Transit
- **8th Annual Urban Summit – March 27th/ 28th**
(Advocacy – the Pathway to Empowerment)
- **APTA “Stand Up for Transportation Day” – April 9th**

Public Engagement

- Prospect MAX Public Meeting #1 – *Late May*, Location TBD
- Prospect MAX Public Meeting #2 – *Early October*, Location TBD
- Ongoing Stakeholder & Community Outreach



Prospect Avenue Streetcar

- 1915 -



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