

About the Project

MAX has been identified as the preferred approach to improve 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

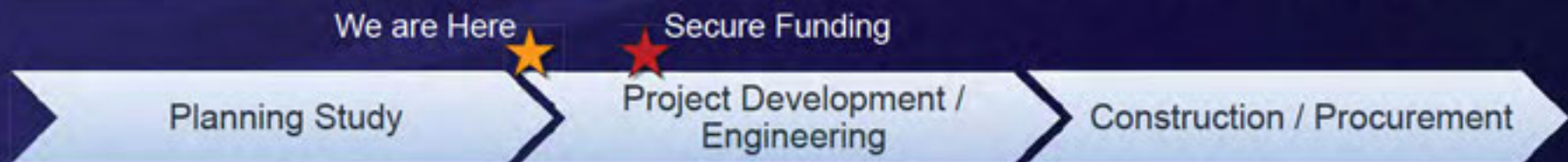
- Study complete in April 2014
- Submit to KCATA Board and Kansas City Council

Prospect MAX Development Schedule

- 2013/2014 – Planning phase is only the first step
- 2014 – Complete planning and begin design
- 2014 – Secure local and federal funding commitments

If funding is secured

- 2015 – Engineering / Design
- 2017 – Construction / Procurement
- 2018 – Operations begin



Operating Plan

The Advisory Committee has endorsed the following Plan for Prospect MAX:

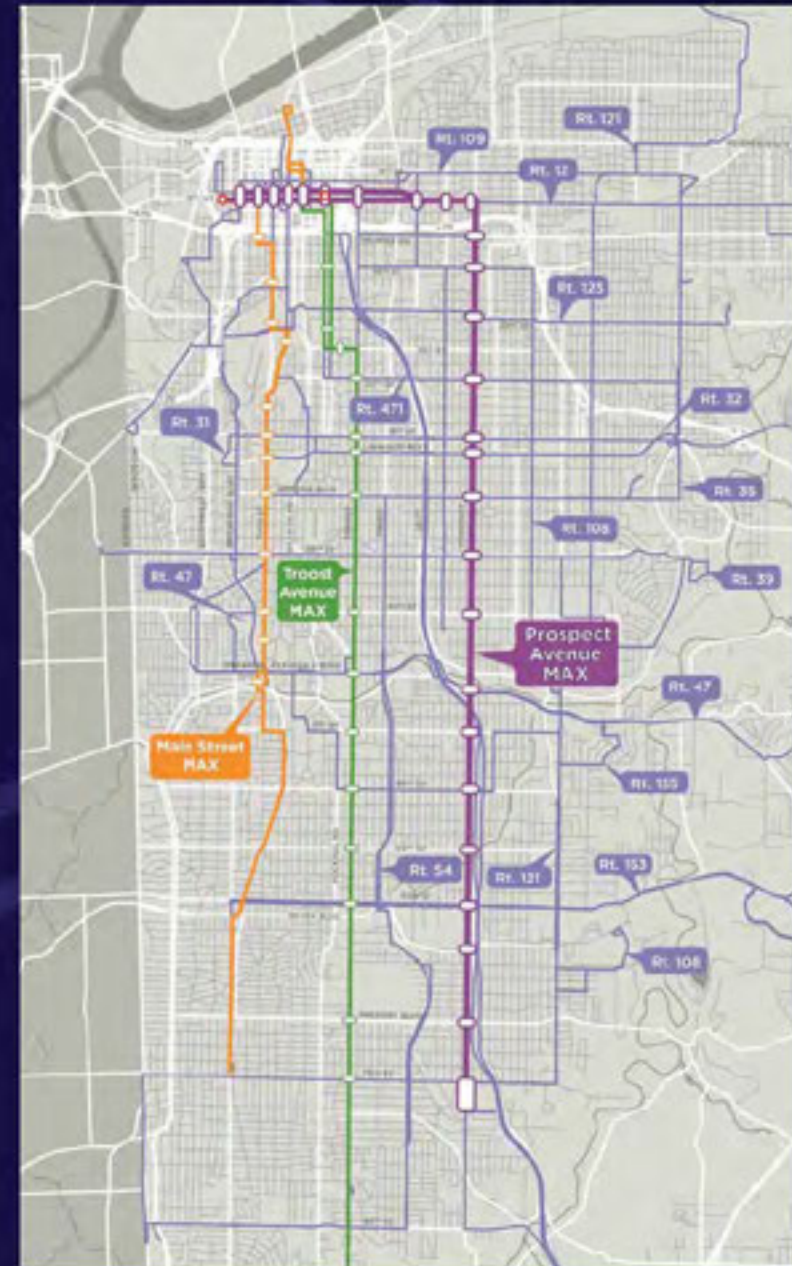
Patterned after Troost MAX

Routing & Stops

- **MAX Service – Downtown to 75th Street**
 - 12th Street west of Prospect
 - 54 stations
- **Local Service – Downtown to 85th Street**
 - Maintain service on Truman Road west of Prospect
 - Stops generally every 2 blocks

Service Levels

- **MAX Service**
 - 10 minute peak frequency
 - 10 – 12 minutes midday frequency
 - 30 minute night frequency
- **Local Service**
 - 30 minute daytime frequency



Operating Plan

Northern End

The Advisory Committee has endorsed the following Plan for Prospect MAX Service to access to Downtown:

- MAX Service – 10 minute peak frequency
 - Service on 12th Street
- Local Service – 30 minute frequency
 - Maintain service on Truman Road west of Prospect
 - Is 12th Street the right alignment for Prospect MAX?
 - Is Truman Road the right street for local #71 service?

With Prospect MAX on 12th Street routes 109 and 12 and others need to be reviewed.

- Prospect MAX duplicates Route 12
- Can Route 109 serve the eastern and south end of current Route 12?
- What are your ideas?



Operating Plan

Southern Terminus

The Advisory Committee has endorsed the following Plan for Prospect MAX Service:

Prospect Avenue to 75th Street

- MAX Service – 10 minute peak frequency
- Local Service – 30 minute frequency

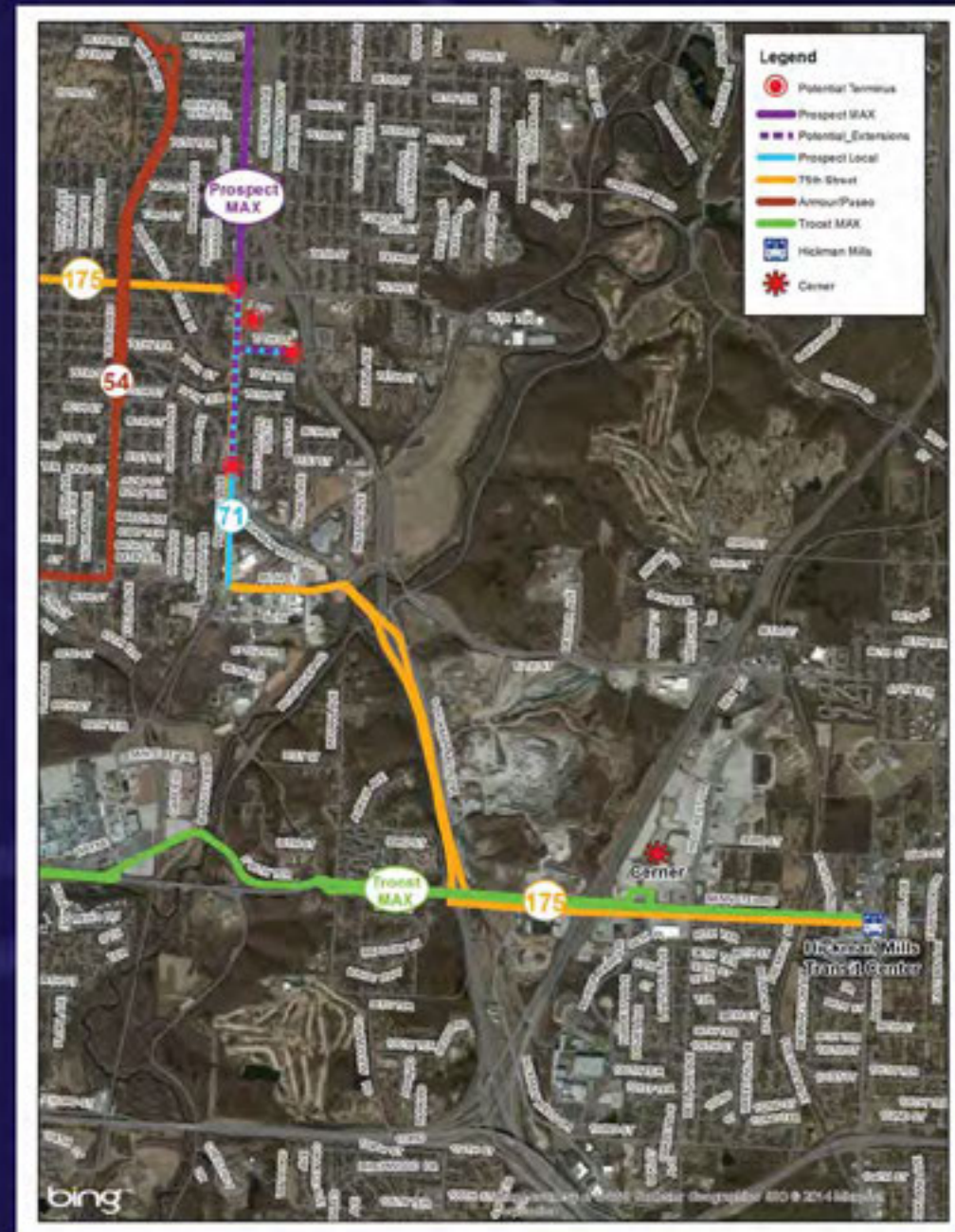
Access to Cerner Campus (Bannister Mall)

- Troost MAX
- #175 – 75th Street
- Future phase extension of Prospect MAX

Access to Marlborough Neighborhood

- #54 – Armour/Paseo
- #71 – Prospect Local

Rely on Network Connections to Achieve Greater Coverage



Transit Connections

MAXIMIZING TRANSIT CONNECTIONS

Prospect MAX Becomes a Spine for Eastside Transit Connections

Southern Terminus Connections

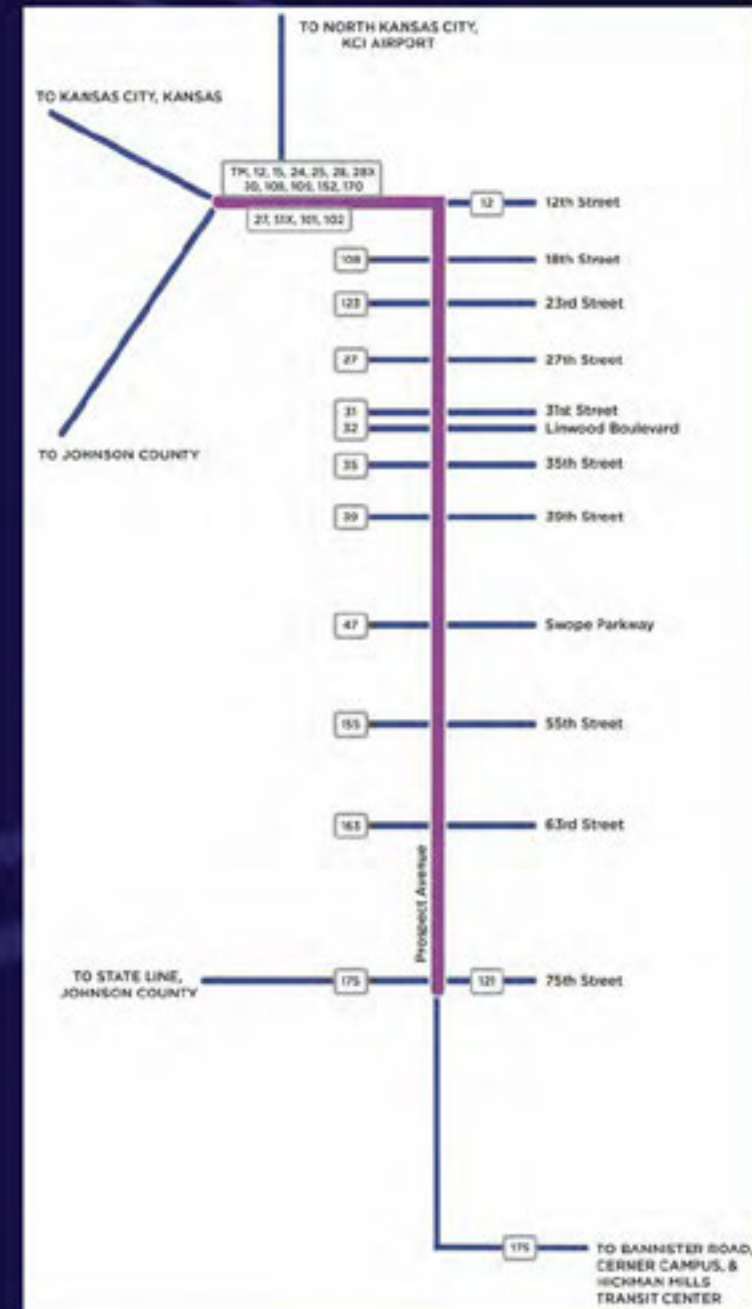
- West to State Line and Johnson County via route 175
- South to Bannister Road and Hickman Mills via route 175
- East to Swope Park via routes 163 and 121

Crosstown Connections

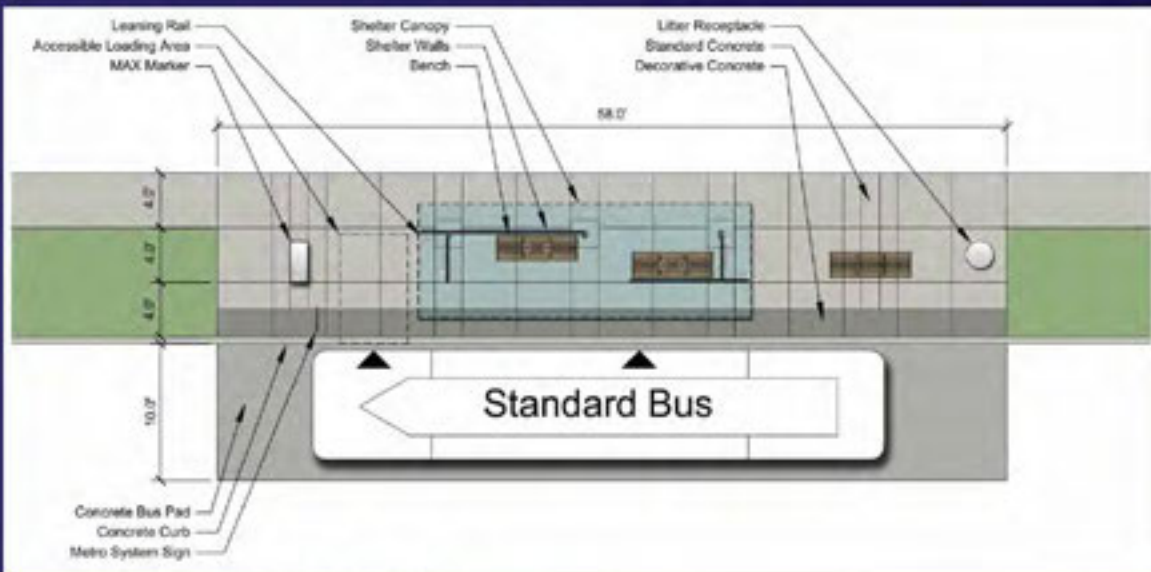
- Connects with 12 routes from 18th Street to 75th Street
- Access to Brookside, the Plaza, Westport and all parts of Midtown

Northern End Connections

- West to Kansas City, Kansas via routes 101 and 106
- East to Independence via route 24
- North of the River via route 142 and other routes
- Johnson County via The JO routes



Prospect MAX Station Locations



Prospect MAX Station Layout



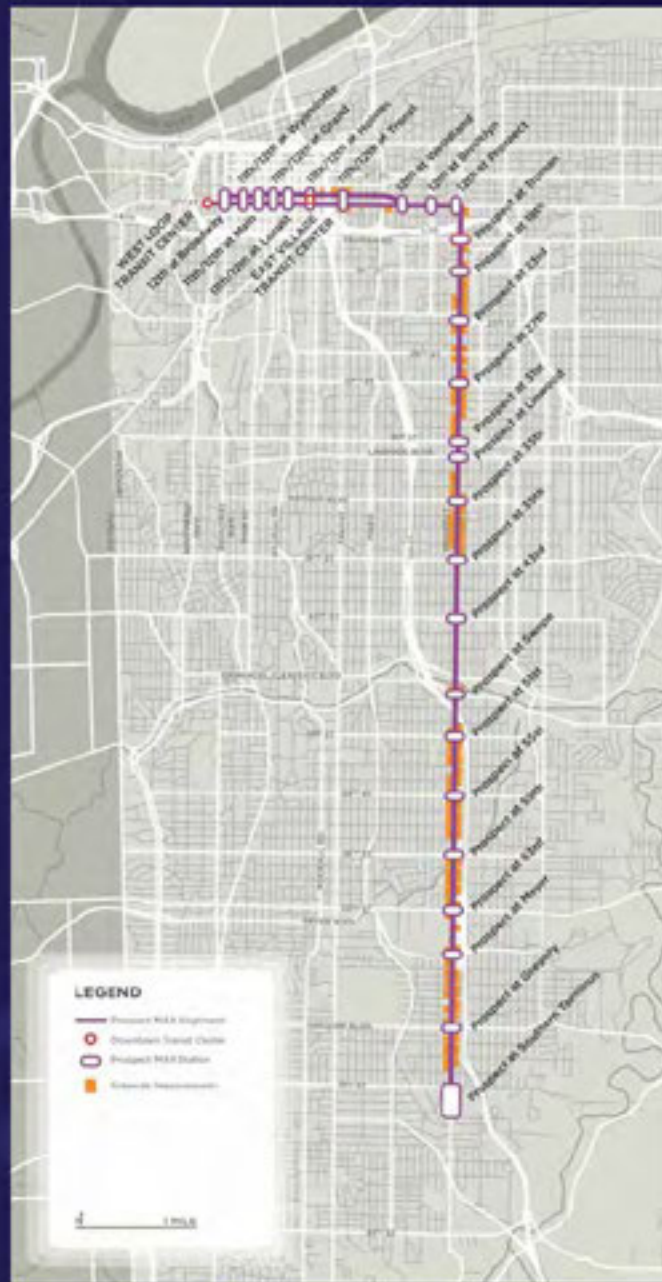
Potential Additional Infrastructure Improvements



Example: Current Local Bus Stop



Example: Improved Local Bus Stop



Potential Sidewalk Improvements

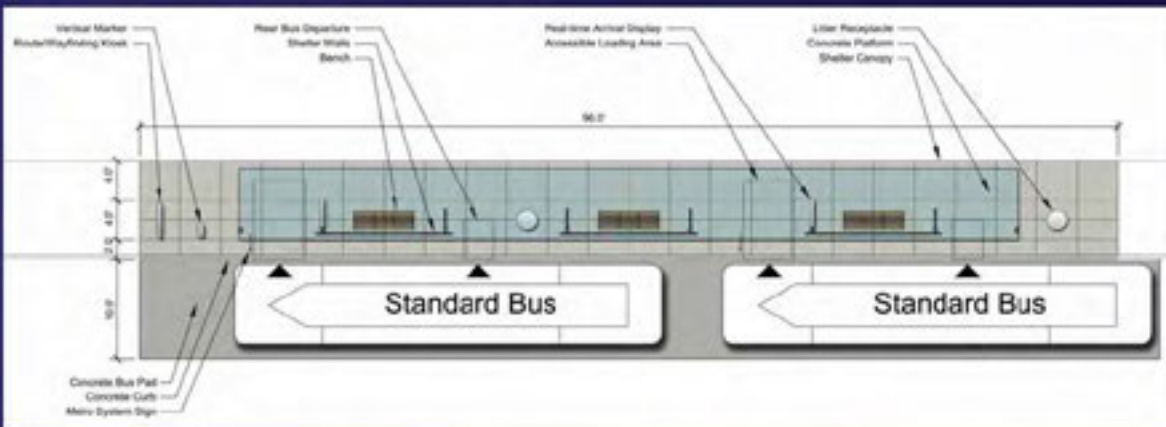


Potential Intersection Improvements

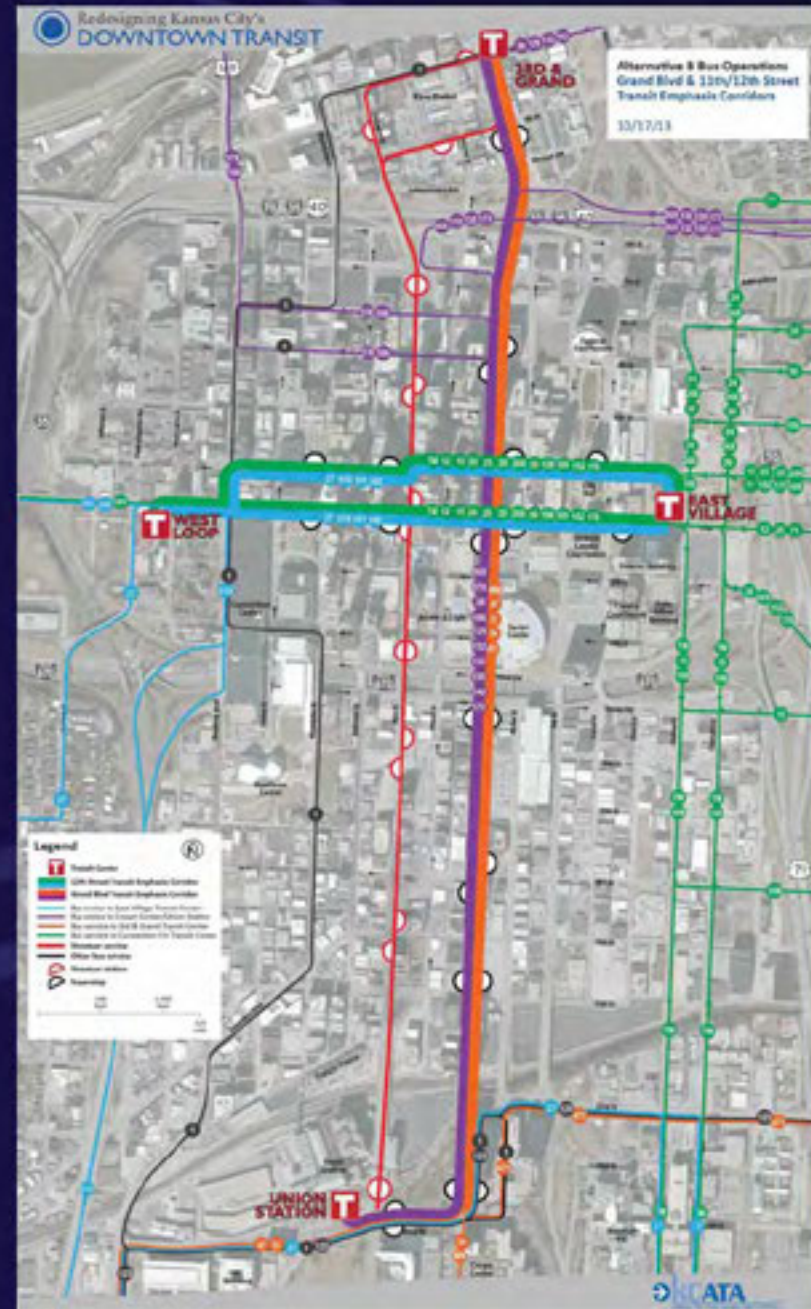
Downtown Transit Emphasis Corridors



Downtown Superstop Locations



Downtown Superstop Layout



Prospect MAX Funding

What will Prospect MAX cost to build?

- \$43 million for the initial capital costs to buy buses and construct stations
- \$1 million to \$2 million additional per year for operations.

How will Prospect MAX be funded?

- The KCATA is partnering with the City of Kansas City, Mo., to pursue a range of funding sources, including the Federal Transit Administration's "Small Starts, New Starts" program.
- If the planned Transportation Development District (TDD), proposed by Kansas City, Mo., passes a public vote, Prospect MAX will receive funding for stations and buses.

What if the TDD is not passed?

- Currently there are no other funding sources identified. If the TDD public vote does not pass, the KCATA and City will have to seek other sources of funding. Prospect MAX is an important project, and funding from the TDD is the best means to making it a reality.

Will property owners on Prospect have to pay additional property taxes?

- No. The TDD property tax assessment is only for properties within a half-mile of the streetcar lines. Property owners near Prospect Ave. will not be subject to a property tax assessment, except near Linwood where the streetcar line is planned to cross Prospect.

