

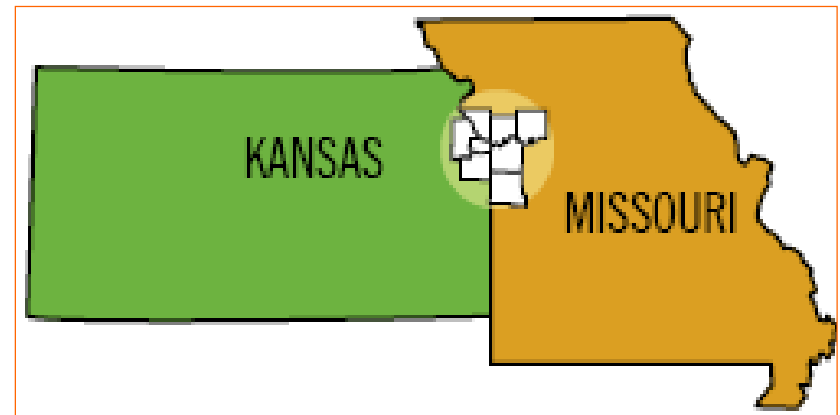


MAX BUS RAPID TRANSIT



Metropolitan Kansas City

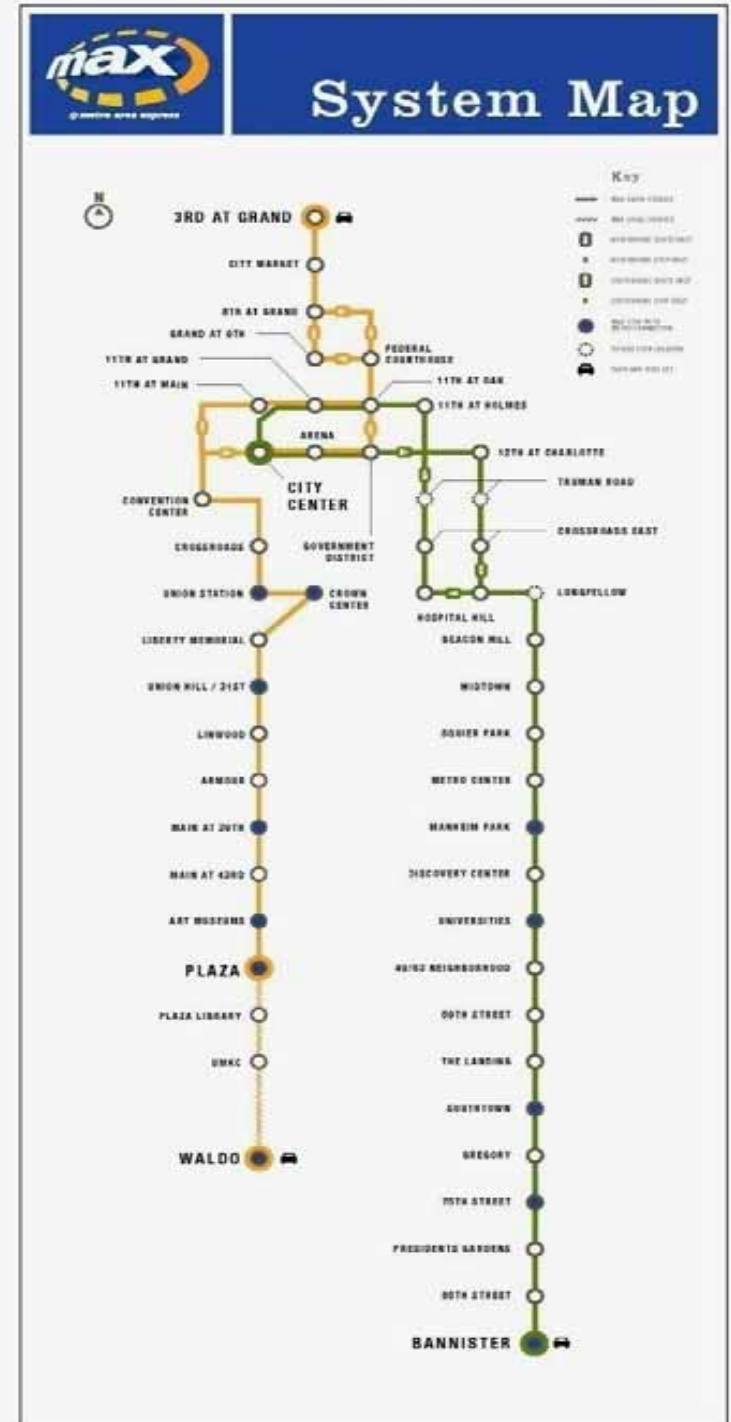
- Bi-state (Kansas/Missouri)
- 1.8M Population
- All Bus Transit
- 63 Routes
- 55,000 Weekday Riders
- 16 Million Annual Trips



Arterial BRT Lines

- Main Street MAX
 - ▣ \$21 Million
 - ▣ 6,000+ Daily Riders
 - ▣ Opened July 2005

- Troost MAX
 - ▣ \$30 Million
 - ▣ 8,500+ Daily Riders
 - ▣ Opened January 2011



Metro Area Express - MAX Objectives

- Attract New Riders
- Reduce Travel Time
- Implement Quickly
- No New Taxes
- Operate Like Rail
- Unique Branding



Main St. MAX Orange Line



MAIN STREET CORRIDOR

CORRIDOR

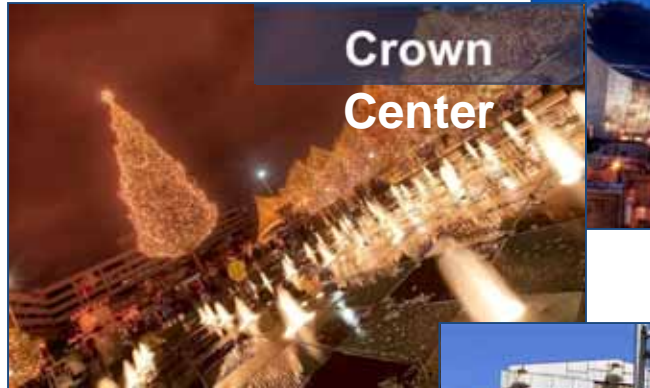
- ▣ **Regional Center**
 - ▣ > 150,000 Jobs
 - ▣ Civic & Cultural Centers
 - ▣ Residential Growth

- ▣ **6+ Miles**

- ▣ **Connecting:**
 - ▣ River Market
 - ▣ Downtown CBD
 - ▣ Crown Center
 - ▣ Midtown
 - ▣ Country Club Plaza
 - ▣ UMKC



Down



Crown Center



The Plaza



Why Bus Rapid Transit?

- Previous LRT Studies
- Bus Rapid Transit
 - ▣ Lower Cost Than Rail
 - ▣ Faster Implementation
 - ▣ Retain Significant Benefits
 - ▣ Existing Funding Sources



Main St. MAX – Opened July 2005

- “Bus Only” Lanes
 - ▣ Peak Hour “Bus Only” Midtown
 - ▣ Full-time “Bus Only” Downtown
 - ▣ Qualify as “Fixed Guideway”
- Signal Upgrades & TSP
- Limited / Far Side Stops
- Travel Time Savings



MAX Station Design Goals

- ❑ “Station” Not Stop
- ❑ Distinctive Design
- ❑ Enhance Image
- ❑ Reflect MAX Brand
- ❑ Real Time Info
- ❑ Existing ROW



Main Street MAX Stations



Stations as Landmarks

- Permanence
- Station Naming
 - ▣ Landmarks
 - ▣ Districts/Neighborhoods
- Real Time Information
- Wayfinding



MAX Vehicles



MAX Vehicles



Infrastructure Improvements

- Partnered with KCMO
- Repaved 6 Lanes
- Concrete Pads at All Stations
- Repaired Sidewalks, Inlets & Reset Manhole Covers
- Traffic Signal Upgrades
- Transit Signal Priority



Main Street MAX Service

- 4 a.m. to 1 a.m.
- Weekdays: 10
Minutes 15 at Night
- Saturdays: 15
Minutes 30 at Night
- Sundays: 30 Minutes

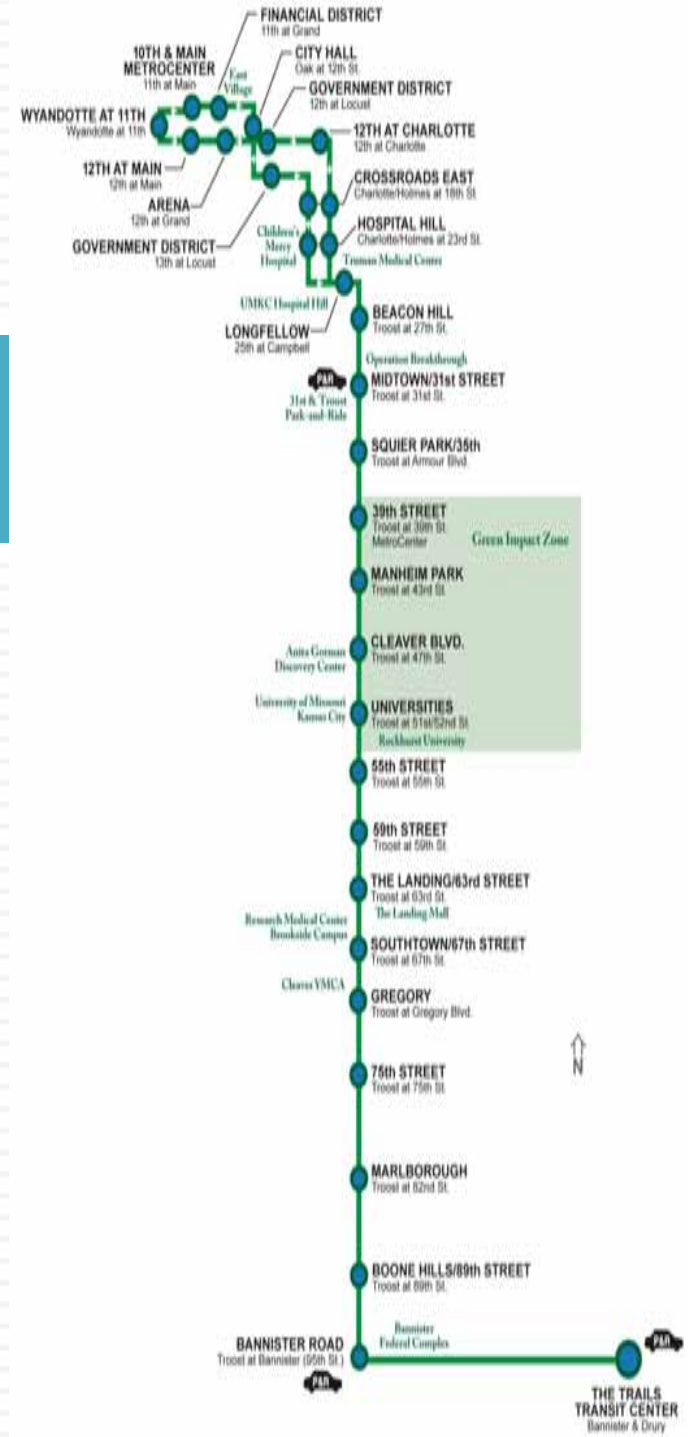


Main Street MAX Success

- ❑ High Customer Satisfaction
- ❑ Positive Community Response
- ❑ Attracting Choice Riders
- ❑ Visitor and Event Service
- ❑ Increased Ridership
- ❑ Regional BRT System



Troost MAX Green Line



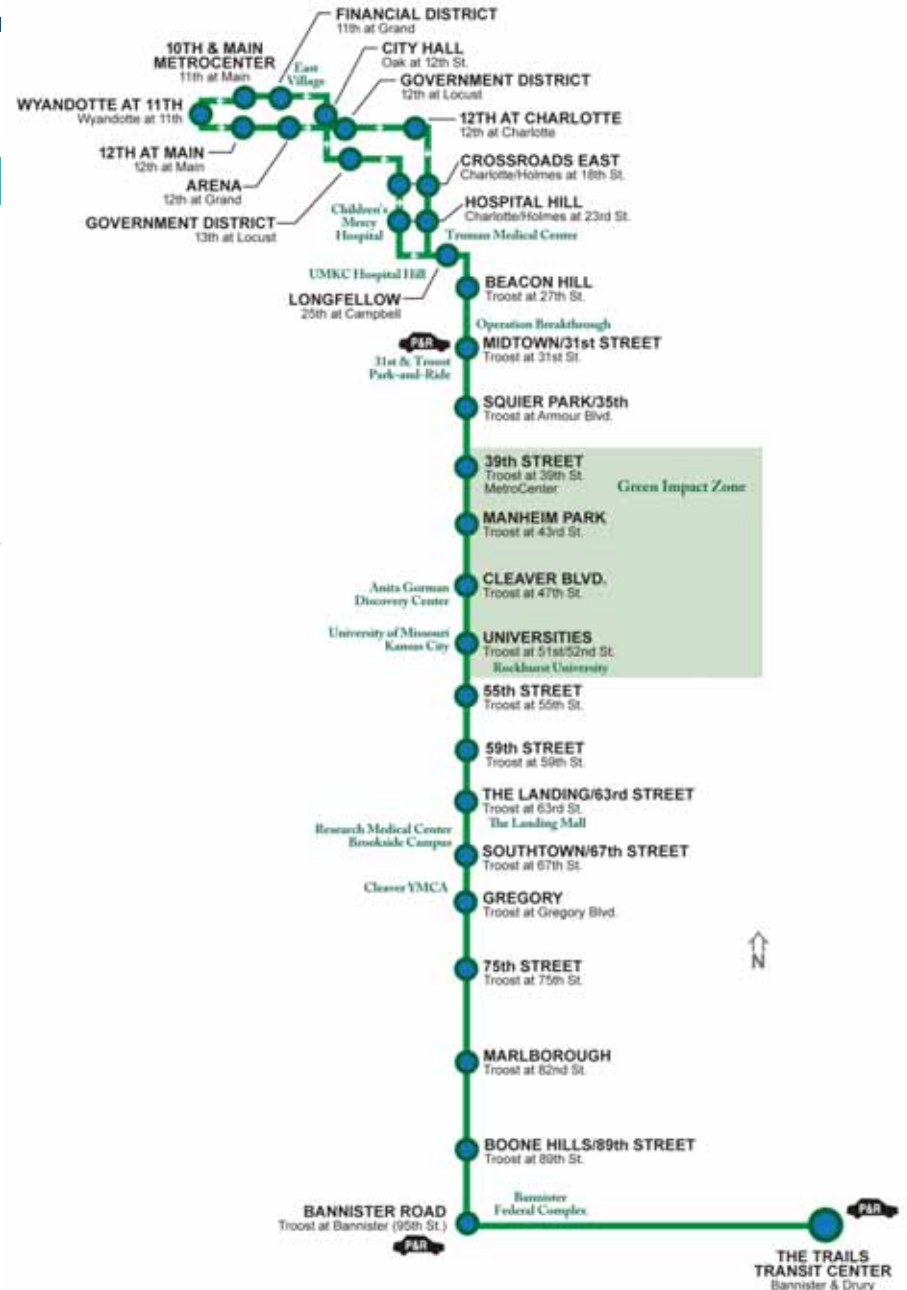
Troost Corridor

- Long History
- Historic Racial Divide
- Lower Income
- High Transit Dependency
- Economic Need
- Neglected Infrastructure
- Slow Local Bus Service



Troost Corridor

- 7,500 Daily Boarding
- Connecting Routes
- Major Activity Center
 - ▣ Downtown
 - ▣ Hospital Hill
 - ▣ Green Impact Zone
 - ▣ Universities
 - ▣ Federal Complex



FTA 'Very Small Starts'

- ❑ Substantial Branded Stations
 - ❑ 44 Stations/2 per Intersection
 - ❑ 3 Park-and-Rides
- ❑ Signal Priority at 30 Intersections
- ❑ 14 Low-Floor Buses
- ❑ Artwork at 3 Locations
- ❑ Planning Started in 2006
- ❑ Operational Jan. 1, 2011



Green Line Operations

- Troost MAX
 - ▣ Every 10 Minutes All Day
 - ▣ >20% Travel Time Savings

- Troost Local
 - ▣ 30 Minutes All Day

- Corridor Operating Costs
 - ▣ Pre-MAX \$4.5 Million
 - ▣ MAX & Local \$4.9 Million



Troost MAX Stations

- Every 4 Blocks
- Park-and-Rides
- Larger Stations
- Passenger



Troost MAX Stations



75th St. MetroStation



MAX Green Initiatives

Electric Service Truck



Hybrid Electric Buses



Solar Lighting



43 Rain Gardens

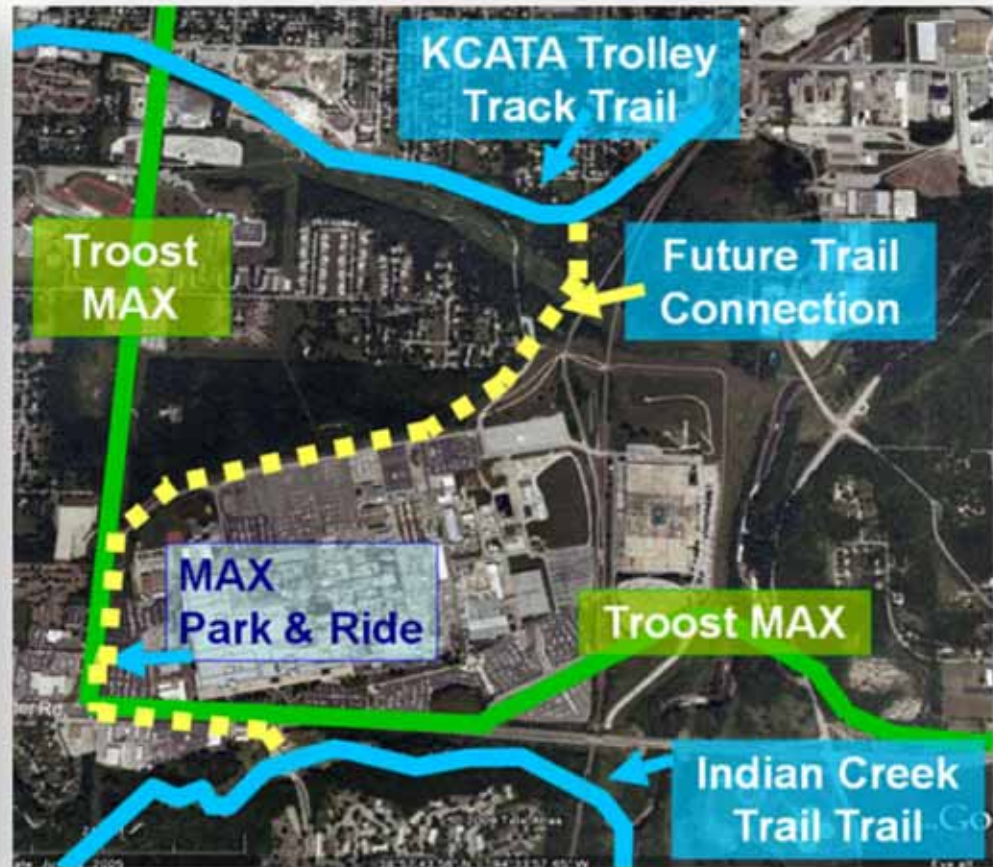


Pervious Concrete
When it rains...it drains.

MAX Troost Artwork



MAX Bike & Trail Connections



Transit Oriented Development



Sustained MAX Success

- ❑ Customer Satisfaction
- ❑ Ridership Growth
- ❑ UPASS Program
- ❑ Development Opportunities
- ❑ Demand for More MAX Lines



Lessons Learned – Challenges

- Bus Lane Enforcement
- Signal Priority
- Boarding Delays
- Stations in ROW
- Operating and Maintenance Costs



Lessons Learned – Opportunities

- Branding
- Rider Acceptance
- Partnerships
- Non-Transit Infrastructure
- Bike/Pedestrian Connections



MAX – METRO AREA EXPRESS

Main Street MAX Orange Line
Troost MAX Green Line



