

# Livable and Sustainable Communities

Regional Case Studies – Region VII

Summer 2010

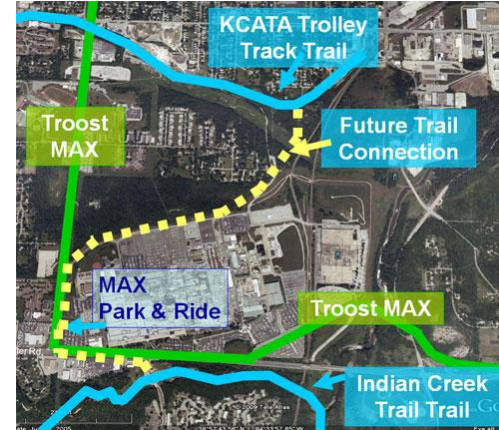
## Troost MAX BRT / Green Impact Zone, Kansas City, MO



MAX bus rapid transit (Source: KCATA)



Bus stop rendering (Source: KCATA)



MAX route (Source: KCATA)

**Location:** Kansas City, Missouri, (*Urban*)

**Project Type:** Bus rapid transit (BRT), economic development, housing improvements, and energy upgrades; operated by the Kansas City Area Transportation Authority (KCATA)

### Transit Funding:

- Troost BRT: \$30.6M(\$24.8M FTA New Starts)
- Green Impact Zone: \$27.8M (TIGER transit-access improvements)
- MetroCenter: \$4.2M(\$3.4M FTA New Starts and formula funding)

### Federal Partners:

Federal Transit Administration (FTA)  
Dept. of Housing and Urban Development (HUD)  
Environmental Protection Agency (EPA)

### Livability Goals:

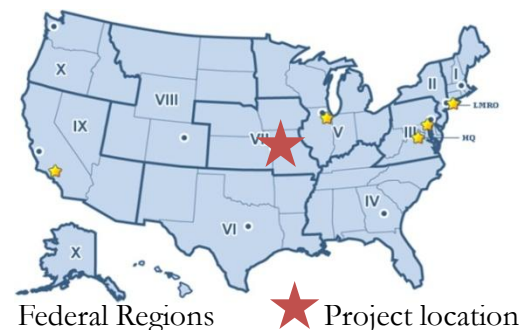
- ✓ Provide more transportation choices
- ✓ Promote equitable, affordable housing
- ✓ Support existing communities:
- ✓ Coordinate policies and leverage investment
- ✓ Value communities and neighborhoods

### Project Description:

The Troost Metro Area Express (MAX) line will provide bus rapid transit (BRT) service along Troost Avenue, providing a significant service upgrade to Metro's highest ridership route, while also helping to revitalize the corridor. The line will utilize innovative "green" technologies, including hybrid buses, solar powered lighting and trash receptacles, and pervious concrete paving. The project will also include sidewalk repair and construction, ADA compliant ramps, bus pullouts, traffic signal upgrades, bridge reconstruction, and other passenger amenities.

The line will also serve the Kansas City Green Impact Zone, a 150 square-block area including the neighborhoods between 39th and 51st Streets and Troost Avenue to Prospect Avenue, which has a history of high unemployment, abandoned houses, and crime. The Green Impact Zone project directs Federal investment to housing improvements, local construction jobs, training opportunities, neighborhood safety improvements, and more efficient energy use.

MetroCenter, located in the project area at 39<sup>th</sup> and Troost, opened in November 2002. It provides a bus transfer center and transit waiting area, park and ride lot, streetscape improvements and a childcare facility with an outdoor play area. This is Kansas City's first and only jointly located transit and child development facility. The MetroCenter dramatically improves conditions for the riding public as well as the function and aesthetics of this major bus intersection. The Troost MAX line will include a stop at MetroCenter.



# Troost MAX BRT / Green Impact Zone, Kansas City, MO

## Community Outreach:

The BRT plan emphasizes neighborhood outreach within the Green Impact Zone and provides residents with an increase in alternative transportation opportunities.

## Key Community Partners:

- City of Kansas City, Missouri
- Mid-America Regional Council (Metropolitan Planning Organization)

## Regional Coordination:

The Mid-America Regional Council (MARC) has played a key role in coordinating transit and other improvements around the region. MARC consolidated the TIGER project proposal (\$50 million was awarded to the region) and has developed agreements for each project. MARC will also develop performance measures and conduct before and after studies for each project. This regional coordination role continues to benefit all of the projects and all of the agencies involved.

## Livability Highlights:

*Provide more transportation choices:* The Troost MAX line and associated access and infrastructure improvements will improve transit service along a high ridership route and attract new riders by providing frequent, high quality, extended service.

*Promote equitable, affordable housing:* The Green Impact Zone project focuses on housing preservation and energy upgrades of existing stock to improve a distressed area and support existing residents.

*Enhance economic competitiveness:* The Troost MAX line provides improved access to jobs and to the central business district. The Green Impact Zone program includes construction and energy efficiency jobs targeted toward neighborhood residents.

*Support existing communities:* The Green Impact Zone project supports existing residential and commercial areas by providing targeted transit, infrastructure, and energy efficiency improvements. MetroCenter provides daycare and transportation access for local families.

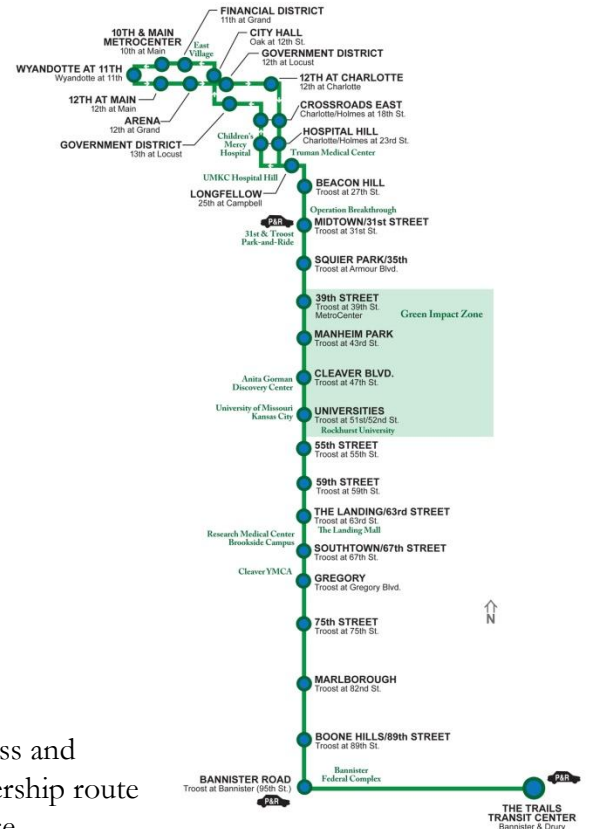
*Coordinate policies and leverage investment:* The Troost MAX and Green Impact Zone projects take advantage of multiple funding opportunities to make comprehensive improvements to the area.

*Value communities and neighborhoods:* The investments in transportation, housing, employment, daycare, and energy efficiency upgrades will serve residents of the area and the region as a whole.

## For More Information About this Project Contact:

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BRT line along Troost Ave.  
(Source: KCATA)

Prepared for FTA by the U.S. DOT Volpe  
National Transportation Systems Center

This case study, and others related to Livable  
and Sustainable Communities, is available at:  
[http://fta.dot.gov/publications/publications\\_10991.html](http://fta.dot.gov/publications/publications_10991.html)