



Troost MAX BRT & Streetscape

KANSAS CITY, MO

Troost Metro Area Express (MAX) is KCATA's second Bus Rapid Transit (BRT) route that runs along Troost Avenue from Downtown to a southern terminus at approximately Bannister Road with an extension to the Three Trails Redevelopment area. The project includes 47 MAX stations, a park & ride facility, and associated public infrastructure upgrades.

What We Did

Taliaferro & Browne was the prime consultant and civil engineer of record for the project. Responsibilities included overall project management and development, civil engineering, landscape architecture, survey, planning, permit assistance, and construction phase services. The final design phase included developing bid documents for the fabrication of the MAX shelters and MAX markers, and the construction of the MAX stations, including sidewalk and streetscape improvements. T&B also participated in the planning phase of the project. A comprehensive community involvement effort encouraged community input and stakeholder involvement.

REFERENCE

Dick Jarrold
KC Area Transportation Authority

COMPLETION DATE

2010

Going Green – Sustainable BMP Design Features

Implementing the MAX service on Troost not only sparked transit-oriented economic development opportunities but ridership also increased, thus further reducing greenhouse gases and pollution by reducing the number of vehicles on the road each day.

From the beginning, the KCATA sought to make the Troost BRT an environmentally friendly project to enhance the corridor and enrich the community. Each of over 40 MAX stations contains sustainable design elements that reduce energy consumption, use renewable resource materials and reduce impervious pavement. Additional streetscape improvements calm traffic, increase pedestrian safety, add green landscape, and treat stormwater runoff.

The Park & Ride facility located at 31st & Troost was the largest pervious concrete pavement project in Kansas City and includes a large downstream rain garden. Significant input was solicited from transit users, stakeholders and neighborhood/business organizations during the planning and design process. As a result the improvements made as part of this project made a major contribution to the beautification of the corridor as well as pedestrian safety through upgrades to traffic and pedestrian signals and new intersection curb extensions.

Troost MAX included some of the first installations of rain gardens in the public-right-of-way in Kansas City. The efforts of various Kansas City authorities as well as elected officials allowed many of these public improvements to be realized. This project is a strong example of successful private-public cooperation and coordination. The KCATA's MAX project on Troost Avenue has enhanced the corridor in a way that has bridged communities and encouraged economic redevelopment.

