This page highlights the key changes between existing service and the proposed Draft Network, between Downtown KCMO and 75th Street, west I-435 and the Blue River.

**Existing vs. Proposed Network - KCMO Core**

**Existing Service**

- Routes 9 and 12 would merge, providing a frequent service on 12th Street from Downtown KCK to Blue Valley.
- Route 11 on Saint John Ave would continue from Indian Mound to Hardesty Ave, instead of the East Bottoms.
- Route 11 would remain frequent as far east as Van Brunt Blvd, but would operate every 30 minutes to Blue Ridge Crossing.
- Route 31 would remain frequent as far east as Van Brunt Blvd, but would operate every 30 minutes to Blue Ridge Crossing.
- New Route 40 on Broadway, Ward Pkwy and Wornall Rd would combine parts of existing Routes 47, 51, 52, 55 and 57. Service every 30 minutes from Downtown to the Plaza, and once an hour continuing to Ward Pkwy, south KC and Martin City.
- Route 23 would deviate on Vine Street to cover areas currently served by Route 10, and would no longer serve KU Med.
- Route 39 would be upgraded to service every 15 minutes. The east end would split into two 30-minute routes instead of a long one-way loop.
- Route 47 would become a frequent east-west route between KU Med, the Plaza, and the Shops on Blue Pkwy, replacing existing routes 47 and 55.
- Route 35 would terminate at KU Med instead of travelling through Westport and backtracking to the Plaza.
- Main MAX would stop at 47th & Main, instead of deviating into the Plaza. This would allow 10-minute service to continue to UMKC.
- Route 40 - Indiana/Cleveland would be extended to 75th St & Prospect.
- Route 21 coming from Antioch Crossing would terminate at the Shops on Blue Parkway instead of 75th St & Prospect.

**Draft Network**

- Routes 9 and 12 would merge, providing a frequent service on 12th Street from Downtown KCK to Blue Valley.
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- Route 40 - Indiana/Cleveland would be extended to 75th St & Prospect.
- Route 21 coming from Antioch Crossing would terminate at the Shops on Blue Parkway instead of 75th St & Prospect.
A new express Route 529, with direct freeway service between Boardwalk Square and Downtown every 30 minutes in both directions in the morning and evening peaks would replace extra peak-hour trips on Route 229. At least one morning and one evening trip would continue to/from the airport. 

The new Route 239 would combine the most used segments on Routes 231 and 234. It would continue past Antioch Crossing to North Kansas City and Downtown KCMO. 

The new Route 252 would connect Boardwalk Square to MCC-Maple Woods and Liberty, subject to local match funding. 

Flex Route 299 would cover a much larger area, and its hours would be extended from 6:30 AM to 6:30 PM. 

Routes 235 and 236 would be eliminated due to extremely low ridership. 

Routes 238 and 239 would have staggered schedules to provide service every 30 minutes between Antioch Crossing, North Kansas City and Downtown KCMO. 

Routes 238 would serve Antioch Road and Armour Road instead of Vivion Road, 44th Street and North Oak, to allow for service every 30 minutes between Downtown KCMO and Antioch Crossing. 

Midday Frequency

- MAX & Streetcar
- 15 min
- 20 – 25 min
- 30 min
- 40 – 60 min
- Limited Service
- Flex Service
- Transit Center

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Existing vs. Proposed Network - Northland East

This page highlights the key changes between existing service and the proposed Draft Network, mostly north of the Missouri River, east of North Oak Trafficway.

**EXISTING SERVICE**

The new Route 252 would connect Boardwalk Square to MCC-Maple Wood and Liberty, subject to local match funding.

Routes 235 and 236 would be eliminated due to extremely low ridership.

Routes 238 and 239 would have staggered schedules to provide service every 30 minutes between Antioch Crossing, North Kansas City and Downtown KCMO.

Flex Route 299 would cover a much larger areas, and its hours would be extended from 6:30 AM to 6:30 PM.

Routes 238 would serve Antioch Road and Armour Road instead of Vivion Road, 44th Street and North Oak, to allow for service every 30 minutes between Downtown KCMO and Antioch Crossing.

The new Route 252 would connect Boardwalk Square to MCC-Maple Wood and Liberty, subject to local match funding.

Route 21 would serve the East Bottoms, providing a more direct connection to MCC and jobs in this area from the Northland.

**DRAFT NETWORK**

Midday Frequency

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<thead>
<tr>
<th>Frequency</th>
<th>Desc.</th>
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<tbody>
<tr>
<td>MAX &amp; Streetcar</td>
<td>15 min</td>
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<td>STD</td>
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<td>Flex Service</td>
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<td>Transit Center</td>
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</tbody>
</table>
This page highlights the key changes between existing service and the proposed Draft Network, south of 63rd Street, mostly west of I-435 and the Blue River.

Route 63 would deviate into Swope Park to replace Zoo service currently provided on Route 18. Service every 30 minutes.

Route 18 - Indiana/Cleveland would be extended to 75th St & Prospect. Route 21 from Antioch Crossing would terminate at the Shops on Blue Pkwy instead.

Route 75 would terminate at 75th & Prospect. It would operate as an extension of Route 18, combining north-south and east-west service.

The new Route 40 on Broadway, Ward Parkway and Wornall Road would combine parts of existing Routes 47, 51, 52, 55 and 57.

The new Route 87 would replace the eastern half of Route 75. It would run from Hickman Mills to 75th & Troost.

The new Route 87 would replace the eastern half of Route 75. It would run from Hickman Mills to 75th & Troost.
This page highlights the key changes between existing service and the proposed Draft Network, south of 31st Street, mostly east of I-435 and the Blue River.

**Existing Service**

- **Route 87**: Replaces the eastern half of Route 75. It runs from Hickman Mills to 75th & Troost.
- **Route 28 - Blue Ridge Boulevard**: Replaced by an extension of Route 31 to Three Trails. Provides service to Midtown instead of Downtown, but operates twice as frequently on weekdays and operates longer hours on weekends.
- **Route 31**: Operates every 30 minutes between Midtown and Blue Ridge Crossing instead of every 15 minutes. Also has more direct routing on US-40. Frequency reduction here allows for more frequent service on 39th Street, 47th/Blue Pkwy and Blue Ridge Blvd.
- **Route 47**: Operates every 60 minutes instead of every 45 minutes, due to significantly lower demand. It also has a more direct path to Blue Ridge Crossing, staying south of I-70.

**Draft Network**

- **Route 87**: Replaces the eastern half of Route 75. It runs from Hickman Mills to 75th & Troost.
- **Route 28 - Blue Ridge Boulevard**: Replaced by an extension of Route 31 to Three Trails. Provides service to Midtown instead of Downtown, but operates twice as frequently on weekdays and operates longer hours on weekends.
- **Route 87**: Runs from Hickman Mills to 75th & Troost.