Being able to access goods, services and destinations is influenced by many factors, including the range and quality of travel options, how well the system is connected, and how easy it is to move between where we live, work and play.

Currently, 17% of adults in the metro region don’t own a car, the population aged 65 and over will nearly double in the next 20 years, and transit service meets less than half the demand for people with disabilities.

**MOBILITY FOR ALL**
Work with local stakeholders to develop a senior mobility plan that outlines expanded, coordinated and accessible transportation services for seniors.

**REGIONAL BIKEWAY SYSTEM**
Develop regional bikeway system to plan and fund major bicycle and pedestrian facilities, such as bike lanes and sidewalks.

**ACCESSIBILITY**
Maximize mobility and access to opportunity for all area residents

1. Eliminate barriers to transportation.
2. Fund expanded bicycle and pedestrian facilities and networks.
3. Integrate transportation and land-use planning.
4. Expand regional transit service.

**MOBILITY IS NOT A BONUS**
It is a fundamental right.

**SMART MOVES**
Smart Moves is metro Kansas City's vision for expanded and enhanced regional transit service.

**LINKING OUR STREETS**
Designing grid-like street networks with multiple routes and connections serving the same origins and destinations provides better access and options to travelers.

**Transportation is a top barrier to employment. Expanding options for low-income and minority neighborhoods would be great.”**

**“Train and bus systems go together in order to build regionally integrated transportation.”**

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**“Trails and bike lanes create a sense of community and provide options for bike use as a mode and not just recreational.”**

**“Improve transportation options to help older, disabled people stay in their own homes and be more self-sufficient.”**

**“Transportation is a top barrier to employment. Expanding options for low-income and minority neighborhoods would be great.”**
CLIMATE CHANGE & ENERGY USE
Decrease the use of fossil fuels through reduced travel demand, technology advancements, and transition to renewable energy

Climate change and the reliance on a single major energy source in the transportation sector can and should be addressed at a local level. The transportation sector accounts for one-third of U.S. carbon dioxide emissions, the largest contributor of end-use sectors. Transportation makes up almost 30% of total U.S. energy use — and oil provides nearly all of this energy.

1. Use transportation planning as a tool to develop a regional response to climate change.
2. Reduce the number of vehicle miles driven in the region.
3. Encourage transition towards vehicles which use renewable, nonpetroleum-based fuels.

CALCULATE EMISSIONS
Estimate greenhouse gas emissions for proposed transportation projects, and base funding decisions on the impact projects will have on air pollution.

ALTERNATIVE FUELS
Plan for infrastructure needed to support alternative fuel vehicle technology (e.g., electricity, hydrogen, natural gas).

REDUCE MILES DRIVEN
Direct more resources to support public transit, bicycle and pedestrian facilities, and carpooling/vanpooling.

“Expanding transportation options to employment centers will help with air quality and reduce costs for citizens.”

“Reducing greenhouse gas emissions should be number one in anything we do.”

“Need to move more people closer to economic center to reduce energy costs.”

“By putting emphasis here, I believe that you end up promoting a sustainability agenda that begins to address environmental issues which have up to this point been underserved or ignored.”

NEW GOAL FOR 2040
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ECONOMIC VITALITY
Support an innovative, competitive 21st-century economy

Located at the intersection of three major interstate highways, Kansas City is first in rail freight volume in the U.S., a top-five trucking center, and moves more air cargo than any air center in the six-state region.

The regional transportation system supports economic vitality by helping create high-quality places for commerce, providing access to jobs, strong connections between economic centers inside and outside the region, and fostering innovation regardless of shifts in the national economy.

1. Emphasize preservation and maintenance of existing transportation facilities.
2. Establish stable, long-term funding sources and explore public/private partnerships.
3. Track return on investment to support funding decisions.
4. Address bottlenecks in the transportation system.

ACCESS TO JOBS
The transportation system should enable all people to gain access to good jobs and opportunity.

MOVING GOODS MORE EFFICIENTLY
Partner with KC SmartPort on logistics projects like the Trade Data Exchange, an electronic portal that automates documents needed to ship goods domestically and internationally.

MAINTAIN FREIGHT INFRASTRUCTURE
The Regional Freight Outlook Study identified major freight zones, ports and airports in an 18-county area. A priority recommendation is to support investments that maintain and improve the system.
ENIRONMENT
Protect and restore our region’s natural resources (land, water and air) through proactive environmental stewardship

Proactively safeguarding a healthy natural environment is essential to a high quality of life for residents in our region. Our region’s growth, built landscape, and transportation system can be planned and designed in a way that protects our high value natural resources, green spaces, water and air, and protects wildlife.

NATURAL RESOURCES INVENTORY
The digital inventory maps valuable natural assets and ecological features in the region to help communities proactively conserve or restore natural resources during development.

1. Link environmental and transportation planning.
2. Implement region’s Clean Air Action Plan.
3. Fund and implement the MetroGreen® regional trails and greenways plan.

“Avoid building over green land or natural resources.”

FUND METROGREEN®
This proposed 1,144-mile interconnected system of public and private open spaces, greenways and trails would link seven counties in the Kansas City metropolitan area.

REDUCE EMISSIONS
The region’s Clean Air Action Plan contains formal commitments from area governments and businesses to voluntarily reduce ozone-forming emissions.

“It seems important to maintain underdeveloped area for wildlife and recreation.”

“Water is the second most important environmental issue behind energy / global warming.”

“The region has had air quality problems in the past, so we should keep air quality effects in mind with future spending.”

PHOTO BY FRAN MATTOX
PLACE MAKING
Coordinate transportation and land-use planning to create quality places and strengthen the region

Creating quality places through strategic integration of land use and transportation planning serves the sustainability of our region in many ways. Quality places are created with intention. They are designed to meet the needs of residents by accommodating a mix of uses. They are also planned in a way that integrates mobility options, fosters a sense of community and, perhaps most importantly, designed and built for longevity.

1. Develop and connect major activity centers and corridors.

2. Adopt “complete streets” policies to design and operate roadway with all users and modes in mind.

3. Invest in transportation projects that support successful, vibrant places.

LINK MAJOR ACTIVITY CENTERS
Work with local governments to identify significant transportation corridors that tie activity centers together, and improve connections and mobility along those corridors.

TRANSIT-SUPPORTIVE DEVELOPMENT
Promote patterns of development that offer convenient and direct pedestrian connections, pedestrian-scale blocks and streets, interconnected street networks, buildings and entrances oriented along the street, and parks and plazas as community gathering spaces.

“Older suburban cities (Overland Park, Shawnee, Leawood, Lee’s Summit, Independence, etc.) need to concentrate their own growth to make public transit work from node to node.”

“Keep Kansas City Suburban. That’s the way it is now. It makes it nice, less density, more spread out. However this makes it difficult to serve the area with transit.”

“Some people are always going to want the peace and quiet of being away from urban noise.”

“Creating ‘mini-downtowns’ in suburban areas will help those who work in these cities but want a more urban feel. Help reduce expansion of public infrastructure.”

“Urban areas offer more efficiency in swing and a better standard of living — closeness to stores, grocery, hospitals. Less traveling cost.”

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PUBLIC HEALTH
Facilitate healthy, active living

Public health is a key component to a high quality of life. The pattern and design of development greatly impacts accessibility and influences the ability to develop active, healthy lifestyles.

The Metropolitan Kansas City Obesity Report found in 2003 that 59.2% of Missouri adults and 57% of Kansas adults are overweight or obese. Access to active modes of transportation — walking, biking, public transit — can help reduce the demand on our overall transportation system, promote healthy and active living, and increase our overall quality of life.

1. Encourage development standards that support active modes of transportation (bicycling, walking, transit).

2. Fund transportation projects that help attain federal air quality and ozone standards.

NEW GOAL FOR 2040
IDLE-FREE ZONES
Designating “idle-free” zones near schools can help reduce children’s exposure to harmful vehicle emissions, a major contributor to air pollution.

“Bicycling/walking is least expensive mode, least pollution mode, healthiest mode, helps address obesity/sedentary life issues.”

“I love, love, love the trolley trail. I ride to business meetings, grocery shopping on my bike when I can. Seriously, accelerate safe bike and pedestrian options and invest in some public education to get more people using them.”

“Being a pedestrian is not alternative transportation; it is the most basic form of transportation.”

PHOTO BY MICHAEL JARAMILLO
PHOTO BY KENNETH WALKER
The quality and function of the region’s transportation system relies on the overall safety of the system and its parts. Over the last three years, the Kansas City region has averaged 58,923 crashes, 18,680 injuries and 233 deaths per year. The region aims to decrease serious injury and fatality crashes of all types.

Security also plays an important role in transportation — maintaining and managing transportation facilities, as well as the use and response of the system during emergencies to keep the region’s residents secure.

1. **Enforce traffic safety laws and their penalties.**
2. **Educate the public about traffic engineering and safety issues.**
3. **Maintain the equipment and training of emergency responders.**
4. **Engineer the transportation system for safety.**

**ENGINEERING IMPROVEMENTS**
This single-point urban interchange at 87th St. and I-35 in Lenexa moves large volumes of traffic more safely and efficiently than the previous design, and it is controlled by only one set of traffic signals.

**IDENTIFYING SAFETY ISSUES**
Regional crash-mapping software maps roadway crash data from KDOT and MoDOT, which helps direct resources to “hot spots.”

**SAFETY EDUCATION**
Trained Safety Ambassadors teach children how to be responsible pedestrians and bicyclists, giving them fundamental safety skills.

“The best lanes are dangerous, but they do promote awareness. Many people are not fully aware of the plausibility of non-auto transportation.”

**KEEPING AN EYE ON ROADS**
Cameras can help analysts monitor traffic and address roadway incidents more quickly.

**PREPARING FOR EMERGENCIES**
The region’s emergency responders regularly train for man-made and natural disasters, like this mass-casualty exercise at Kansas City International Airport in June 2006.
SYSTEM CONDITION

Ensure transportation system is maintained in good condition

The condition of the transportation system — including streets, highways, transit systems, sidewalks and bikeway facilities — is crucial to the efficiency of the entire system. A system that is not maintained can pose barriers for residents safely and reliably accessing opportunities, and for the freight industry to move goods efficiently within and through our region.

The Road Information Program found in 2009 that 31% of the Kansas City region’s roads are in poor condition (38% good, 17% mediocre, 14% fair).

1. Coordinate data collection and asset management.
2. Spend enough to keep the transportation system maintained in good condition.
3. Track congestion and condition of transportation system.

“We have to maintain the present infrastructure, people need safe roads.”

“Improve existing roadways in their ability to handle more dense traffic.”

“Maintenance has been deferred for years/decades. Must fix what is already in place.”

“Coordinate with local, state and regional agencies to track the condition of our transportation system.”

COLLECTING DATA
SYSTEM PERFORMANCE
Manage the system to achieve reliable and efficient performance

Monitoring how well the whole transportation system and its individual parts perform is crucial. Inefficiency, system malfunctions and needs can be addressed so that we make the most use out of the system capacity, reduce travel delays, ease congestion, and limit losses in economic productivity.

1. Develop and expand technology and communication tools.

2. Increase roadway capacity where congestion and bottlenecks occur.

3. Increase vehicle occupancy.

4. Reduce transportation demand.

INCREASE CAPACITY
Recently built U.S. 69 flyover ramp to I-435 in Overland Park.

OPERATION GREEN LIGHT
Expand local efforts to improve coordination of traffic signals and incident response on major area streets.

“Maintaining traffic flow is essential to reducing fuel consumption.”

MANAGE DEMAND
Better manage transportation demand and reduce the number of vehicles on the road through tools like high-occupancy vehicle and toll lanes, and ramp metering.

“Most traffic congestion occurs as a.m. and p.m. for work access. Capacity of existing roadway can be better utilized with alternative modes of transportation from home to work.”

CARPOLLING & VANPOOLING
Expand regional RideShare program; encourage employer-sponsored vanpooling and flexible work schedules.

“Too much emphasis is placed on the single-driver vehicle. In the ten years I’ve lived in Kansas City, I’ve seen highways and interstates get widened time and again only to see the same or greater level of congestion.”

KC SCOUT
Expand bistate traffic management system and dynamic message boards beyond 125 miles of area freeways currently covered.

“Message boards are great and help drivers prepare for road construction and use highway and use alternative routes.”

“Transportation technology is important, but it also has a lower priority.”

“Work with local businesses/schools to offer incentives to people who use transit, carpool, lessen their footprint.”

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