Phase 1: Policy Framework Review

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Phase 1: Policy Framework Review // Survey Results

A survey focused on the policy framework of Transportation Outlook 2040 was administered to the public from November 7th, 2013 to December 13, 2013. The survey was available online at www.to2040.org and was available at a public meeting held on November 7, 2013 at Mid-America Regional Council. In total, there were 322 survey respondents. Below are the results.

Note: Five open ended questions were included in the survey. In an attempt to summarize the comments, themes were extracted and quantified to help communicate the range of topic areas and an inferred emphasis on each. For policymakers, it is recommended that the comments be read in their entirety.

What do you consider the most critical issue that our region is facing today?

Total Comments: 260

Themes and Mentions

Transit: 82
Roadways: 49
  General: 8
  Overspending on roadways: 9
  Maintenance is priority: 24
  System Performance: 12
Bike/Ped: 23
Multimodal: 20
Land Use/Growth/Development: 23
  Sprawl/ Unsustainable Growth: 17
  Cost of expanding/maintaining infrastructure: 11
General: 25
Funding: 14
Regionalism: 10
Affordability: 4
Equity: 3
Economy: 3
Environment: 4
Climate Change/Energy Use: 2
Other: 2
Passenger Rail: 2
Accessibility: 2
Aging:2
Placemaking: 1
OGL: 1
Safety: 1
Performance Measures: 1

Comments:

Improving transportation accessibility for all including for the disabled and persons in the urban core.
Rising costs of gas and inability for people to access public transportation due to limited access (times and locations). When it takes only 15 minutes to drive downtown, taking a 1 hour bus trip is not cost effective.
| Affordable and quick public transportation with broad access that connects the city | gas prices and lack of mass transit to eastern Jackson County areas |
| Accessible affordable transportation | Seniors. More transportation for seniors affordable/accessible |
| Accessibility for the growth of tourism. Access from KCI to downtown/Union Station/Plaza via rail and also between Legends and the Sports Complex on the east side of KC. | Incorporation of biking and walking trails. Increases health and community, decreases carbon footprints. |
| Sprawl and decreasing urban density | Bringing small businesses and foot traffic to the city. Small businesses have trouble flourishing in countless areas of KC because of a lack of traffic. With more bike paths it would make it easier to ride downtown as well as make it a safer place for pedestrians and cyclists alike. They cause traffic to slow and be more aware of the people around them. |
| Housing vacancies (East Side inequity) and lack of efficient, alternative transportation. (bike lanes/trails, BRT, etc.) | Active transportation connectivity and continuity throughout the region. One big issue is also safe river crossings for bicyclists and pedestrians. |
| The pedestrian deaths from crossing highways. | Lack of bicycle and pedestrian infrastructure. We need more bike lanes, particularly ones that allow people to travel longer distances from outside regions to the downtown area. |
| Continued acceptance of walking and biking as valid means of transportation. Further advancement in positive relationships between cyclists and drivers. | Overall, it’s crime and finding a way to end violence. Re transportation, I’d like to see more crosswalks of the kind in front of Café Trio and ENFORCEMENT of using crosswalks. |
| Monoculture makes us extremely vulnerable to climate change and terrorism. | Commuting |
| Economic Development and to sustain the growth and development. How are we going to provide for an aging community? There will be more seniors that folks working. | achieving high growth and the jobs to support it in smart urban ways |
| LACK OF ECONOMIC GROWTH AND DECLINING NUMBER OF LIVING WAGE JOBS | Improving transportation capabilities to lure business/convention influx. One of Kansas City’s liabilities to bringing in business and groups for their convention is a lack of good transportation from KCI to the downtown areas. |
| Economic vitality. Having a sustainable and gain economy will improve our community the lives of our citizens, and enable local governments to do more. We need a mere competitive region | Inadequate distribution of resources throughout the metro (lack of decent education, nutrition, and jobs in core area) |
| Inequality and a diminishing sense of community. | Shifting freight from roads to the Missouri River. The interstate highway system is clogged with trucks hauling freight that could easily and economically be shipped by barge. Removing the bulk of freight from the highway system will save consumers and taxpayers significant amounts of money. |
| Traffic congestion caused by increasing volume of commercial truck traffic. | 2 |
Fragmentation of our increasingly scarce financial resources to secondary transportation program.
Financial priority needs focus on core issues, maintenance and improvement of existing transportation infrastructure and improvements to mass transit. Ancillary programs such as green education, sidewalks, trails, etc take up a great amount of time, effort and fragment resources. Focusing on core issues of maintenance and mass transit will automatically take care of many of the ancillary issues. Trails, etc are great, but should be left to individual counties/cities to fund. Use is limited and if citizens are unwilling to fund them locally they should not be funded from regional, state and federal resources.

Aging infrastructure with limited funds to replace in older urban areas, while our suburban areas continue to sprawl and take part of the limited State funding for the roads in these areas.

Funding infrastructure maintenance.

<table>
<thead>
<tr>
<th>Funding for roadway and bridge development/repair</th>
</tr>
</thead>
<tbody>
<tr>
<td>The misuse of public tax dollars.</td>
</tr>
<tr>
<td>Not enough funding to meet current needs.</td>
</tr>
<tr>
<td>Funding to keep and expend a safe efficient transportation network.</td>
</tr>
<tr>
<td>An exhausted budget that is dependant on an earnings tax, which is disproportionately paid by Kansans.</td>
</tr>
</tbody>
</table>

Adequate funding for infrastructure

Financing the projects we need. The financial constraints table made it pretty clear we don't have the money to do much. Transit should get more than 20 of the funds in the region since we are so far behind and we have already more roads than anyone else.

Growing Needs and Financial Constraints.

Insufficient maintenance funds

Funding for transportation. The ability to respond to development and growth, and the balance of re-investment in existing infrastructure.

Trying to do more with less. Revenues are down, federal funding is at an all time low and the competition amongst social and economic programs is intense.

Good accessible jobs. Particularly in our urban core.

Easily accessible transportation that covers the entire greater KC area.

Focus is mainly downtown, which I know probably provides the greatest number of riders, but the outlying suburbs have virtually nothing.

For example, my commute drive time is 30 minutes. If I choose to take the bus, my commute jumps to 2 hours 17 minutes and requires a bus change. This isn't really an incentive for me not to drive.

Paternalistic Government - The activities of citizens are over regulated and result in indifference to regulation (underground activities) and frustrating, time-consuming, expensive and 'duh'lightful encounters at our local governing agencies.

cheap, easy transportation

Building a stable base of quality jobs.

Duplication of services by multiple entities. Need to focus on consolidating resources into regional groups for sustainability and more efficient use of resources.

Transportation

Infrastructure
Lack of reliable transportation in the suburbs.
lack of access to transporation
Over-dependence on the automobile.
Respect, and sharing the road!!
An out of touch county legislative body
wasted tax dollars on private capital ventures
Aging population
The ability to meet the transportation needs of the region's citizens and businesses.
Transportation
staying competitive w/ other similar sized communities - in all aspects - transit, education, civic infrastructure, convention appeal, etc. We are competing constantly and need to put forth the best image/quality
I don't think we have critical issues.
Building transportation infrastructure that we cannot afford. Many of the bike trails that are now in place are empty. When we become a society of living where we work, play, and worship these trails will be good. As long as people keep moving to bigger and bigger, your solutions may not be economically feasible.
The most critical issue is making sure to get rid of you, an ICLEI and Agenda21 non-governmental association that is taking us straight into a collectivist (communist) form of government
Growing our economy in relation to other parts of the USA and the world.
Aging population
spending transportation dollars in the same way we have for the last 30 years. It is not sustainable to build more roads. We need to re-prioritize and consider other demographic and innovation trends that will reshape the way we live and get around.
Need a shared vision of transportation and how that supports broader regional goals. Individual cities, counties and transit agencies still pursue funding for their individual priorities rather than pooling resources to benefit the MARC region
The opportunity to grow...We need more people and more infrastructure for this City to expand and be a large 'player' in the US/world economy. We have great trade routes, air cargo, interstate system and rail. We need to support growth, not destroy it.
1. Well planned transportation growth in the Northland parts of Kansas City, MO.
2. Wasteful spending on bike trails when so few use them.
Transitioning our thinking regarding major interstate highways from 'free' to 'user pays'.
Maintaining the overabundance of highways along with suburban sprawl.
Extension of roadways/highway system at expense of built out areas. Additions to roadways/highways drains resources from existing urbanized areas is inefficient and expensive, is harmful to the environment, and public health.
Too many highways, too little busses, bikes and pedestrians. Things are moving in the right direction with the new bike lanes and streetcar projects, but other massive projects like the gateway and I-70/K-7 interchange are taking billions of dollars to build and are based on unknown future traffic problems.
Over-spending on highways and arterial roads in a manner that discourages transit, pedestrianism, and non-motorized transport.
Allocation of funding does not follow MARC's vision of regional sustainability. Massive overinvestment in expanding highways and arterial streets (which undermines the tiny investment in transit and bike/ped).
How to go from a region with more highway miles per capita to a dense, transit oriented community.

Too much money spent on expanding highways to deal with demand issues during a total of maybe one hour of the day, rather than expanding transit.

Congestion, capacity and interchange design on I-35 from 75th Street to the KC/MO State Line

congestion and overuse of cars and highways

Capacity of certain segments of our arterials and freeways.

Unsustainable development patterns are the most critical long-term issues facing our region. We have been consuming land for new low-density development at a much faster rate than our population growth. This pattern will not meet the needs of our growing population of older adults and is not in line with the market demands of our current population. It also is creating unsustainable costs to maintain public infrastructure of all types (transportation, water, stormwater, etc.). Finally, it contributes to inequitable access to jobs and other opportunities for low income and non-driving residents of the region.

Lack of effort to increase density of urban area, primarily due to 'smallness' of ideas to improve the urban environment. This results in a handful of 'pet' projects that cost money and time, but have little or no impact on the improvements needed (example: bike lanes, racks, etc have nothing to do with the problems of auto traffic in KC) Our city's urban vacancy is not being dealt with across most areas. Small projects get lost in the continuing decay and dysfunction of such areas. Transportation for those who spread out into cornfields should not be a priority for the urban metro system.

Lack of commitment to healthy, sustainable growth by decision-makers.

Urban Sprawl and extensive highways. We must enhance and focus our efforts on existing neighborhoods and the heart of our city, and not continue to build new roads, new sewers, new schools, so we can continue to drain people from our cities to greenfields.

Low population density vs high public infrastructure density.

Sprawl; low density; no parking maximums (developers build way more than cities require), free (and plentiful) parking, lack of bike facilities where cyclists want to go.

Sprawl is forcing new road projects and taking money away from present roadways and projects.

Traffic. If we keep building out and out and out without getting people to live near where they work, Kansas City will turn into Los Angeles. With snow. And tornadoes.

Sprawl. We need land use planning that supports livable communities and public transportation.

Urban sprawl - communities are not as well integrated, high density commercial areas are highly dispersed and the urban core lacks a cohesive, dense population.

Over expansion to green space furthering the increase in automotive traffic.

The ever-growing sprawl of the region is a huge problem for our region. This de-investment in the core negatively impacts so many aspects of our lives...poor education options, expensive highways to maintain, segregation, and more.

Sprawl

Auto-centric sprawl

Urban sprawl associated with the movement of businesses to Johnson County.

Dependence on the automobile/Increasing urban sprawl.

Low-density development in a relatively low-growth regional area is spreading activity centers and infrastructure thinner by the day.
Urban sprawl draws energy and attention away from our city, consumes inordinate amounts of public (and private) money for new infrastructure while we have underused infrastructure in the region's center, and makes public transit an increasingly costly service to provide.

Sprawl. As states/cities/county compete against each other for businesses, companies still have incentive to keep building on the outer rings of the metro area, making these jobs inaccessible to people without access to a car or want to live a more active lifestyle by biking/walking/bussing to work and other life necessities.

Urban sprawl and the empty buildings everywhere

Financially unsustainable growth patterns considering the current view of taxes. Current growth patterns are unsustainable if citizens are unwilling to support tax increases. The more spread out people choose to live the more it costs to deliver infrastructure, public safety and human services. When they are unwilling to pay these costs, either through taxes, fees, rates the financial reality means either poorer services or unsustainable finances.

Sprawl and its attendant problems: transportation, infrastructure and investment

Sprawl development. Our transportation system and city/regional planning should discourage sprawl.

Sprawl. As region expands outwards, more inform structure is added reducing funds for maintaining/improving existing infrastructure and increasing future maintenance issues

Economic mobility. The ability to either walk from home or easily travel short distances to the workplace to pursue opportunity fuel prices will eventually permanently spike.

Sprawl, multiple government institutes

Our infrastructure can't be maintained and alternative transportation such as biking and walking must be financed and supported. Our communities must be made more bikeable and walkable.

Auto-dependency, which affects maintenance costs, enforcement costs, health costs, and lack of economic resilience.

The cost of infrastructure repair and inner community connectivity. Many municipalities currently struggle with finding funds to maintaining everyday infrastructure like roads and sidewalks and this doesn't even cover the larger items like major bridge, storm water, and sewer replacements that have exceeded their lifespan. Along with this comes the need to reconnect local centers with mass forms of transit and new infrastructure such as sidewalks.

Maintenance of existing infrastructure
Upgrade of the I-35/I-435/K-10 complex
Accommodation of future electric vehicles

The most important issue facing the KC region today is the overdependence on the automobile that we have fostered over the last half-century. We currently lead the nation in lane-miles of highway per capita and rank near the bottom in transit accessibility to jobs--the two are not unrelated. While we should preserve and maintain the road network we have, there should not be any expansions until we have allowed other modes to catch up.

Maintenance of existing roads and sidewalks as well as mass transit issues

Aging infrastructure--maintaining--and upgrading-- the system we've built up is expensive and time consuming.

The long-term care of are infrastructure.

The upkeep of our present roads with the addition of newer ones.

Maintaining and reconstruction infrastructure that already exists today. Huge investment is needed today!

Infrastructure maintenance
road, bridge, and shared use path maintenance; we must develop a plan to maintain what is built as an equal to or greater priority than new development

<table>
<thead>
<tr>
<th>Maintenance of current road system</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure deterioration. It seems like that we face issues on a weekly basis.</td>
</tr>
<tr>
<td>Sustaining the existing highway system</td>
</tr>
<tr>
<td>Repair of existing roads</td>
</tr>
<tr>
<td>Existing maintaining Missouri’s highway infrastructure. No money for MODOT = no way to maintain roads.</td>
</tr>
<tr>
<td>Make sure existing infrastructure is kept up</td>
</tr>
<tr>
<td>Maintaining the area’s roads and bridges.</td>
</tr>
<tr>
<td>Too many health concerns. Need more options for active transportation.</td>
</tr>
<tr>
<td>Aging infrastructure and lack of quality, interconnected multi modal transportation options (bike, ped)</td>
</tr>
<tr>
<td>Increasing mobility for all people through transit, biking, walking, trains and economic development. As always education parity.</td>
</tr>
<tr>
<td>A combined lack of non-automobile transportation options and abundant sprawl. One of these conditions by itself is bad enough but the two combined make a socio-economic chasm that widens every year.</td>
</tr>
<tr>
<td>Having a diversified portfolio of transportation options including public transit, light rail, safe walking and cycling routes to balance out the current car centric focus of our community.</td>
</tr>
<tr>
<td>The lack of multi-modal transit options, especially lack of fixed-rail transit, across the metro area. I would especially like to see rail transit connect the city’s East Side with downtown and the suburbs in an effort to connect residents with jobs. I believe this could also stimulate much needed investment in the East Side. We need to promote the city’s urban core instead of continuing the wasteful sprawl orientation that drains the region’s resources.</td>
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<tr>
<td>Lack of more transportation options.</td>
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<tr>
<td>Providing effective travel options that match the vision of the region. The current vision of providing multimodal transportation options is very focused on the core of the region and the growth in pop and emp is not.</td>
</tr>
<tr>
<td>increased reliance on cars</td>
</tr>
<tr>
<td>providing alternative transportation modes, so that people have options.</td>
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<tr>
<td>Creating connective infrastructure for people without automobiles.</td>
</tr>
<tr>
<td>More choices for how to get around.</td>
</tr>
<tr>
<td>The most critical issue is achieving a seamless transportation system that integrates a balance of affordable pedestrian, bicycle, mass transit and vehicles with linkages throughout the region.</td>
</tr>
<tr>
<td>Convenient connections between multiple modes to eliminate reliance only on autos.</td>
</tr>
<tr>
<td>Need a more balanced transportation system - not all car centric</td>
</tr>
<tr>
<td>need more of everything that gets us to ‘all of the above.’ The pedestrian connections at Interstates, sidewalks, trails, bus transit, streetcar, commuter rail, senior transport, etc. We have enough roads.</td>
</tr>
<tr>
<td>Preservation of historic neighborhoods. Do not build roadways which destroy historic neighborhoods such as Columbus Park.</td>
</tr>
<tr>
<td>Operation Greenlight. Saves money, reduces pollution, reduces reliance on foreign oil, reduces road rage, doesn’t cost very much, improves environment, improves healthy air.</td>
</tr>
<tr>
<td>Traffic signals are NOT yet synchronized. MARC has been in charge of this program for a DECADE or more &amp; no results can be seen. Where did all the $$’s go to?</td>
</tr>
</tbody>
</table>
Well, it's actually the fact that nobody in KCMO can send their kids to public schools and the school board runs off anyone brought in to fix the schools. Transportation wise, the roads are dangerously damaged, we only have buses with too few routes and stops, and it is a dangerous city for bikes.

Crime. I work in the media business and I know there is more crime than reported on the news. It is a big problem.

Health Care-Insurance Companies have TO much Control......

Grow in the Economy-To many industries have moved production overseas where labor is cheap. CEO's need to cut their salaries as well as most politicians. Cut down on the number of immigrants coming into our Country. Keep medicare in place.

lack of jobs

Our children are failing in school; our schools have lost their accreditation from the State of Missouri; only about 50% of our students are graduating from high school. Unless we get this turned around, our region will not have the skilled workforce necessary to maintain economic vitality, safety or healthy living places.

jobs border war, MO at disadvantage b/c of tax benefits in KS

Attracting good paying job to the area and stopping the boarder wars.

Job creation/retention

Free choice and free enterprise!

I don’t have a clue.

education - without strong public schools in the urban core, families will continue to move out to suburbs with better school districts. This further exacerbates the educational inequality, economic segregation, and sprawl that exists in the region.

Affordable and safe housing

eduction. The public schools in K.C. Mo. are a road block to development and educating kids so that they become productive adults.

Violence

The killings that seem to go unsolved and escalate each year.

Finding ways to preserve value in neighborhoods thereby reversing neighborhood decline

Job growth in downtown KCMO to help boost the economy

poaching business, back & forth across state line & giving those business tax credits for jumping across state line.

job development

Wealth Inequality, compliance with EPA sewer mandate. Growing wealth inequality due to poor economic recovery and outsourcing to other counties, KC PSD issues obviously mass transit issues will grow as middle class shrinks in years to come

education and jobs

Lack of affordable transportation for low income citizens and too expensive parking garages in KC MO for commuters.

Mostly all of your performance measures pertain to vehicles! You need to incorporate rail both intercity and intracity into the solutions and performance measures, which will better address environmental, system performance, safety, etc.

Placemaking, Transportation coordinating urban redevelopment can be a successful project.
truly regional transportation planning, not an accumulation of plans from various political subdivisions. Resources (financial and otherwise) are going to be too scarce to continue spreading out over a wider and wider geographic area. The lower density development will overwhelm the regions area ability to properly maintain the infrastructure and maintain an acceptable level of service.

Bad planning and lack of coordination between jurisdictions. Lack of support from state legislation to enhance urban transit issues.

working together as one region. Until Kansas and Missouri start working together more as one Kansas City, we are going to struggle as a region. I see this especially in transit. Two separate bus systems could work more efficiently as one, when there is talk of light rail, it never incorporates the whole region. Very frustrating!

A regional transportation network that is funded by two states that do not want to cooperate. A regional transportation authority like PANYNJ would really help our community.

Lack of a comprehensive regional transportation plan by the jurisdictions on both sides of the border.

Cross border economic development wars.

The stateline divide. We don't work in unity.

The state line issue. We work so hard at pointing fingers at others when we should be figuring out how to work together to make the entire region more attractive to businesses. When you attract businesses you create jobs and jobs create taxpayers. Mayor James should take the first step and be a leader.

Keeping Kansas and Missouri united in the region. Tax policy and job hopping back and forth will keep the region from being united.

The lack of real cooperation between the large cities and counties. There is too much individualism when it comes to where the transportation needs exist.

high density in certain areas, mark roads better with turning lanes,

Access across the MO River to/from the north and the building of a new single terminal at KCI

Real infrastructure. Bridges, pavement surfaces, improved lighting, exits, things like that.

Lack of roads connecting to major centers.

Congestion

I-35 traffic congestion in Jo Co from 75th Street north to State Line

speed of traffic on k 7

if we are to promote the legends, a critical look must be made to the pavement that surrounds the legends and the look it gives to the out of town tourist that frequent the legends, the casoni, the race track and surrounding businesses. it is awful

Bridge and road upkeep

safety for walkers and bikers with cars

Motorists haven't been taught to look for bicycles as moving vehicles. Due to a lack of motorist education and awareness, drivers don't understand how to safely share the road with non-motorized vehicles, which leads to accidents. Many motorists don't follow proper passing laws, or understand the importance of certain practices, such as cyclists riding two-abreast or taking up the middle of a narrow lane.

Distracted driving, need more education

Congestion during morning and evening commute. Please add carpool lanes to encourage lighter traffic.
<table>
<thead>
<tr>
<th>Coordinated local fixed route service is much needed in our community (the Greater KC area not just KCMO or CKC). People need dependable transportation options in JOCo and the surrounding areas that are included in the metro area. CNG buses are also important, we've got to decrease our dependency on fossil fuels.</th>
</tr>
</thead>
<tbody>
<tr>
<td>We need mixed-used, walkable communities with good public transportation. If we are able to establish Kansas City as a walkable city, we will have improved the health, social engagement, safety, economy, and environment of our community.</td>
</tr>
<tr>
<td>Developing an integrated system of transit, bike lanes and walkable neighborhoods. At present there is no system just bike lanes here and there and a bus system that is limited in scope. An integrated system would have a positive impact on many of the goals listed in this survey.</td>
</tr>
<tr>
<td>Lack of adequate public transit and need for more bicycle trails.</td>
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<tr>
<td>Mass transportation that is convenient and covers the area, and safe bicycling routes</td>
</tr>
<tr>
<td>Too much focus on car transportation and not enough on walking, biking, and mass transit.</td>
</tr>
<tr>
<td>Car dependency and how it relates to regional planning, distribution of funds and lack of public transportation which is critical to help address the ever growing disparity socio-economic areas of the region.</td>
</tr>
<tr>
<td>Maintaining &amp; improving the central city so that more people want to live, work &amp; play there. This of course involves infrastructure and transportation. The streetcars need to run so frequently that a person can simply go to a stop &amp; expect a streetcar within a short time. I would make the streetcars free for everyone in the tax zone who are paying for it. The elderly could be given passes; and the hotels on the route should give their guests passes good for the length of their hotel stay.</td>
</tr>
<tr>
<td>Maintaining the region’s existing transportation system and improving transportation options, particularly public transit.</td>
</tr>
<tr>
<td>decreases in public transportation options. The region is increasingly faring an 'all your eggs in one basket' form of mobility in the sense that everyone has two options: fly or drive. Adding intercity passenger rail to places like KC, Wichita, Omaha, Oklahoma City and Denver is between doable with current resources</td>
</tr>
<tr>
<td>lack of coordinated transit among cities and counties, and lack of funding support.</td>
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<tr>
<td>rapid transit roads are so congested cannot travel safely at peak times</td>
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<tr>
<td>Torn up streets and orange barrels. The parking area in Mission is too far away from the bus stop.</td>
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<tr>
<td>Public Transportation</td>
</tr>
<tr>
<td>Lack of adequate transit service (of any kind) in Johnson county, eastern Jackson county, and in the Northland</td>
</tr>
<tr>
<td>Need to start investing in more transit options, expand the streetcar network.</td>
</tr>
<tr>
<td>merging transit system into a 5 county transportation authority</td>
</tr>
<tr>
<td>commuter trains to decrease cars on the highway. I-80, I-35 Missouri and Kansas.</td>
</tr>
<tr>
<td>from a transportation perspective, lack of public transit options, particularly in and around downtown. Overall - KCMO school district</td>
</tr>
<tr>
<td>Street car or similar transit serving the EXISTING population. Specifically along the 6 CSP identified corridors.</td>
</tr>
</tbody>
</table>
Expansion of the metro. Need to start filling older neighborhoods but need safety and good schools first.

Lack of mass transit due to local politics overriding thoughts for the greater good.

Lack of jobs

No affordable mass transportation. We should have rail service from the Airport to Olathe.

lack of subway to hook the suburbs with inner city, Northland and KCK.

employment; ;but for transportation issue - mass transit

lack of commuter rail

Lack of public transportation options to get around the region.

Lack of mass transit

Public transportation that doesn't eat time. I would like to use public transportation more often but can't afford the extra hour that it takes for me to get to work.

Comprehensive transit system that is accessible to all income levels.

Bus transportation is very limited in the North Kansas City Area. For example the Airport is open everyday 24 hours a day. Employees are arriving starting at 3 AM and working until 1 to 2 AM the next day, but buses only run once an hour from 5:30 AM to 11:12 PM. Then if you do catch a bus and need to connect with another bus in the Northland you have a long wait. If you get to the Barry Transfer Point for 142 and 129. Going North you can make the 15 minute drive from North Oak and Barry to KCI in 40 minutes or less, but to come home it is closer to 2 hours.

streetcar expansion

Resilient public transportation systems which serve the urban core where the need is greatest.

With regards to Transportation, probably transit.

The lack of modern public transportation: light rail.

Mass transporation/public transit. The roadways continue to get ever more crowded particularly in Johnson/Wyandotte Counties, North KC, downtown, and Independence.

A lack of efficient mass transit options to bring people into the city.

Setting and starting foundation of metro wide light rain/street car system.

a more efficient transit system

Public transportation that feeds a more population dense core.

Need for a more diverse transit infrastructure.

Access to effective mass transportation. It's nearly impossible to get around without a car.

I think that people are most afraid of job security. Having public transportation is very important for the people that live in this area.

Not enough mass transit; may be result of ever increasing suburban sprawl - in all directions

Limited mass transit options. I was just in Denver, their light rail is only about 10 - 12 years old. What a difference it is making to their communities.

Lack of consistent timely public transportation.

that we do not have a 'seamless' regional transit system

Public transportation outside KCMO

Need for better a regional public transportation system. I think that a high speed rail hub in the region would be beneficial, as there seems to be a big interest in alternatives to air travel (it's the only option for quick travel over a long distance). It would be great to hop on a train and travel between KC and St. Louis in 3 hours, or to Denver in 6. It would reduce the traffic on I-70.

Increasing people's use of mass transit because roads can be made only so wide.
<table>
<thead>
<tr>
<th>Mass transportation and the overuse of cars in the KC metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of light rail transit</td>
</tr>
<tr>
<td>County budget shortfalls that cause routes to be eliminated are the most critical issues.</td>
</tr>
<tr>
<td>mass rail</td>
</tr>
<tr>
<td>Public transportation such as light rail to move throughout the metro</td>
</tr>
<tr>
<td>I think mass transportation is the most critical issue facing our region. I think there needs to be a more efficient way to travel from downtown to the various suburbs around the area. The highways are constantly clogged with construction. There has to be a better way to mass travel from the city to the suburbs.</td>
</tr>
<tr>
<td>Transportation-wise, the KC Metro area needs an integrated and convenient transit system offering consistent service throughout the area (and not only to the KCMO area). More people would utilize public transit if it offered convenient options. We aren't as interested in the cosmetic appeal of transit centers as we are in simply getting to work or school on time. Many suburbanites (and I am one of them) would appreciate being able to take the bus to work near downtown KCMO, but a lack of routes in Johnson County (and no coordination with KCATA) makes that impossible for those of us whose childcare centers open at 7 a.m. The 6:58 a.m. bus options aren't open to us, and there are no other alternatives. So we need to drive in every day, adding to traffic congestion and to the city's pollution. We don't need the flashiest, the most techno-savvy, the greenest option. Ridership would increase if there were more buses running across the Metro area, and with that increase would come funds that would enable future improvements.</td>
</tr>
<tr>
<td>Suburban + Outer Suburban (esp. Northland) Public Transportation: Not just intended for major entertainment or airport destinations.</td>
</tr>
<tr>
<td>Need for energy efficient public transit. I would love to see a light rail or monorail system.</td>
</tr>
<tr>
<td>Baby Boomers won't be driving forever. They will herd transport to megafacilities and shopping</td>
</tr>
<tr>
<td>Lack of fast, inexpensive, reliable metro area system. Need European model of mass transit that is so effective and cheap that folks will actually use it.</td>
</tr>
<tr>
<td>Mass transit</td>
</tr>
<tr>
<td>Lack of multi-modal comprehensive full-area transit. Your transit is logistically at about national large town/small city 1950s level. You need all modes (bus/light rail/subway or EL/heavy rail) 24/7/365 covering all geographies from inner city through all suburbs on both sides (mo/ks) that comprise 'greater kc' area. Counties: Jackson, Platte, Clay, Cass, Ray, Lafayette, Johnson, and Wyandotte.</td>
</tr>
<tr>
<td>Maintaining the current condition of our infrastructure versus the desire to expand with new or increased capacity.</td>
</tr>
<tr>
<td>Unclear question... critical issue regarding transportation?</td>
</tr>
<tr>
<td>Sprawl: Development taking priority that relies on one mode of transportation for mobility.</td>
</tr>
<tr>
<td>Climate Change/lack of public transportation. We must reduce our reliance in fossil fuels. Providing accessible public transportation will help immensely in this effort.</td>
</tr>
</tbody>
</table>
Please rate the importance of the following goals:
Not important (1) ----> (10) Very Important

Total Participants: 322

What other goals should we be striving to achieve as a region that are not reflected on list of goals?

Total Comments: 248

Themes:
Land Use/ Growth: 26
General: 27
  Affirming goals as is: 13
  Other: 10
Walkability/Bike-ability: 18
Relating to performance measures: 5
Transit: 22
Funding: 13
Regionalism: 10

Multimodal: 10
Placemaking/Livability: 10
Maintenance: 10
Equity: 4
Affordability: 4
Economic Vitality: 3
Highway Expansion: 2
Technology: 2
Other/Non-Transportation (Public Education, Less Government, etc.): 28
We should strive for efficiency, not to be 'green' for the sake of being cool

Optimization of the region's transportation systems rather than pursuit of funding by individual jurisdictions and agencies

Nope. You got'em all

No growing wealth inequality in MO and all states

Plans are so much better if they come from the local level

Education, mass transportation

We have vehicles, bike and walking trails, bus and train transportation, roads and bridges. Focus on keeping the existing infrastructure functioning

Commerce. This may be implied in economic vitality but commerce appears anemic in our region as compared to the coasts. This region sits in the center of a metropolitan

a better and more efficient way to collect revenue based on actual usage- a federal issue for sure, but something the KC area can advocate for.

Economic development-regional community

Integrating a more efficient public transportation into a resource for disaster planning.

Equal comprehensive transit access for all, including suburb-to-suburb directly without going through KC proper.

All of the above goals are excellent goals to have but how are there goals obtainable, specific, measureable?

Protect and restore investments made in existing urbanized areas by avoiding expansion to public infrastructure system that hurts our existing areas.

Public education on transportation and the key role that it plays in everyone's life. Innovative financing (e.g. VMT).

YES! Commuter and intercity passenger rail, commerce, economic development, freight rail infrastructure, collaborate with Wichita on rail infrastructure,

Affordability

Bi-state regional mobility cooperation.

Better access to quality public education within the urban sectors of the city.

Encourage people to relocate into urban centers.

Affordability. Construct improvements we can afford - and that benefit the region, not only growing suburban sprawl areas (example: K-10/I-435/I-35).

Reducing the amount of land dedicated for the sole use of driving and parking cars should be a top goal, and measured.

Immediately move to a Regional Transit Authority

I think you have it all covered!

Find ways to discourage cities from encouraging sprawl by giving developers incentives to build away from city centers and existing transportation infrastructure.

Additional highway capacity and improve highway safety - its a KC regional tradition. Why change?

more routes and options.

working with other counties and states.

The goals above are so broadly defined that it is difficult (if not impossible) to choose between them as
More or Less important. Any integrated Long Range Plan would have to address them.

| Walkable communities. Many of the areas in Kansas City that have been developed over the years were not developed with sidewalks. Even the bus access areas do not have sidewalks to them...making public transportation not accessible. Kids should be able to walk to schools, but many of these areas do not have sidewalks near them making the schools (which have high traffic at times when kids would be walking) dangerous places. (my concern is in the Northland...Rapid development with little to no zoning regulation did not make for walkable communities. |
| Develop a list of maintenance standards so that established sidewalks, bicycle and bus services are kept in excellent condition. |
| Raise standard of education |
| A reduction in capacity increase improvements. |
| Improve the nutritional quality of foods and snacks offered in transportation venues. |
| Areas should not build new infrastructure at the expense of maintaining the existing infrastructure. |
| Better education for some not getting it now. |

master plan

1st - no new facilities so long as existing facilities are substandard, deficient or in dangerous conditions.
2nd - new facilities must be built to serve those who will use them, not based upon securing the votes of every council district. 3rd - new facilities should be constructed to serve those who will pay for them (tax base), again, not based upon ensuring an equal spend in every council district.

It needs to be affordable.

| Equity - fair distribution of regional transportation costs and benefits, including jobs created to build and operate regional transportation systems. |
| Affordability - reduce transportation costs for regional households and businesses. |
| All forms of transportation Air, rail, and trail |
| Great education for all children. |
| We need to stop using 'quality places' and Sustainable...what is that? We need to maintain and improve the performance of our systems...those things you can quantify and set goals to achieve! |
| Reducing sprawl and promoting infill development so we can get to places easily without cars and we can reduce parking and other costs related to car culture and providing services to more far flung places. |
| More regional planning in highway construction such as I-435 |
| Develope housing so we are not reliant on transportation to get to work and everyday commercial needs. |
| Increase population density in the central core |
| Decrease hormone enhancements and growth increasing supplements being added to our food supplies. |
| metro area community pride |
| upward mobility due to access to better jobs |
| Revamping of our K-12 educational system to reflect the needs of students, not the entrenched systems that currently exist for classroom instruction. |
| Prepare our transportation system for coming technological changes such as driverless cars, intelligent vehicles, etc, by bolstering the communication grid for all public spaces (begin to build wireless communication networks dedicated for communication between system components, cars, trucks, signals, etc) |
| Promote more personal type transport- bicycles |
| Revise funding methods. Change gas tax from a per unit tax to a gross receipts tax and expand it to apply to all energy sources. |
| Incentivize people to live near where they work rather than subsidize the cost of transporting them to work (mass transit fees should reflect the total cost of the service). |
| Fire the inept school board. |
| Downtown ballpark. |
| Can't think of any at the moment. |
| Cost effectiveness in transportation solutions |
| Adding mass transit options |
| Provide adequate funding for street maintenance on local streets and regional thoroughfares; the foundation of the regional transportation system. |
| Bike routes that get you off busy streets. |
| I would comment that in regard to accessibility - I don't think we need to maximize accessibility for people who have chosen to live on the far out-skirts of the region. |
| Greater awareness of impact new technologies are likely to have on infrastructure needs - particularly the changing nature of the automobile. We should also be looking at the opportunities created by these new technologies (and techniques). |
| Quality public education in KCMO as well as suburbs. |
| Healthier lifestyles, beyond being more active. Better eating and overall health, less drug, gang and criminal activities. |
| More livable communities. |
| Policies that are pedestrian-oriented and, when appropriate, automobile restricted. These policies ought to be aimed at curbing geographical growth in favor of densification of urban areas and preservation of natural one. |
| I have worked at KCI Airport for over 13 years. For most of that time I was a dispatcher for the Taxi's at the airport. There are a lot of questions about where to find the buses. People arriving from other big cities are surprised about the lack of choices for transportation from the airport. Most larger cities have more than one bus line at their airports. At KCI only the 129 is regular scheduled service and you can transfer at Barry Road or Downtown. |
| Connect master trail system together |
| Regional cohesion and policies. Many of our problems exist because the region competes against itself instead of building a great city and region. |
| Development should pay more of the share for the services needed, i.e., excise tax, impact fees, exactions. |
| Need more specifics on transportation alternatives, specifically for walking and biking connectivity. |
| Aging in Place. Built communities. Schools. |
| Less government involvement |
| Ensure that we are considering impacts of storms and floods on public transportation. Are we building systems which will operate at full capacity in an emergency to aid in evacuation of the urban core? |
| create an environment for air travel that meets and exceeds the current and future needs of the users of the airport, meters, greeters, travelers, TSA, FAA and the Airlines. |
| Places are created when people can get to them by any mode of transportation. |
| high pay business growth increased university presence. build highly visible second stowers campus in West Paseo neighborhood downtown rebuild entire neighborhood as high tech |
| Walkable communities |
Replace nuclear reactors with renewable wind and solar. Install more crossover barriers and cables on interstates and highways. Demolish condemned housing in urban core to create neighborhood gardens and green spaces. Convert unused schools and other buildings to senior housing. Zone to create walkable/ shop able neighborhoods.

not sure - looks like an excellent list.

Safe effective transportation which foremost makes Jackson county a livable community for people of all backgrounds and income levels. We got so much potential, we can't fizzle out halfway through this race. We are better than STL!

Development in the urban core

Affordable public ran transportation system. Limit private systems and for profit entities. Public transit issues should be a precedent.

Emphasizing multimodal performance over private automobile congestion or traffic flow.

No answer

Coordinated funding / equitable funding.

Light rail in all directions to all reaches of the metro area, with all related infrastructure and improvements should be installed, immediately.

Commuting conestion

Make sure our jpublic transportation network get's people to employment centers, the airport and entertainment centers.

An emphasis on the grid layout would serve to enhance transportation in the region.

Mobility is obviously important. But system performance is a hard one. If the system performs too well, we are promoting sprawl and inefficient land use, which I am not supportive of.

Multi-modal transportation is not explicitly called out, though it is implied. Another goal would be to reduce the size of parking lots (except downtown). They are generally extremly under used and create a lot of extra pavement to maintain.

1.MAINTAING SYSTEM IN GOOD CONDITION NEEDS TO INCLUDE MORE THAN ROADS AND BRIDGES.

2. NEED TO FACILITATE CROSS-RIVER TRAFFIC

Incremental street and freeway improvements.

Full implementation of Smart Moves

Equity

Addressing toxic stress in young children so they can learn and trive for success.

Addressing the accessibiliyt needs of the disadvantages (low income, elderly, etc.) as well as need for more jobs

A vibrant downtown.

Reduce urban and suburban sprawl. Fewer resources for car traffic and more for alternative transportation.

Light rail

Do not vote in every sales tax for every amenity that a special interest group wants. Tie the hands of the developers, Look what they did with the layout of freeways through downtown. Remove TIF permanently.

Increased Infrastructure Awareness - Communication to the population on how much we already have, and its annual costs to adequately maintain.

Integrating service amongst different counties. We are all in this together, it's one large metro area. We should function with that in mind.

extend regular service to the greater metropolitan area
Efficient utilization of Federal Funds. Focused on the majority of users; not the minority.
We need to make it a goal to connect all regions of Kansas City via green and healthy transportation such as cycling.
Providing transportation options, especially in areas where land use supports them.
Those are very inclusive
I’m in favor of the light rail project for KC.
Ending war/world peace
Plant trees and flowers and gardens downtown... KC is a pretty bleak place (which is part of its charm) so we need to work to make it more beautiful and a place people will want to walk around.
Strive to change attitudes about other means of transportation beyond driving - bus system, cycling, etc.
Improve access for bicycles, pedestrians and improve conventional bus transportation as well as other modes.
Classes and open better volunteer options for all types. Community, helping all of the above.
More sidewalks and bike lanes.
All of the above goals are important and sometimes reaching one goal to the very highest standard means that another of the goals is sacrificed. If anything, strive for projects that focus on balancing these goals.
I think that bike lanes are very important. It encourages people to bike and takes the fear out of most.
Provide PARKING. Not everyone can live downtown, so they must have a place to leave their car while they attend events, shop or go to government offices.
Not sure.
Balance of various modes of transportation.
Maintain what we have quit spending money on a small group of people who really do not use public transportation.
Lessening regulatory burdens
Walkable routes to bus lines, sidewalks near shopping centers, walk/crossing lights
Looking towards higher goals that are innovated for our city.
Mode Split - Boost walking, biking, and transit
Stop making the working class pay for the entertainment of the wealthy.
Preperation for new transportation (e.g. connected and autonomous vehicles). Will the same infrastructure we are planning today be effective in the near future...every vehicle maker is going this direction and we need to be prepared as a region to take the lead.
Bi-state taxation support for regional goals. We have to quit taxing just MO residents. People are fleeing to KS (not just businesses) b/c personal and property taxes are so high in MO.
We need a community theme - a unifying message that’s reinforced. Think of Portland, think green. Think of Indianapolis, think family-friendly and sports; think of Denver, think downtown excitement. KC needs an identifying theme/identity.
Pretty good list of goals.
Impact on the growing numbers of homeless families and individuals
Smart growth and rewarding development within the existing urbanized area.
Responsible land use. No more greenfield development at the fringes of the metro. Redevelop and densify what we have, then let's reevaluate outward growth in a couple decades.
Placemaking and creating meaningful nodes of activities could positively transform a section of town. Emphasis on low environmental impact and the creation of sustainable places through mixed development and partnerships with non-profits across the city (east side, south side, etc.) should also be
of priority.
Make sure any of the changes above do not raise prices so outrageously that people will not be able to
afford transportation. Keep all cost affordable.

Density. We cannot be successful in the 21st Century if we have to drive everywhere.
Transportation investments should support high density development and a region where there is a
clear hierarchy of activity and employment centers.

bike lanes
Region cooperation in meeting regional transportation needs
We should strive to become a much more energy- and resource-efficient region, designing our urban
habitat for maximum resource efficiency. Let’s go for maximum resource effectiveness, so we get the
maximum human benefit out of every unit of public and private investment that we make and every
unit of natural resource used.

Specifically, we should strive to reduce the amount of motorized travel that the region's citizens
consume.
Select transportation investments with the key criteria weighted as prioritized above.
Buy low; sell high.

None
Rural roads need alternate funding to alleviate gravel roads
Long-term sustainability which means that the system would be economical, user friendly, and available
across the region and state lines.
The list above is a great start.
Reducing the social stigma associated with walking/biking to your destination.
Stricter penalties and enforcement against aggressive drivers. It's not ok for a driver to hit bikers and
pedestrians who have a legal right to the road and then only get a slap on the wrist if anything for a
punishment.
list seems quite complete
My thoughts are in the goals.
Transportation for an aging society
Economic Development Study along roadways.
comprehensive region wide planning
Efficiency of the system. Lowest cost to transport the most people.
Better connectivity to other regions. Also, try to incorporate historic transportation links or the areas
history into new ideas (like KC trolleys or Lewis and Clark trails, etc.).
This list covers them.
Coördinating places of work and places where people live. Ending the bullshit border war. Bring
manufacturing back.
listen
Regional Coordination.
Limit Sprawl.
We should consider repealing unnecessary laws and ordinances and move the region more in a direction
that supports individual liberty.
VMT tax. Brownfield vs greenfield development.
Though right now it looks inexhaustible, the mathematical certainty of a shortage of fossil fuels dictates
that we ought to be redirecting investment from roads and bridges to mass transportation. We need to
start making the case for changing priorities.
This smells of big government and I am not for that at all!
MARC needs to be done away with/outlawed and a constitutional form of government restored.
This seems to be a pretty comprehensive list of transportation related goals.
more local to regional service. so many bus stops are not connected to the neighborhood.
None
You got them!
A mass transit program that actually serves the entire community effectively.
affordability and increased hours
cooperation between cities
Trying to improve commuting. I would love to be able to commute by bus or some kind of mass transportation, without taking so long.
A single, consolidated bus system running throughout the Metro area. This may not be a popular option, but the various systems must work more closely together and perhaps consolidate rather than continue operating in separate silos.

With regards to transportation, what kinds of projects would you like to see in the future?

Total Comments: 258

Project Types Mentioned:

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit: 157</td>
<td></td>
</tr>
<tr>
<td>Bike/Ped: 47</td>
<td>Multimodal: 4</td>
</tr>
<tr>
<td>Roadway: 35</td>
<td>Education: 3</td>
</tr>
<tr>
<td>General: 17</td>
<td>Rideshare: 3</td>
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<td>Maintenance: 11</td>
<td>Special Transportation: 3</td>
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<td>Safety: 7</td>
<td>Carshare: 2</td>
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<tr>
<td>Airport: 4</td>
<td>Parking: 1</td>
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<tr>
<td>Complete Streets: 5</td>
<td>Passenger Rail: 1</td>
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<tr>
<td>Land Use/Growth: 4</td>
<td>EV Charging: 1</td>
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<tr>
<td>Bridge: 3</td>
<td>ITS: 1</td>
</tr>
<tr>
<td></td>
<td>MetroGreen: 1</td>
</tr>
</tbody>
</table>

Comments:

New single terminal at KCI
Improve airports in the region.
Bike lanes, projects that enhance local growth
Aggressive plans and followup through in actions in creating safe pathways for use of bicycling as primary source of transportation in the city and community at large.
Bike lanes are EASY!!... It’s just paint and a willingness to prioritize biking as a convenient mode of transportation! why don’t we have more bike lanes in Kansas City? I think KC should implement more bike lanes as short term transportation projects. I would also like to see Kansas City PRIORITIZE the bus system over single occupancy cars. If riding
the bus becomes more convenient than driving a car... people will ride the bus! However, it's not much incentive when the bus only comes every 30 minutes, and because they don't have a dedicated lane it is often late.

Bike lanes, trails, shared use lanes, etc. I would also like to see more projects where public transportation is motivated to work together such as putting bike share stations near bus, train, and street car facilities.

Bike facilities, fixed rail, BRT
More bicycle and pedestrian facilities that integrate with current vehicle and mass transit options
More bicycle lanes or safety features for bicyclists.
More bike/ped transportation options
Bicycle infrastructure.
more dedicated bike lanes.
Development with links, e.g. trails or comfortable pedestrian routes (sidewalks) to multiple sites to support inviting, safe, interesting pedestrian movement between destinations.

Bicycle/pedestrian infrastructure needs to be implemented. We've been planned to death (other than Wyandotte County). Let's start funding these major people moving projects at 1/20th the cost of freeway construction.

Bike lanes, trails, bike share stations, sidewalks, etc.

I would like to see more sidewalks and safer roads that are wide enough to handle bikes or bike lanes.
Multi-use paths throughout the cities and region connecting citizens to the rest of the community.
More on street and off street bike facilities.

Real bike lanes
More bike and walking trails
More bike lanes and sidewalks. Bike only paths across the city to create a safe corridor for bike traffic.

BIKE PATHS! BIKE PATHS! BIKE PATHS!!!!
Also a 'park' of sorts that is alternative transportation only. This would be perfect for businesses as it'd promote foot traffic and bring in people from all over to enjoy the scene.

More options for cyclists. Upgrades to some areas within Westport (particularly the intersection at 43rd/Westport Road/Southwest Trafficway) to ensure a better traffic flow - to benefit drivers, pedestrians, cyclists, etc.

BIKE LINES!

More bike lanes, more multiuse non-motorized vehicle paths (more of which follow routes for practical transportation, not strictly recreation).
More segregated bike lanes and normal bike lanes.
expanded bike share system. bike commuter hubs
Increased and improved biking trails connecting different parts of the region.

Biking trails/lanes
Bridge replacement and removal of bottleneck areas such as the 435 bridge and 210 interchange.
Reconstruction of the Broadway Bridge making it a more popular and efficient entrance to downtown

Car share program
Carpool lanes!

More projects that promote complete streets. More car sharing and/or transit opportunities.
| Complete streets, multi-use development transit, denser development |
| Transportation projects that invite jobs. |
| Better education classes for both bicyclist and car drivers. People in cars need to know bicyclists have a right to the road. Bicyclists need to know they have a responsibility to obey traffic laws. |
| MO State funding |
| Better east-west connectivity between MO & KS especially south of I-435 |
| More park & ride options |
| Projects that are designed to attract the suburban user and not just move people around the inner city area. |
| No new capacity. Need to focus on gaining efficiencies with the current system, focus on Travel Demand Management and other system management strategies. |
| Projects that are analyzed in a more dynamic way, looking at current infrastructure assets and OPTIMIZING future assets for the world we expect here, in Kansas City, that anticipates new technology, E.G. electric or hybrid, autonomous vehicles. These may be less than two decades away. Also think about related urban planning questions which are just beginning to be asked such as how much density is too much? Is rail, given it's staggering cost, really the transportation of the future or should it remain the technology of the past? Similarly there are interesting new concepts in designing streets and intersections making them useable by a variety of vehicle types. We should be exploring how to make streets, highways, and parking more user friendly and visually appealing. New Urban ideas are a start but the world has moved on. We should be thinking about a world in which car ownership may decline but VMT may increase, perhaps a great deal; and bus and streetcar systems may face additional competitive challenges. |
| Less government involvement |
| Transportation that reaches efficiently all areas of the metropolitan area in a manner that is time efficient. |
| More Environment friendly transportation |
| Better connection between Missouri & Kansas. The 'border war' still exists when it comes to working together in this metro area. |
| Focused successes, rather than some service for all. |
| Only those that are decided at the local level, by local government and without your involvement. |
| True involvement of residents of area as plans are being made for their area |
| Operational funding, hard plans forward definitive progress and installation of physical systems, actual start-up of modal supporting construction. |
| We need to work on more River crossings for expansion of the system, as this City increases in size. Also look to more flyovers and interchanges north of the river where congestion already is an issue...I-35 in Liberty....we need better access to the Airport from the East. If MODOT signs HWY 291 for airport...we only have a 2 lane road that carries over 18,000-20,000 vehicles a day. We need a new interchange north of 291 for traffic demands (we have busy interchanges at 291 and 152 and look to get worse (we need to look at new interchanges to reduce congestion)! |
| I-435/K-10/I-35 interchange replacement |
| Addition of charging stations |
| Modernize interstate interchanges - like I-35 and I-635. Additional thru-lanes not needed for capacity - rather a more effectively design interchange is needed to handle merging traffic movements. Also, better mgmt of the metro-wide ITS - get it out of MoDOT’s control. Get some bandwidth for the
Scout's web page. Need more relevant info posted.

I’d love to see rail to Lawrence replace the current 710 bus, but that’s not about to happen. There needs to be a capacity increase on I-35 - the merge between W. 87th St. and W. 75th St. is flat-out INSANE. It seems as if it’s worse now than before the early exit to W. 75th St. was put in! It needs giant MOVE YOUR ASS LEFT NOW signs put up at 95th. to make room for the US-69 traffic.

Moderinize the interchanges on I-35 from 75th Street north to the KS/MO State Line. I-35 & I-635 interchange is less than desireable currently as an old and antiquated design. An updated I-35/I-635 interchange design would improve travel and safety - without necessarily increase overall thru-traffic lane capacity. Design-build is already underway at I-35/I-435?K-10 and I-70/K-7. Focus future planning/design/construction on northern sections of I-35 in Kansas.

I-35 widened to six lanes north of the river

shared 4 lane on Hwy 13
us 65 loop around Sediala
I-70 truck lanes
Hwy 50 intersection safety upgrades

Outer beltway of Kansas City

completion of the 'Kansas Triangle' I-35, I-435 and K-10

Faster improvement of the Kansas Triangle (I-435, K-10 and I-35)

Projects that promote the use of our existing infrastructure and promote reinvestment and reuse of existing developed areas.

Anything that would encourage re-use of urban core neighborhoods and avoid further sprawl.

Fix potholes. There are tons around the city that I see grow larger and larger for years, even when I've reported them online. There are other potholes that have spent a year or longer covered by metal plates. People don't like to drive over those either, and since they the plates are larger than the pothole, I often see people swerve even into the opposite lane to avoid them. More bike lanes and expanded public transportation. I rarely use the bus because there are so few stops and routes, I end up having to walk half the way anyway. Lots of people here are unfriendly to bikes, making it dangerous.

capital replacement (heavy maintenance) and ITS. Also, more trails and sidewalks.

More ways to work within the system we have instead of expanding it. Improving sidewalks, bus service and fixing existing roads.

Maintenance and improvements of existing street, road, highway and bridge including focus on intersection design/intersection improvement and integrated/interactive signalization to improve current capacity and reduce energy waste. Next priority should be focus on mass transit.

Maintenance of existing facilities. Investment in transit

Synchronization!
More frequent maintenance so massive projects are not needed.

Regular maintenance on public roads

Increased funding to improve the condition (not the capacity) of our regional pavements.

Projects that maintain the system we have and add efficiencies (safety and operational) for a significant percentage of available funds. Spot projects that correct bottlenecks or system deficiencies. Projects that keep uncompatible transportation modes separated.

Real maintenance, public transit, road diet

upkeep of existing infrastructure

restore OK creek, Blue river and MO and KAW for leisure activity and growth of surrounding natural
With the MARC adopted Complete Streets Policy we have the beginnings of tool to truly start building a balanced multi-modal system. The question is, Does the MARC Board have the will to change from 'business as usual' in transportation planning decisions and programing of funds?

- Multi-model; include options for bikes, walking and mass transit in all public infrastructure improvements. Continue using innovative designs to facilitate traffic.
- All projects should be multimodal
- Projects which provide the most cost-efficient solutions for multi-modal transportation needs
- Multimodal projects that support broader community development goals.

**Operation Greenlight on main streets**
- Small changes (sign sizes e.g.) that can be implemented by local govt. to make roadways safer for older drivers.
- Targeted operational project to make system more efficient. Reconstruction when necessary. New roadways when beneficial to region.

**traffic management projects, bus projects, bike and ped projects.**
- More road/bridge rehabilitation and creation of shared use path network connecting all aras of the metro (i.e. Metrogreen)
- Fix the roads and catch basins. Prioritize size of buses by amount of customers that are riding. Communication to reduce giant buses running a route near empty-use smaller buses.
- More crosswalks; I’d like slower speed limits in the residential area of Brookside - specifically on Brookside Blvd S of 59th St, 63rd St Oak thru Ward Parkway, Wornall S of 55th St. Mass transit to the airport from midtown, maybe Union Station express bus?
- Better road projects.
- Better north south connectors. Potentially toll roads
- Enhancing existing road network through cost sharing with local governments
- eliminate traffic signals at many intersections. Most of the time, the street or major thorough-fair has 1/3 the priority of a side street with only 1 lane & 1 vehicle.

**Reconstruction of local and neighborhood streets**
- Wider paved berms on most roads all built with cash.
- Reconstruction of unimproved urban arterials to streets with curbs, sidewalks, and street lights
- tolled systems, hov lanes, ramp meters--->ITS is the solution
- Continuing education for motorists to learn how to safely 'share the road' with pedestrians and cyclists. My hope would be to improve the driver's handbook with more bicycle information (including pictures with hand signals from a bike and current laws) and require re-testing drivers about 'share the road' laws at renewal time.
- Improve driver safety, mitigate congestion on freeways.
- Enhancing intersection safety via additional round-abouts in place of tradititional traffic signal intersections.

**A commuter rail system similar to the Chicago area's CTA and regional transporation authority.**

**Campaign's to inform every citizen of the importance of common respect and safety for everyone on the roads/streets/highways**

**Safety and security**
- Projects that address the special transportation needs of the aging community and those with disabilities, both physical and mental.
- Better and targeted and reliable transportation for the Disabled and Seniors
<table>
<thead>
<tr>
<th>Transportation for seniors or disabled</th>
</tr>
</thead>
<tbody>
<tr>
<td>More public transportation options. New terminal at KCI.</td>
</tr>
<tr>
<td>Busses linked to light rail to airport, connecting underground to terminals at airport and leave the terminals like they are presently, please. Safe bicycling routes, and more walkable utility areas.</td>
</tr>
<tr>
<td>Complete streets, Multimodal transit (rail, bus, paratransit, etc.), Active transportation, Projects that address multiple goals at once.</td>
</tr>
<tr>
<td>I’d like to see projects that reduce the need to add new infrastructure in the future. This probably does NOT entail building more new roads, but it DOES involve transportation and other projects that revitalize existing areas near the center of the region. Transit (including both buses and streetcars), cycling (with greater emphasis on making ALL streets more bike-friendly than on doing more MetroGreen and other bike TRAIL projects, and projects that make ALL streets friendlier to all people, especially people on foot. (I'd say 'complete streets,' but I think that buzzword gives too little attention to making streets easier to cross.)</td>
</tr>
<tr>
<td>Fixed rail. PAVED bike paths segregated from vehicular and foot traffic. I think paving the trolley track trail and extending it to downtown should be a goal.</td>
</tr>
<tr>
<td>More bike trails, light rail from North of the river to downtown and more bus lines to make riding the bus from North of the river accessible to outlying communities.</td>
</tr>
<tr>
<td>Projects that consider the ability to use multiple forms of active and transit. For example, improved design amenities to encourage the use of bicycle in combination with more and better bus transport.</td>
</tr>
<tr>
<td>Transit, bike and pedestrian infrastructure expansions.</td>
</tr>
<tr>
<td>Light rail, bikability</td>
</tr>
<tr>
<td>Coordinated, efficient public transportation across state and municipality boundaries. Walkways/bikeways to public transportation hubs or stations in suburbs.</td>
</tr>
<tr>
<td>Get the railroads off dead center so that the Jackson County commuter rail project can move forward. Expand this concept to other counties. Complement this with street cars and bike lanes.</td>
</tr>
<tr>
<td>More transit and active transportation projects.</td>
</tr>
<tr>
<td>Bike lanes, tram</td>
</tr>
<tr>
<td>some kind of train system, more sidewalks and bike lanes</td>
</tr>
<tr>
<td>Enhancing the street car line down to extend further south (after smart consultation and lessons from the first buildout) and to include more trails/colored bike lanes within the City limits. For mass transit such as buses, real time should become a standard (such as the Max and other BRT's around the country).</td>
</tr>
<tr>
<td>Improvements to the region's public transportation system Acquisition of the Rock Island corridor and development of a multi-use trail to connect to the Missouri Katy Trail</td>
</tr>
<tr>
<td>Alternative transportation (bike, ped. etc.) and transit improvements</td>
</tr>
<tr>
<td>Transit (rail, bus, other) and bicycle/pedestrian facilities (both on and off road). Capital investments &amp; operational expenses.</td>
</tr>
<tr>
<td>Transit (both fixed-rail and bus), complete streets, pedestrian infrastructure, bikeways, road diets and elimination of one-way streets.</td>
</tr>
<tr>
<td>coordinated system from airport to Louisburg, from Legions to Independence Mall</td>
</tr>
<tr>
<td>Include light rail in the conversation</td>
</tr>
</tbody>
</table>
### Transportation Recommendations

- **Additional streetcar lines, commuter rail and light rail**, capping the loop, moving I-35 west
- Light rail in all directions to all reaches of the metro area, with all related infrastructure and improvements should be built, immediately.
- Interstates and freeways that traverse downtown Kansas City should be taken out and replaced with local roads or boulevards (other cities are doing this).
- A more coordinated approach to land use planning and transportation planning, at the regional level.
- We need a public transit system that works across the entire metro area, and connects high density areas to each other.
- Kansas City is one of the most spread out city’s in the country. We need to be able to quickly and easily get to other areas of the metropolitan area. So a regional transit plan that includes street cars and rapid transit would be ideal. Also a phased maintenance plan for roadways and sidewalks for improvements and to encourage a healthier lifestyle. I'd like to see a more modern airport closer to the downtown area.
- Centralized parking structures with public transportation access.
- Transit in Johnson County and weekend service from the K-10 Connector. I would also like to see increase passenger rail accessibility for KC.
- Projects that encourage reduced reliance on cars and more use of public transportation/rideshare.
- An radical expansion of the streetcar starter line (beyond what has been proposed by NextRailKC. Vehicular lane diets where feasible. The introduction of a robust bicycle lane network (and bike rental stations). Consolidated parking garages (while preserving valuable street-facing frontage for businesses) in urban cores.
- Skyways? Carpool lanes? Driving education through more p.s.a. work? Promote civic experiences of transportation alternatives? Buses are great; address smoking culture/abuse at bus stops, hubs.
- Well maintained rail, bus, freeway-street system.
- Investment in regional transit, including expanded streetcar system and bus service. Road diets all over the metro.
- Improved bus routes, better pedestrian safety
- Commuter rail lines from downtown south along I35, south on 71 Hwy, and North on I29.
- Reliable, mass transit that spans across the city - other than a bus system - that also has dedicated lanes to avoid automobile traffic throughout the city.
- More light rail
- Extension of streetcar system and construction of regional commuter rail system. System supported by enhanced bus feeder system - that better reaches established (denser) neighborhoods in existing suburbs.
- More streetcar, more investment in real BRT (the MAX is a good start).
- MAX buses, streetcar, light rail, regional rail, etc.
- Conversion of entire system to Max type system within 3 years
- BRT that is more robust than the MAX system (i.e. I want to see BRT that has a pre-board pay system, same-level boarding, etc.
- I really think that the huge surface parking lots need to be addressed--people will continue to drive if they can park so cheaply. This speaks to the need for economic development--if land were more valuable, these lots would develop naturally.
- Mass transit options for outlying communities, such as Lee's Summit, Gardner, Louisburg and Liberty with park-and-ride options to downtown KC and other city centers.
The biggest concern is rail from KCI to downtown. What a bummer for convention-goers and tourists to have to rent a car or take a taxi ( $$$ ) just to get into town. Not a great way to welcome visitors to our great city. We have so much to offer to visitors, but are very much behind the times in transit. 

Bus makes the most sense but I’d like us to work on rail ideas.

Parking lots for people to park and ride to downtown or plaza. Not just for work but fun activities in the power & light area.

Buses for the football games.

Light rail train from downtown to parts of Johnson county.


Public transportation projects such as light rail or high speed rail.

Smaller buses for lightly traveled routes. The public sees the empty buses... what a waste!

I’d love to see light rail, in the right location, if economically viable. I’d love to have more long range rail options available, realizing this is largely outside the control of local groups. But nothing is more important than maintaining existing bridges and roads.

Train

High speed rail to Dallas and Chicago. Start with no stops.

Just lite rail with free parking at stops.

Regional train service, flexible or employer sponsored bus services.

Returned yesterday from a business trip in Minneapolis and I loved the light rail. Cheap, clean and connected me to the areas I needed.

Commuter transportation that is efficient and attractive to all types of commuters (rail, for example).

I live and commute from Grain Valley Missouri. I would like to see mass transit, light rail or something out that way.

More public transportation in urban centers.

Street car system with spine and feeder BRT and street cars, commuter rail, bicycle commuting and bicycle station.

I would love to see a rail system going from Union Station to MCI. It would be great to take the streetcar to the plaza, KC Rep at UMKC & perhaps the Starlight theater.

Mono-rails running along interstates, a good public system where one can catch right outside one’s home.

No streetcars

Light Rail throughout the Kansas City Metro is a must. However, it must be a comprehensive plan that includes multiple stops/locations throughout the entire region and all counties.

Light rail in Raytown.

Include light rail in the planning of the new MCI airport.

Expansion of light rail.

At least have the public transportation go to the edge of the Jackson County lines.

More light rail transportation to the suburbs.

Commuter rail to/from KCI and that eventually runs through Union Station.

Regional transit!

Street Maintenance Projects

Projects that maximize the efficiency of our current infrastructure, such as ITS.

More transportation ie buses in Northland

Light rail from airport to City Market.
**Mass Transit**

- Better rail transit, better bus transit, better bicycle transportation network.
- We voted for a passed a light rail system from KCI to Swope Park years ago. The public spoke, but the leaders failed to listen. Now they are talking of a light rail from Power & Light to Union Station. That is not close to what the public voted for.
- get the transit system on par with the road system
- Better transit inter-connectivity throughout the region. JOCO Transit vs. KCTA is counterproductive - METROTA is what is needed.
- The street car is a nice option if/when your downtown. I think suburban bus lines that connect to a bigger (train/subways/etc.) system to go north, south, east, west of the city and then connect to other buses from there (if they all run about every 15 mins.) would be ideal!
- Improved bus routing between the areas in Missouri and Kansas on the south side of the metro.
- street car extended to umkc via main then other corridors with important assets
- Transit that's more regional in nature. The streetcar is great, but it's a glorified bus, and only serves a very small population. We need commuter rail and light rail.
- Streetcar down Main to Waldo. Light rail to the MO burbs. JOCO would never be on board. Light rail to the airport using BNSF's St Joe line. Since a downtown stadium won't happen, a way to get the masses to the stadiums and back to a central bar district for fun post game parties. Let's get KC together!!!
- Regional fixed-rail system with emphasis on moving people instead of cars.
- CNG buses, Streetcar, light and commuter rail systems integrated into one regional system.
- Light rail similar to MMinneapolis. Do not do the streetcars that interfere with traffic.
- Light rail
- Connected and useful mass transit.
- Understanding that the cost is virtually prohibitive, it is still critical for the region to have light rail that extends beyond the planned street car lines.
- POSSIBLE EXPANSION OF TROLLEY.
- CONSIDERING FERRY SERVICE THAT WOULD CONNECT TO TROLLEY IN RIVERMARKET AND PROVIDE AN ALTERNATIVE TO MORE BRIDGES
- More public transportation - commuter rail, BRT, streetcars etc.
- Expand the new railsystem along Linwood Blvd and to the airport.
- Regional rail stretching as far west as Topeka, south to Harrisonville, north to St. Joe, and east to Odessa.
- Light rail system for greater metropolitan area
- Suburban Transit Oriented Development. Also outreach to office complexes for possible telecommuting or flex hours to decrease rush hour volumes.
- More light rail or commuter rail development and less investment in highway expansion that does not also include mass transit. Multi-jurisdictional (state and city boundary) projects or funding of projects across boundaries.
- continued development of the smaller local shuttles
- Light rail along the interstate corridors starting with I-29 to the airport and then out to JOCO
- COMMUEER RAIL USING EXISTING RAIL LINES TO JOCO AND EASTERN JACKSON COUNTY.
<table>
<thead>
<tr>
<th>Plaza - downtown trolley expansion followed by better transit to Eastern Jack and Johnson county.</th>
</tr>
</thead>
<tbody>
<tr>
<td>commuter train.</td>
</tr>
<tr>
<td>Light rail from the surrounding suburbs to downtown KC. We need to provide a fast reliable commuter system.</td>
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<tr>
<td>Buses that run on time and smaller buses for routes with fewer riders.</td>
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<tr>
<td>Utilizing existing methods to higher efficiency, and trying to make them revenue neutral, in other words for mass transit to try and achieve the ability to come close to paying for itself</td>
</tr>
<tr>
<td>Rail.</td>
</tr>
<tr>
<td>A regional plan for transportation with funding from the entire region. (Dreaming I know.) For a system to work efficiently it needs to be able to connect all areas of the region, regardless of state or county boundaries.</td>
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<tr>
<td>Development of regional mass transit, especially with an eye to the growing population of those with physical and developmental disabilities.</td>
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<tr>
<td>Enhanced transit services.</td>
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<tr>
<td>More streetcar/public transportation.</td>
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<tr>
<td>more public transit</td>
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<tr>
<td>The creation of a larger ‘frequent network’ and increased frequency on all lines.</td>
</tr>
<tr>
<td>Additional bus service and Bus Rapid Transit (<em>true</em> bus rapid transit with dedicated and separated lanes, signal priority, and off-board fare collection).</td>
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<tr>
<td>Simpler systems which inform riders of the departure and arrival at a glance.</td>
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<tr>
<td>Rail to Waldo/Brookside.</td>
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<tr>
<td>High speed rail service</td>
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<tr>
<td>light rail from Blue Springs, Lenexa, etc. into downtown</td>
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<tr>
<td>Expanded, more flexible mix of public and private transit.</td>
</tr>
<tr>
<td>promoting bus ridership</td>
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<tr>
<td>More buses and street cars to the north of the city.</td>
</tr>
<tr>
<td>extension of light rail, expansion of transportation options in JO CO (to be more than a commuter based system). More focused strategies on creating development along transit routes.</td>
</tr>
<tr>
<td>Light rail, vastly expanded bus systems, prioritization for public transit systems in all road projects.</td>
</tr>
<tr>
<td>High speed rail and more trails</td>
</tr>
<tr>
<td>Projects that will attract the younger generation and serve the aging generation. e.g. transit projects that support and enable denser development patterns in several parts of the region (not just downtown KCMO).</td>
</tr>
<tr>
<td>Connected rail systems. Very long range planning goal.</td>
</tr>
<tr>
<td>Availability and travel time from Kansas City, MO to Lawrence, KS. More park and ride locations. Have business incentives to increase ridership. A transit hub in Desoto, KS that can be used as a halfway point between Kansas City and Lawrence.</td>
</tr>
<tr>
<td>Light rail from suburbs in Kansas to the urban core</td>
</tr>
<tr>
<td>More streetcars. More busses that go near places we work and live.</td>
</tr>
<tr>
<td>Streetcars, STREETcars, STREETCARS.</td>
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<tr>
<td>regional commuter rail</td>
</tr>
<tr>
<td>Train/tram/light rail down main interstate corridors or old railways.</td>
</tr>
<tr>
<td>If Kansas City builds a light rail route, I’d like to see a track built down I-35 reaching the core of</td>
</tr>
<tr>
<td>Johnson County.</td>
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<tr>
<td>----------------</td>
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<tr>
<td>More lines more often in the JoCo region that connect easily to the Missouri side</td>
</tr>
<tr>
<td>Light Rail!</td>
</tr>
<tr>
<td>transit. a more connected regional system</td>
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<tr>
<td>increased hours for transportation</td>
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<tr>
<td>regional rail</td>
</tr>
<tr>
<td>light rail</td>
</tr>
<tr>
<td>I like the idea of the street car downtown. I think it would be great to expand that idea to other parts of the city. We can create a more innovative city to live in.</td>
</tr>
<tr>
<td>Addressing areas of the city where public transit is not available (this includes the suburbs), surveying households to determine a need and possibly adding routes to increase ridership.</td>
</tr>
<tr>
<td>Some sort of rail system connecting areas of KC. I live near the airport and would use the train all the time.</td>
</tr>
<tr>
<td>Rail service-street cars, walking efficient bus service</td>
</tr>
<tr>
<td>streetcar/light rail/trolley</td>
</tr>
<tr>
<td>Mass transit from Johnson county to downtown (ITS) and Airport to Downtown</td>
</tr>
<tr>
<td>rail</td>
</tr>
<tr>
<td>Commuter rail integrated with Amtrak expansion. Expand union station development as the transportation hub</td>
</tr>
<tr>
<td>public options-street cars light rail particularly to downtown and all the venues with park and ride stations</td>
</tr>
<tr>
<td>mass public transportation</td>
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<tr>
<td>Public transportation-fixed rail and bus walkable environments, bicycle usage</td>
</tr>
<tr>
<td>Light rail green vehicular transport, extension of public transit in outlying areas.</td>
</tr>
<tr>
<td>Public transportation - it is difficult, but we need a rail system connecting KS + MO</td>
</tr>
<tr>
<td>Efficient transportation (aka Monorails and trains/streetcars).</td>
</tr>
<tr>
<td>Transit even if it was just more efficient bus service (e.g. more routes, expanded service hours, etc.) Park-n-ride express bus.</td>
</tr>
<tr>
<td>Streetcars!</td>
</tr>
<tr>
<td>Commuter rail, passenger rail</td>
</tr>
<tr>
<td>Streetcars, light rail, public transportation</td>
</tr>
</tbody>
</table>
What kinds of projects would you like to see *avoided* in the future?

Total Comments: 209

**Project Types Mentioned:**
- Roadways: 93
- Transit: 30
- General: 35
- Bike/Ped: 9
- Development: 13
- Maintenance: 4
- Parking: 4
- Airport: 3
- Fossil Fuel: 3
- Multimodal: 2
- Special Tax Districts: 1
- Environmental: 1

<table>
<thead>
<tr>
<th>Description</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>The tearing down of a 99 gate airport to build a $1.5 billion (at LEAST) less-navigable airport with 67 gates.</td>
<td></td>
</tr>
<tr>
<td>Remodel of the airport.</td>
<td></td>
</tr>
<tr>
<td>Airports. Aviation is more than adequately funded from external sources not routed through MARC</td>
<td></td>
</tr>
<tr>
<td>Some bike or pedestrian projects are not functional because bike lanes are on streets that have fast moving cars and are not used because they are not comfortable or don’t connect to anything. Demandig that State and local governments follow standards and best practices to have functional facilities. Also projects that ignore other modes besides the car.</td>
<td></td>
</tr>
<tr>
<td>more bicycle trails - they are a complete and total waste of taxpayers dollars</td>
<td></td>
</tr>
<tr>
<td>Fewer on road dedicated bicycle facilities.</td>
<td></td>
</tr>
<tr>
<td>Adding bike routes to streets that you would have to be crazy to ride on. For example Noland road from 350 north.</td>
<td></td>
</tr>
<tr>
<td>Requiring items such as sidewalks in projects when no logical connection exists (i.e. requiring sidewalks along a new road section without any ties to sidewalks at either end of the project.</td>
<td></td>
</tr>
<tr>
<td>Projects that detract or dilute the basic mission, which would include anything beyond basic aesthetic treatments, bike-ped projects that decrease safety for motorists, the biking community and pedestrians.</td>
<td></td>
</tr>
<tr>
<td>Social engineering- One 'should' bike or walk example the DOT is not responsible for combating obesity</td>
<td></td>
</tr>
<tr>
<td>Anything that expands our already un-dense city even more. Invest in infrastructure in the downtowns, I say. Make it attractive for people to move back in.</td>
<td></td>
</tr>
<tr>
<td>Development that include wide open spaces. These developments strip us of our sense of community and our healthier walkable neighborhoods.</td>
<td></td>
</tr>
<tr>
<td>Development that doesn't tie into some existing element of the system. If there is a bike route, bus area, something but it takes 3 hours to get from A-B using transit but 30 min in a car its not going to work.</td>
<td></td>
</tr>
<tr>
<td>historic/older structures being torn down and trees/green space being replaced with parking lots of some other form of regressive development. Gaining public approval by incorporating them into the planning process.</td>
<td></td>
</tr>
</tbody>
</table>
Ones that don't add to the overall job growth in our region, poaching jobs from one city to another.

Power plant for fossil fuel

Environmental/climate change

Fossil fuel driven vehicles.

Laws laws laws

Green field or rim development that requires new infrastructure of any kind.

Depending on individual taxi approach.

All options need to be considered.

Any project that don't improve the quality of life in the region like a tax for medical research

Major projects outside the 435 corridor

Projects designed more to garner support for local politicians than to actually move passengers from where they are to where they want to go. Feel good projects that sound great in soundbites, but don't actually accomplish anything or cost far in excess of any possible benefit. Any project that requires new or additional (including extended) taxes unless all sides agree that the costs will be substantially outweighed by the benefits.

Those that only help a few

Projects that provide fewer public benefits than costs.

Projects that encourage unplanned, low-density, segregated use development.

Fragmented projects -- we're one region

Anything relying on unrealistic and unproven ideas about what commuters and riders 'should' do to benefit the environment or save money. Documented, data-driven research. Please.

Putting more money into health care companies, and sending more businesses overseas.

Projects funded for private development

Projects that don't pass rigorous analytical muster. That don't meet basic cost-effectiveness criteria.

Free enterprise will dictate that.

Going through the ghetto or having trashy people use the system. In effect making the system a joke and frightening people with money away from said system.

Privatizing this industry. Not a profitable solution to this industry.

Expansion of facilities where no users are present; i.e. poorly planned facilities. The daily example is the excess of handicap parking spots. An irritant for our local Council is unused pathways in some areas.

I would like to see auto-dominated projects avoided in the future. Let's create a city for people to act and interact to achieve in concert what we won't achieve alone.

Those that are financed with bonds rather than paying as we build. Paying interest from day one is stupid. The Chinese and Japanese spend what they have and stop until revenue again replenishes the funds necessary to keep building.

entertainment venues, eminent domain abuse, micro-management of the economy

Projects which cannot demonstrate cost-effective value in meeting transportation needs

Projects that benefit a small geographical area, region or economic class

Take a hard look at the various ancillary education, advocacy and low use modes. Although have some usefulness and make everyone feel good; the amount of time devoted to them detracts from major focus areas. Improving the major focus areas of maintenance, system integration and mass transit will address many of the ancillary issues without wasting time and effort on them as individual programs.

Federal money for planning studies
Anything involving a stadium - if a tax-free organization like the NFL wants a new stadium or fancier roads, etc. then they should pay for it themselves.

meaningless

for just one area, unless they have dollars to cover project

Any that have come from MARC.

Not sure.

Cuts to funding

none anything helps

taxi, bus, private auto

government funds used to control my choices for transportation, energy, environment, etc. Stop the overreaching into our personal lives and properties!

Political self-aggrandizement, petty bickering, failure to educate +motivate voting masses to fund progress,

Projects to 'nowhere.'

Taxing the people

Widening of roads cause problems for cyclists and create an environment where people cannot walk or ride.

Highway expansions, more surface parking. Development along major thoroughfares that is not transit oriented (i.e. parking lot along the street frontage with buildings set far back).

- Freeway expansion
- Subsidized sprawl - make those who choose to locate in undeveloped areas pay their fair share of overextending the region's services. I would even suggest a tax on those who choose to locate/develop in undeveloped areas.

More highways. Any development in downtown with minimum parking requirements.

Investments in new highway infrastructure. Investments in expanded bus service (if it comes at the expense of investments in streetcar services). No new surface parking lots in urban cores.

adding lanes of roadways

I-69 added capacity south to 119th Street.
New roadway capacity in greenfield sites.

Any expansion of highway or arterial street capacity. Travel trends and demographics don't even support this anymore.

Roadway expansion, new highways.

Building more four-lane divided roads every mile. These discourage community residents from creating a sense of place.

As a region we continue to increase lane miles of interstates and other high speed roadways. This encourages continued low density greenfield development patterns. I do not believe that this pattern is financially/ecologically sustainable.

more highways

Some expansion projects are needed, particularly for some of the highways, but not all projects. We could do more to encourage people to live closer to their work, etc.

highways

bottlenecks

Adding lane miles to Missouri's state highway system. The state has too many lane miles to maintain now. Some rural lane miles should be decommissioned to afford more urban and interstate highway maintenance.
Highway expansion.
Additional freeways.
Capacity projects,
Adding more highways just to add them. We need to ensure that what we have is in good condition and improve where true improvements are needed.
More highways and expanded highways which encourage more cars.
Additional highways
Capacity projects...additional. It you get to and 8 lane interstate you should stop there.
No new highways or interstates...
Building new highway capacity
Projects like the gateway project in Johnson county. Big doesn't mean better. There are more efficient ways to deal with the problems.
Highway widening/more absolutely unnecessary automobile lanes.
Expansion of 435 and other highways
New or widened highways or streets, new interchanges, longer green lights,
Highway or freeway construction or reconstruction. Expansion or additions to highways or freeways.
New roadway and lane additions.
Big highways.
An increase (at least through 2040) in our expressway system (i.e., new systems) would be unnecessary and promote sprawl. Increasing of the number of lanes on existing expressway systems is separate from this, and should be considered where appropriate.
Expansion or new highway projects that promote additional suburban sprawl and inefficient and unsustainable land use.
Highway expansion projects. We already have the most highway miles per capita in the nation, and they work well.
Major new freeway construction.
Continued widening of highways and arterial roads in Johnson County and other suburban communities. We spend alot of money that could be better served with investments in alternative transportation.
Additional highways.
Highway construction. Widening roads.
More lanes, faster interchanges.
NO MORE HIGHWAYS! Highways only divide the community and cost us more money than they are worth.
More lanes added to highways
Projects that increase road capacity for vehicles without a true need for that capacity.
We do not need to continue to widen interstates and highways to accommodate more vehicles on the roads.
Highways
Highway expansions, STROADs (look it up), new bridges without non-motorized components. These are all hallmarks of the auto-dependence that we need to overcome. We don't need to demonize the car, but we need to change things so that it's not effectively a prerequisite for being a productive member of society.
New highways that encourages development further out from the region's center
One size fits all thoroughfare improvements
All highway projects.
Highway and roadway capacity expansion.
Adding lanes for lanes sake.
Additional lanes added to highways which just encourage more vehicle trips.
Lane expansions to accommodate individual travel (i.e. cars)
I think ‘high dollar’ interchange projects have taken away the ability to fund basic projects. Many examples but the latest is the project at I-35, I-435 & Lackman Road. This could have been less expensive if Lackman Road was just closed at this location.
General purpose road capacity increases.
Expanding roadways, interchanges and adding lanes. Everything we build is a 40 year commitment to maintain. Every new square-foot of concrete simply adds to the burden.
highway widenings, limitations on eminent domain
highway widening, subsidizing sprawl
Outer loop highways that facilitate sprawl development.
Development that forces the use of cars and discourages mixed use development and pedestrian circulation.
Big box development and overparked shopping and/or office development.
new roads that encourage sprawl
anything that increases urban sprawl
Unneeded facilities on the fringe to induce sprawl.
greenfields development funded entirely by public agencies, including the use of incentives, such as TIFs; at a minimum these projects should be cost-shared with landowners and developers
More suburban sprawl in the excess construction of metro interstate construction loops.
Temporary fixes to our infrastructure that results in higher and higher repair and replacement costs.
quick fix asphalt overlays
Individual communities should pay for the upkeep of their existing system - basic responsibility of local government.
Repaving roads that are already in good condition.
Dependency on automobile
Belief/reliance on personal vehicles as primary intraregional transportation mode.
Kansas/MO infighting and job, business scalping
surface parking
surface parking lots in the core of the city.
fewer parking garages especially managed by out of town entities
Cars, parking
Road work that doesn't include wider sidewalks or extended bike lanes!
Building of streets, roadways, bridges that do not include safe use by bicyclers. I would like to see modes of transportation that reduce amount of pollution in our environment.
Avoid ALL new added roadway capacity projects. Period. Avoid walking/cycling amenities and instead invest in making ALL streets and public places good for walking and cycling.
anything that increases the number of auto's on the road, that use fossil fuel's.
Auto-only road projects, parking garages, sprawl.
Development of roadway networks that encourage additional low density development on the fringe of the metro region.
interstate, highways, sprawl
- more parking, more roads and wider roads
- I think that some of the 'share the road' signs were not thought out as well as they should have been. Although they provided a starting point, without additional work, these areas are made more dangerous for bike riding because of the share the road signs
- roads closed for a long time due to projects.
- Transportation projects that do not include improvements for all modes of transportation in the project.
- Capacity increases
- More streets just for vehicles.
- Round abouts
- Newer roads when not needed.
- Roadwork (unless it's necessary)! If we rely upon other means of transportation it probably won't have to be as frequent or the duration won't take as long since people would be (ideally) using other methods of transportation.
- adding lanes (other than I-70)

### EXURBAN ROAD EXPANSION

- Expansion of highways and major roadways to accommodate car traffic.
- Any additional road capacity or expansion.
- Widening of roads without accompanying improvements to alternative transit options.
  1. Narrowing of major streets. We have to get cars & trucks around RIGHT NOW. KCMO has narrowed several streets while the Kansas side keeps widening even secondary streets. That helps them GAIN employment & residents.
  2. Constructing streets strictly from asphalt. KC is in the process of replacing a major, 10' thick CONCRETE street with one that has NO base, just dirt. This street won't last a year.
- major road construction
- Railways to nowhere, or only serving special interests with limited users.
- Expanding roadways. The KC region has minimal congestion.
- Debted projects requiring narrow lanes with little berms.
- Only heavy vehicular emphasis without a balance focus on other modes of transportation.
- Street widening that doesn't include include bike/ped safety features. Stop making paving super wide roads with high speed limits and right turn only lanes and no sidewalks or sharrows to clue drivers into the fact that they aren't the only ones that can use that use the street.
- Creating new roadways. We should be able to accommodate a lot of new growth by increasing the size of the existing roadways.
- We should be investing in transit initiatives in order to curb traffic, rather than building more expensive roads and investing in large scale street widening projects, etc.
- Projects on arterials that diminish the capacity and impact ability to connect to freeways for job, health care and education access.
- Bridge and major street resurfacing with no accommodation for other modes of transportation.
- Traditional capacity projects
- Need road construction, road widening
- short term modernization that requires a 'redo' every 7.5 to 13 years. Thinking I-435, 69 Hy, and 75ths street
- automobile specific improvements
- Cars
Roadway capacity improvements in 'greenfield' sites and highway capacity projects. Maintain system and maximize efficiency of system - but no or limited capacity investments.

Lane miles.

Traffic stale mates!

Highways

- special taxation districts that impose added tax burdens on those living within the district while those outside enjoy the benefits
- Inefficient bussing projects that cost a lot and do not transport many people. Bussing hubs should be located near the concentrations of people. Expansion of the airport
- Projects that are done to meet expectations rather than meet needs, especially where the user doesn't or won't exist (e.g. some bike and ped or transit projects have been done without good reason other than good intentions).
- Short distance street cars for tourist areas.
- Small scale transit projects, such as a downtown streetcar.

Regional light-rail. Let KCMO fund and put the focus on any street car projects. Other future rail oriented transit plans should focus only on commuter rail options on existing rail lines. No regional light rail.

- 2 mile long streetcar runs that cost far more than they are worth. The myth about development following rail service is based on extensive rail systems such as those seen in east coast cities. Get real about the NEED for good mass transit for the urban core: suburban commuters should drive to a park & ride lot on the outskirts.
- Economic development projects dressed up like transportation solutions. (Street Cars)
- Additionally I would like MARC to stop with the race questions... Elderly or Disabled is a transportation issue, language can be a transportation issue - race is not a transportation issue!

Buses

- I'm not sure light rail is the answer. Better utilization of existing routes with the addition of new routes may resolve a lot of the issues.
- Projects that are made to be avoided by bad press and untruths. We might need 'some' light rail, but areas to expand need to be very carefully considered. The airport is not a good option...look at other cities and going further south is not good. Time it takes to ride and cost should be a huge factor.
- Surely we don't need a street car on Independence Ave. We have spent enough on sports venues.

Streetcars

- Street Cars, gondolas, expanded bus service. Street cars and gondolas are pretty but impractical. Continuing the expand the bus service with substantial subsidies from cities is a terrible business model. Rider fares only cover 35% of the cost of the business. This is unsustainable...Riders should pay their own way.
- Mass transit systems. In particular systems that are fixed, expensive to maintain and virtually impossible to maintain while keeping the system in operation, i.e. rail systems.
- Costly train/streetcar projects that do not serve people as well as buses
- Any project that only helps one area of the City, my tax dollars are being spent for the Trolley System, the light rail and those are downtown. They create areas in the Northland like Zona Rosa and it took years to get a bus to stop there.
- Additional Street Car projects until this current project is operational and pays for itself

I think the k.c. streetcar is already outdated and the route is wrong. We need to meet the transport needs of workers (especially poor) and reliable airport transportation, not more us-versus-them tourism investments.
Streetcars that interfere with traffic
more buses
Mass Transit, not effective and efficient for the majority of users.
Light rail predominantly in the KC downtown area.
I have been in favor of a light rail system for some time but I hate, HATE this downtown street car. I see it as a waste considering that it follows a route already served by an efficient bus route.
The vote that hijacked the streetcar proposal through. That was not a representative vote.
Public transit beyond bus lines
Bus transit initiatives outside of the urban areas, particularly those projects, routes or services that are not able to sustain themselves financially
Light rail. Continue to play with and waste money on KCMO's street car system and/or implement commuter rail, but no light rail.
promoting a commuter rail system that is slower than express bus and does not end in a convenient place for most riders
Are art-deco bus stops and transit centers really necessary? That seems like such an unnecessary expense when bus routes were recently cut.
Talk about commuter rail and passenger rail. We don't have population density or money
'boutique' transit-->funding for street/cable cars, etc.
NA
can't think of any
Anything that deters the above.
Undecided

Do you have any other thoughts about transportation in our region?

Total Comments: 133

Themes and Mentions:
Transit: 51
Roadways: 10
Bike/Ped: 13
General: 16
System Performance: 11
Regional: 8
Land Use: 7
Funding: 5
Commuting/Carpooling: 6
Multimodal: 5
Freight: 4
Economy: 4
Maintenance: 5
Safety: 3
Passenger Rail: 3
Planning: 3
Environment: 2
Airport: 2
Performance Measures: 2
Climate Change: 1
Affordability: 1
ITS: 2
Aging: 1
Bridge: 1
Sustainability: 1
EV Charging: 1
I would like to see KC step up and create transportation infrastructure that is diverse and safe and promotes an active healthy lifestyle and pits us more in a class with other similar sized cities like Minneapolis and Albuquerque.

We have such a single-car culture. How will needs of aging boomers be addressed?

We need a new single terminal at the airport!

I think we should do away with the 'bike lanes' and educate the public of the importance of allowing everyone space on the roadways.

I hate to say it but police also need to enforce traffic laws for bikes. There is a small percentage who follow traffic laws only when it suits them. I saw a man crash because he didn't even stop crossing a street on the trolley track, despite the crossing being by a major intersection. He didn't even slow and actually rode into the side of a car.

More designated walking paths and bicycle paths

We've done a horrible job of integrating bicycling and walking into our day-to-day lives, and we're going to pay a huge cost for those mistakes. Let's not compound them by continuing to build an auto-centric transportation system.

It is happening now, but a cultural shift or change in mind set is still important in KC to ensure bike and pedestrian safety. Drivers do not like bikers on the road, and do not look for pedestrians still. Possibly more of a media push to both bikers and drivers of safe practices.

Yes, stop adding highway lanes. Expand walkability and bikability on suburban thoroughfares.

More bicycle infrastructure please!

Expand express bus service into downtown. Consolidate all transit systems in KCATA (or new system). Johnson county has no functioning transit infrastructure. Wyandotte county busses always seem to be bursting.

we cannot please everyone...encourage share rides like we did years ago

We have too many roads. We have created weather-pattern changes as a result of the heat being generated by all of our roads. We need to mitigate this problem as part of our transportation goals and this means we must plant trees and secure our natural open spaces instead of destroying it further.

Implement projects to ease traditional commute times, improve transit corridors

We need to be able to cross the state line each day of the week and provide more service so we won't get stuck getting home.

Everything is interconnected. There may be some families who would live closer or in the urban core, but they don't because they have kids and don't want to send their kids to KCPS schools. Therefore, the parents end up driving great distances to work. Perhaps carpooling could address this issue, but it is not the true solution since most people can't or won't carpool.

Encouraging that local communities are designing and building Complete Streets.

We really need to get regional transportation connecting Lees Summit/Indep./Blue Springs to KCMO
No benefit comes from vilifying cars or the infrastructure that serves them. They are a fixture of the built environment for decades to come. Incenitvize compact development and make more convenient alternatives, and we'll make a natural swing away from a road-centric culture.

Supply and demand, pure and simple.

Public education will be key, getting everyones buy-in is critical because it will cost a lot of money

Transportation, per my definition, should be easily accessible by residents and visitors in a community. At the same time the modes of transportation should not add to environmental pollution, but instead should be available and assist those in need to travel to work, play, shopping, accessing basic needs, get to appointments in a safe manner. Transportation should also allow for safe intersections to allow pedestrians to cross in a safe manner. More attention should be spent and plans and actions taken to promote cars yielding to pedestrian traffic at designated crossing lanes. Traffic speeds should be more strictly enforced.

Outer Beltway of Kansas concerning the transportation od trucks.

Continue to pursue and use railroads as a mode of transportation both of passengers and of cargo
track corridors

Increase the motor fuel tax to allow better maintenance of existing roadways. Increased fuel taxes will incentivise the public to consider using public transportation.

If we quit wasting tax money, we would have plenty of revenue for maintenance.

Consider regional fuel purchasing in bulk to lower fuel costs.

I think the streetcar is a waste of money. This city has a car culture - take it from a former Detroiter. If the streetcar will be successful, it will take kids riding it to become the next generation of users.

Regional transportation planning policies and goals have generally been right on target in the past 5 years, but funding does not follow this vision.

Funds distributed in accordance with a majority of the population. fund outlying projects in accordance with the percent of population compared to the total population of the metro.

Build a transportation system for the future - don't continue to build on and add to the transportation of the previous century.

We should look at transportation investment in a more dynamic way; taking account of this area's rather unique infrastructure, technological developments that are on the horizon, and already built environment and ask, 'what makes sense?': not 'why aren't we doing what other cities did 30 years ago?'

I am not sure I think we should be providing a transportation that is all things to all people. That is just too expensive. We need to pare down our expectations and provide basic services. People need to take responsibility for their choices.

People drive with little attention paid to their surroundings. Maybe we need mandatory driving schools :)

too much automobile

Need to elect state and national elected representatives who are willing and able to assist the region in meeting its transportation needs

Transportation is good and necessary AND we should do all we can to build a region that requires LESS of it.
Keep programming on major criteria projects significant and protected but retain flexibility to be able to react should unplanned opportunities arise.

Very thin and uncoordinated

I would probably not use them, so my opinion is I d not need them.

Dog and pony show for PR sake

I thought we were going to give feedback once a few people asked questions, but it ended abruptly after 3 or 4 comments/questions. Good presentation

There i yet to be anything actually definitive and concrete in real-time. I realize that this is largely due to individual 'cities' of local gouvernemnt failing to be willing to implement hands-on fiscal contribution, but there still remains being stuck in wishful talk only. What a waste for the good of all. I recommend looking at how Denver moved from nothing to excellent in the last quarter of the 1900s, and the fiscal plan of execution is available, but unless more cooperation across the board can be garnered, the point is moot.

MARC is headed int he right direction. Don’t be afraid to keep challenging the status-quo in the road building and (sprawl inducing) lobby.

MARC should solicit public input for TO2040 by taking their meetings to the public throughout the entire MARC region sending out mass mailing surveys and hiring a firm to do phone interviews. The use of social media is good for reaching large numbers of younger people.

Thank you!

An additional, and completely feasible project, should be to extend 152 across the river for a better route into Fort Leavenworth and Lansing.

Our transportation in our region is good, but it can be great with further expansion of the Interstate system and more rail....we need to expand our trade routes, rail and air cargo facilities!

We spend too much money building highways and sprawling the region further afield in every direction.

Great roadway system, and Amtrak is a nice bonus. Not sure how I-70is still only 2 lanes across the state...

The KC Scout system being managed by MDOT is not good. The existing ITS system in the KC region could be much improved and expanded. At least get some band-width for the KC Scout web site. The KC Scout web site is useless with moderate web traffic on most days - little lone on weather event days when it generally is not accessible.

Kansas City is one of the most affordable communities in the US to live. It is also one of the least dense major metros. Apparently KC's approach to funding roadway improvements in an urban sprawling manner is cost effective and efficient. Kansas City should stop looking at other metro areas to emulate and start celebrating the success of our sustainable model.

we're doing wonderful on roads, we need to make neighborhoods work, not build new roads to drive retail to the edge of the city

Unfortunately, the lack of a central planning authority and metro area sitting in two states virtually ensures that development will almost always lead to sprawl. Sprawl is the enemy of efficient transportation. Until sprawl is contained (likely never absent $10-15/gal fuel), transportation efforts should focus on serving the system we have, not the system we want.

A transportation system that encourages sprawl has diluted the intensity of the region's attractions or nodes of activity by moving them so far apart from each other.

We need to maintain the existing infrascture that we have and critically evaluate any future highway improvements.
I think people make good choices for all because they care about one another. Take care of what we have. Let individuals who want to ride buses, railways, motorcycles, walk, bike do so and don't spend federal funds on just bike trails and walking paths and forget about others who are not able to use these modes of transportation. Common sense!!

It is the economy that is the driver to all the improvements and enhancements that we may want to our transportation system. Getting all people who want to work to jobs in a timely manner is key. We must have an integrated system to be competitive as a region.

We have a great street transportation system in the region that provides access to all properties and allows all modes of transportation to use it; cars, trucks, buses, bicycles and pedestrians.

We have more highway miles per capita than any other city in the world, and a pathetic excuse for alternative transportation options - slow, off-time busses; no light rail; trails/bike lanes that dead end into vehicular traffic. Transportation systems need to keep the ENTIRE SYSTEM in balance. Good highways need good trails and vice versa - that makes good metropolitan areas.

We need to work more quickly to increase access to convenient and frequent alternative forms of transportation. Our reliance on the car is holding us back and will continue to do so as we move into the future. I live downtown and I still find myself using my car occasionally because it is just too time consuming/difficult to get to certain parts of town. I'm specifically thinking of areas of midtown/plaza/state line. We need to get to a point where if you live in the urban core you simply don't need a car unless you frequent southern Johnson County or eastern Jackson County.

Last I read, the Amtrak Missouri River Runner route was in jeopardy of ceasing its operations. This is as troubling as the low ridership that is threatening to shut it down. It seems absurd that there is not an affordable, reliable mass transit system that connects KC to STL, Omaha, Tulsa, Wichita etc.

I agree with the gentlewoman that mentioned the performance measures were vehicular-centric. I felt that the meeting was more presentation than discussion.

The framework was designed around maintaining roads which will not address the performance measures we haven't met.

Rail is one of the answers!

MARC, MODOT, Cities, Counties, and other transportation agencies have forged good relationships among themselves to enable solid sound planning practices to take root in the region.

Get a consistent policy in place, then begin the planning and strategizing. Too often this area jerks from one idea to the next, as governing bodies change their guard.

Better coordination among smaller cities & KS MARC does a great job of pulling the communities together on the transportation issue.

MARC does a wonderful job - please maintain your presence.

the several transit providers throughout KC region must coordinate efforts

It needs to be regionally managed.

This is not a 'regional' issue and MARC should butt out as should the EPA, HUD and DOT

Keep focus on the local system and improving streets.

I think ITS solves a number of goals. Education to also teach bike riders to use the trails instead of roads.
I believe Johnson county is on the right track as far as maintaining our roadways and providing
good access to public transportation.

We are a North-South city. Any way that you can re-examine East-West connections across
the city, even if it is just the main thoroughfares, and look at ways to strengthen those
corridors and broaden accessibility could be very beneficial.

1. Make the center barriers on the hiways to be HIGHER between opposing directions of
traffic. Ks does a good job of it, Mo stinks.
2. Publicize that traffic does NOT have to STOP in ANY lane when emergency lights are on.
They only have to SLOW in the lane immediately beside the vehicle.

One thing that I don’t see talked about is the sustainability of the transportation system. Do
we have too many lane miles of roads already? Can we properly maintain them with existing
tax revenue? If not, we need to start thinking about how to have this conversation with
elected officials and members of the community.

Some popular public gathering places are somewhat (slow road system) inaccessible, such as
the Plaza.

We need to be thinking about getting more out of the existing infrastructure. Perhaps newer
vehicles will allow automatic systems to improve traffic flow and maximize traffic density
during peak hours.

We have an excellent system overall in the KC area.

Go back to having stoplights flash after 10 pm, get rid of all the stupid green arrows that are
only needed an hour or 2 a day

Using average speed on highways as a performance measure doesn't really seen to measure
efficiency-perhaps actual average speed versus poster speed. System performance doesn't
provide any measurements other the SOV's no transit travel times are evaluated- no case of
walking is measured. I would argue that the forecasts used in 2010, population etc. May no
longer be valid after the 2008 recession. TO2040 seems to be a document that
supports/continues part trends (like greenfield development) rather than influence trends for
a different/better future.

Implement a Max system to KCI by the endo of 2014

I have tried to find bus routes that fit my schedule to get to work from North of the River to
downtown while also getting my kids to school. Bus routes are too infrequent for me to use.
In addition, I am aware from experience that the bus transportation does not meet LEED
requirements for Public Transportation at sights such as the Airport because only one bus
route travels in that area. This limits the cities ability to apply for LEED projects in the area of
KCI. It also means that the city is probably limiting its ability for people in that area to access
other parts of the city.

Many of the goals listed fit very well as subsets of transit (bike/ped) and transit is the best
method for achieving them from the transportation options.For instance, transit helps with
the environment, reduces climate change, improves public health, and helps place making. TOD
can help with economic development, too. Transit and bike/ped need a higher priority and
more money.

Mass transit oriented development - favoring the pedestrian - ought to be our priority.
Furthermore, we should begin to reverse the damage wrought by decades of suburban sprawl
by converting strategic streets back into public space, expanding sidewalks, and generally
taking a pedestrian first mentality to every future transportation/urban planning initiative. We
ought to look to New York's Sadik-Khan, or to Portland's UGB, or to Chicago's Complete
Streets Guidelines.
There is positive momentum in the region, with projects like the downtown streetcar & expansion studies, the implementation of the KCMO Bike Plan, elimination of one-way streets and so on. It is critical to build on this progress in the rest of the metro and to not undermine it by committing the same mistakes we have made for the last 50+ years.

There is a great need to build a positive understanding of other means of transportation. Many driving commuters and residents in general do not respect the bus system or cyclists.

More attention to public transportation in Metro areas like Independence, MO and Wyndotte Co., KS. More bicycle and pedestrian awareness in KCKS. More focus on commuter rail instead of street cars or light rail.

It would be nice if bus usage would increase; more carpooling

Connecting downtown to south Kansas City, via some type of high speed rail system, through the Main Street corridor could boost economic activity throughout the urban core.

Mass transit is horrible in the Kansas City area. In order to compete for future economic success we must develop a mass transit program that effectively serves the entire community.

Kansas City still lacks in direct highways - still have to go roundabout to get anywhere. Maybe lite rail could help with this?

Transit, with the necessary pedestrian infrastructure to support it, is not given the regional support it deserves. The sprawling outward of our region makes it hard (and much more expensive) to provide good transit service at reasonable cost. If we continue to build projects supporting SOV’s, we’ll continue to increase SOV use.

The metro area has a lot of potential to make improvements that can help everyone instead of just vehicle owners. Better transit systems (street car, bus, bike sharing) and road structure can help increase social mobility for everyone, especially low income citizens. It will also help decrease the rate of lifestyle diseases, so people will be able to spend more of their discretionary income on other things like investing, shopping, starting a new business, etc instead of on medical bills.

A more integrated and regional approach to transit should be aggressively pursued. A regional organization as opposed to three or more providers would make sense.

The largest amount of traffic in the area is along 435 south between KS and MO. Regardless of the political obstacles, that is the route that makes the most sense for carpooling and public transportation.

I think we have been moving really slow. I want to focus more on efficiency. For a short period, there were buses that used the shoulder, but I don't see that as much. I think ideas like that might help increase commuting.

Where there is public transportation, there should be access, total and complete even during winter snow storms.

Build elect recharge stations. The private vehicle is here to stay provide for elect cars. Quit the fixed rail pep talk. If you want fixed rail go down into the limestone where the whole system is protected from weather and collision.

smaller buses or trollies for the routes with less people. I know ones you have to walk 8 blocks. They live around 80th & Oak. And where these buses arrive downtown too.

A Light rail train from downtown down i-35 would be nice.

Light rail should continue to be pursued.

Empty buses and bus stops all over JoCo

Additionally utilize the Union Station area as a transportation hub

I am interested in using public transportation. However, I live in western shawnee the bus schedule does not coincide with my work schedule. It's very limiting.
<table>
<thead>
<tr>
<th>Not enough public transit everywhere and not enough Amtrak service. Too much parking. Not easy to take transit east and west. Transit is awful in Johnson county.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Some people are saying that the Max bus should suffice; but whereas I don't ride the Max, I do expect to ride the streetcar. It's easy to see where it is going &amp; I just like the whole idea better</td>
</tr>
<tr>
<td>Use the rail system to transport from smaller town to big cities where the elderly can get on a train and be taken to the city for doctors etc.</td>
</tr>
<tr>
<td>It needs to be clean, reliable and safe with stops that are well marked, lighted and ideally offer some shelter in bad weather.</td>
</tr>
<tr>
<td>There is an age old expression, 'If you build it they will come.' When I asked about increasing the bus routes in the Northland I was told there are not enough riders. On some routes downtown a bus comes by every 10 to 15 minutes. In the Northland we are lucky for one and hour. If you provide 2 or 3 runs an hour ridership would rise, I can get to work in 40 minutes, but 2 hours home, why I have to sit at Barry Transfer an hour waiting for the next bus.</td>
</tr>
<tr>
<td>Streetcar is a great start. The bus system is ghetto (I have ridden it). Security needs to be on board. That poor bus driver getting stabbed this year was horrible.</td>
</tr>
<tr>
<td>I think the streetcar is a good start - finally got something accomplished here - but we need to provide fixed-rail to the city's East Side. At the same time, make sure that bus services also continue to serve those dependent on transit. Do not sacrifice bus service due to streetcar - they should work together.</td>
</tr>
<tr>
<td>PUBLIC TRANSPORTATION IS FRAGMENTED INSTEAD OF TRULY REGIONAL</td>
</tr>
<tr>
<td>Revive Union Station as a regional transit hub. Perhaps you can still utilize some of the original platforms by accessing through the lowest floor of the parking garage to the East.</td>
</tr>
<tr>
<td>We should be able to take mass transit to the train station and th airport from anywhere in the metro area. We need to get on board with this trend or young people won't want to live here. WE CANNOT AFFORD to wait until the numbers begin reflecting this trend...we have to act now to avoid the mass exodus of our jobs and young people to bigger more modern cities. If we wait it will take too long to catch up. We will have missed the proverbial bus!</td>
</tr>
<tr>
<td>Long live rail!</td>
</tr>
<tr>
<td>Additional bus routes are always nice.. also extending the hours or the buses that are frequently ridden would be very nice.</td>
</tr>
<tr>
<td>more buses on the road</td>
</tr>
<tr>
<td>I take the KCATA and the JO to get to and from work. I would have very few additional needs if the JO could run later on weekday evenings. Thank you!</td>
</tr>
<tr>
<td>I think using rail to serve the area makes sense but working with railroads is very difficult since they have so much political power and make projects super expensive by always wanting additional rail by someone else.</td>
</tr>
<tr>
<td>It's actually quite decent here, aside from the public transportation (designed for certain here-to-there commuters, not designed for anyone else)</td>
</tr>
<tr>
<td>very limited public transportation</td>
</tr>
<tr>
<td>Greater Kansas City is way behind when it comes to transportation. Greater Kansas City should strive to become modern with respect to public transportation. To that end, MARC should take a much more agressive posture with respect to supporting and promoting light rail. MARC is taking a soft approach to supporting and promoting light rail; MARC's soft</td>
</tr>
<tr>
<td>No mention of streetcars or trolleys.</td>
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</tbody>
</table>
approach to supporting and promoting light rail is not benefiting the citizens of Greater Kansas City.

<p>| | |</p>
<table>
<thead>
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<tbody>
<tr>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Transportation to and from outlying areas is cumbersome and extremely time consuming!</td>
<td></td>
</tr>
<tr>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Need to level the playing field between sprawl and maintenance.</td>
<td></td>
</tr>
</tbody>
</table>

**In which county do you live?**

![Bar chart showing county distribution](chart.png)
What is your home zipcode?

What is your age?

![Bar chart showing age distribution]

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Count</th>
</tr>
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<tbody>
<tr>
<td>Under 25</td>
<td>10</td>
</tr>
<tr>
<td>25-34</td>
<td>50</td>
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<tr>
<td>35-44</td>
<td>70</td>
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<td>45-54</td>
<td>60</td>
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<tr>
<td>55-64</td>
<td>90</td>
</tr>
<tr>
<td>65+</td>
<td>30</td>
</tr>
</tbody>
</table>
What is your gender?

Annual household income:
Do you consider yourself Hispanic or Latino/a?

- Hispanic or Latino/a: 3%
- Not Hispanic or Latino/a: 97%

What is your race?

- Black/African American: 3%
- Asian/Pacific Islander: 1%
- White: 92%
- Alaskan Native/Native American: 1%
- Other: 3%
Phase 1: Policy Framework Review // Committee Engagement Summaries

This fall, MARC staff presented the Transportation Outlook 2040 Update to several of MARC’s transportation committee. The presentations served to introduce key transportation stakeholders and members of these transportation committees to the purpose and requirements of the metropolitan transportation plan, population and employment projects, regional trends, and the policy framework of the plan. Following each presentation, the committees were asked to consider the current policy framework goals and weigh in on whether those goals still reflect the desired direction of the plan. Staff made presentations to the following committees:

<table>
<thead>
<tr>
<th>Committee</th>
<th>Date</th>
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<tbody>
<tr>
<td>MARC Board of Directors</td>
<td>September 24, 2013</td>
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<tr>
<td>Destination Safe</td>
<td>October 20, 2013</td>
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<tr>
<td>Regional Transit Coordinating Council</td>
<td>November 6, 2013</td>
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<tr>
<td>Missouri STP</td>
<td>November 12, 2013</td>
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<td>STAC</td>
<td>November 13, 2013</td>
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<td>BPAC</td>
<td>November 13, 2013</td>
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<td>Kansas STP</td>
<td>November 14, 2013</td>
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<td>Aviation Committee</td>
<td>November 14, 2013</td>
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<tr>
<td>CSP</td>
<td>November 15, 2013</td>
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<td>TTPC</td>
<td>November 19, 2013</td>
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<tr>
<td>Highway Committee</td>
<td>November 20, 2013</td>
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<tr>
<td>Goods Movement Committee</td>
<td>December 3, 2013</td>
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Below is a summary of the themes from all of the committee’s conversations:

- The next generation has very different ideas of where and how they want to live. Millennials want transportation and housing options and the region’s communities should commit to planning for this next generation.
- The Creating Sustainable Places initiative has had tremendous value and we should continue to plan around corridors and centers. The core principles should be integrated into Transportation Outlook 2040.
- Expanding multimodal transportation options in the region is essential. Expanding public transit and bicycle and pedestrian facilities should take priority and should be reflected in the 2040 plan.
- Maintenance should take priority over expanding the roadway network. The plan needs to better accommodate rehabilitation and replacement of infrastructure.
- There needs to be more policy direction for redevelopment and high-quality infill in the region.
- Reducing the need for transportation, or decreasing miles traveled, requires more thoughtful land use planning and connections between employment and residential areas.
- The aging population is a continued concern and we should be doing more as a region to plan for the transportation needs of older adults and ensure their continued active participation in society.
- Affordability of the transportation system should be considered in the policy framework or performance measures. The current transportation system puts a strain on the most vulnerable populations in the region.
- Safety and Security continues to be an important goal, especially for older adults.
Phase 1: Policy Framework Review // Nov, 7, 2013 Public Meeting

A public meeting for the first phase of the Transportation Outlook 2040 was held on November 7, 2013. The meeting involved a gallery of information boards and a post-it note activity, as well as two identical presentations followed by discussions. A total of 51 people participated in the meeting. Feedback was collected in three way, a paper survey identical to the online version, two facilitated discussion and the post-it note activity where participants could express thought and ideas related to the policy framework goals and performance measures. Below is a summary of the post-it note activity and discussion. The survey feedback is combined with responses from the online survey.

Post-It Note Activity:
Below are comments made by participants related to each of the nine policy goals in the 2040 plan. Opportunity was also given to suggest new goals and comment on performance measures. Overall, most comments reflect strategies for achieving the policy goals. However, the survey results from the meeting participants suggest that participants feel that the policy direction is headed in the right direction.

<table>
<thead>
<tr>
<th>Accessibility</th>
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<tbody>
<tr>
<td>Streetcar complement bus KCATA not overlay</td>
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<tr>
<td>If every transportation road requires bike trails and they are vehicles shouldn't we license them to help pay for roads?</td>
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<tr>
<td>Passenger rail expansion</td>
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<tr>
<td>Find financing for commuter rail infrastructure.</td>
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<tr>
<td>Reduce emphasis on mobility.</td>
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<tr>
<td>Bike/walk trails not a big priority for the majority. Not worth projected budget.</td>
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<tr>
<td>I think Kansas City should use a monorail. (drawing of monorail design.)</td>
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<th>Climate Change/ Energy Use</th>
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<tr>
<td>More streets using Operation Greenlight.</td>
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<tr>
<td>Emphasize walkability and bikes.</td>
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<tr>
<td>Maximize MARCs role (if there is one) in cooperating with fiber connectivity to foster working form home. Be certain there is cooperation for easement for cheap, efficient fiber routing.</td>
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<tr>
<td>Make climate/energy decisions based on cost-benefit analysis and not emotions.</td>
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<tr>
<td>Public education on biking and bus. Change culture.</td>
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<tr>
<td>Discourage sprawl.</td>
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<tr>
<td>Reduce need for transportation/travel.</td>
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<th>Economic Vitality</th>
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KC should look outward towards the commercial opportunities that become dormant in nearby cities.

Recognize Kansas City’s presence in the center of the I-35 megopolitan corridor.

Make sure transportation investments maximize economic growth, not just fast cash.

Improve transit to expand job opportunities.

Accurate and realistic cost estimates as well as user estimates for projects.

Allow more public input around development decisions.

Increase density.


**Environment**

Walkability. Bikability.

Commuter rail.

Amtrak intercity passenger rail.

Dedicated bus and emergency vehicle corridors.

Continue on MetroGreen other regional trail projects.

Transit to reduce VMT for single occupancy vehicle.

Add hundreds of green fingers that connect to MetroGreen.

More streets using "Operation Greenlight".

Dedicated tracks for commuter rail.

MetroGreen is to local as greenways as freeways are to local streets.

Discourage sprawl.

Promote regionalism, discourage sprawl.

Include MARC's Natural Resource Inventory in transportation planning.

**Placemaking**

With proper planning we can reduce need for autos.

MoDOT. KDOT, and MARC should provide more $ for placemaking initiatives.

Alternative modes not important. Many cars in their jobs.

Most suburban style housing and retail are antithesis of placemaking.

Work with municipalities and counties on pairing land for development with transportation investments.

**Public Health**

Bikability. Walkability.

Some people don't walk or ride bikes because they are not capable due to their handicap, age, etc.

Primary responsibility.

Public health is the right priority. (Air quality, Active transportation, quality of life) → eco devo

Encourage people to walk by making it easier to cross the streets

More streets using Operation Greenlight

Wrong Priority

Air Quality impacts public health of many people especially children! Public health is very important!

Not a necessary goal.

**Safety and Security**
| Change perception of KCATA safety |
| Expand passenger rail. Reduces highway accidents and fatalities. |
| **System condition** |
| Maintenance is a priority. |
| Review peer cities success efforts and measures and consider adopting. |
| Need success stories from other cities for changing from car-centric infrastructure to include rail infrastructure. Use success stories from other cities to show how rail infrastructure in paid for. |
| Maintenance of roads/bridges is a priority. |
| Commuter passenger rail will help with these performance measures. |
| Sidewalks are part of the "system". Many poor condition. |
| **System Performance** |
| More streets using Operation Greenlight |
| Continue and expand ITS |
| Expand BRT networks. Enhance BRT routes (frequency and number of buses). |
| Operation Greenlight often conflicts with MARC policy of complete streets. |
| Your matrix is too car oriented! |
| Your performance measurements need to incorporate rail as a solution to problems such as ozone, congestion, safety |
| Good maintenance. |
| Federal $ administered by MARC and the State DOTs needs to be more aligned with the LRTP and used as a tool to implement the plan to build a strong region not just fund local projects. |
| **New Goals/Performance Measures** |
| Increase "in-fill" and brownfield development. Decrease/discourage greenfield development. |
| I think we need to just focus on taking care of the infrastructure that exists. |
| More regionalism approach to problem solving. |
| Reduce total VMT period. |
| Change land use patterns. |
| Look at the % of taxes taken from each county and make spending % in each county more equitable to the % taken. |

**Facilitated Discussion:**

Below are the notes from the two facilitated discussions from the public meeting. Two key questions were asked following the presentation: “Are these the right regional goals?” and “Which goals are the most important?”

Much of the feedback suggested that the plan should focus on multimodal options and expanding transit and bicycle and pedestrian facilities, specifically. There was concern about the region’s continued low density development and the cost to maintaining new infrastructure. Additionally, there were comments about climate change, the protection of natural resources, and how transportation can positively impact both.
**Are these the right regional goals?**

Comments:

- Since we can only afford about 50% of projects, what % of that is towards maintaining the current infrastructure?
- Regionals goals are focused on vehicles, in the performance measures report you didn’t mean your goals towards travel speeds. If we plan for roads and traffic we will get roads and traffic. Consider transportation options that do not rely so heavily on gasoline. Need to have other goals that are not automobile specific.
- What else can we do and then measure that?
- As we plan for the future, we may not be planning for areas such as Johnson County (sprawling communities). We may be planning for new and different types of communities because living behavior is changing.
- With the building on highway 71 that sustained growth around that corridor, now from here we need to plan for how the transportation system will be in the future.
- Protect current investments including sewage that we have already made and not sacrifice those in favor of new investments.
- Look at success stories of other cities. Can there be a task force that focuses on success stories from other cities?
- We need as many options as possible to get from point a to point b within the city limits and the suburbs. The environment impact of vehicles is detrimental to the health of people in the region.
- The Aquaverse conversation on the Kansas side and climate change. Have you heard anything about that?
- Sprawl is always an issue, but development seems to dictate new projects. So if we have limited funds shouldn’t development be forced to pay for their own upgrades. New projects and roads take away from the roads and projects that already exist.
- We keep sprawling. The citizens can’t get through to enough decision makers to stop the sprawling. It is stupid to continue building new projects in sprawling areas when there are projects that need attention within the city limits.
- We are running out of room yet more single parent homes are being built. There seems to not be a plan for the metro area. The building of schools and construction changes infrastructure.
- There is not a good urban transport system to get from the city to the suburbs and vice versa. You have to use a car. But for the poor people how can they get access to jobs when they don’t have access to transport to where the jobs are.
- Need to put stuff where poor people live instead of trying to provide access to mobility to areas where opportunities are.
- Economic vitality-we have a lot of underperforming infrastructure in the urban core and in developed private areas. If someone finds cheaper land somewhere else they will just move there. Public transit is asked to chase after people who are moving away from public transit.
- Preserving natural space in Kansas City region. A trail under a highway is not the same. Need places away from urban areas. Need to get MetroGreen finished. Many people do not know what MetroGreen is, but it can be a positive measure in keeping natural areas intact.
- Climate change will be a big goal in the future as it relates to transportation. In the next 20 years it will impact our way of living. The urban heat zone is increasing due to all the concrete we have in urban areas (highways), need more green space to balance out heat zones.
- Address severe weather conditions and there is a lack of facilities for bus zone and transit stations to accommodate riders for weather conditions.
- Do everything we can to get as much human benefit from each natural resource as possible.
- Natural resource effectiveness.

**Which goals are the most important?**

Comments:
- Public health-smokers at transit stops provide adverse health conditions for potential riders. Discourage some riders from riding mass transit.
- Place Making-Looking at how we have developed it is hard to envision a central hub in each city. We need place making in the future to provide community.
- Place Making-We work against it when we allow places to be bisect by high speed arterials.
- We don’t have to have a road everywhere, discourage roads and encourage walkable areas. Not always be so auto-oriented.