RTP 2050 | REGIONAL NEEDS AND GOALS SURVEY ANALYSIS

A regional survey was administered for the Regional Transportation Plan 2050 from January 11, 2018 to February 28, 2018. This survey was developed to gain feedback on policy goals and regional needs that the plan should address. A total of 821 people responded to the survey. Below are the preliminary results.

QUESTION 1: POLICY GOALS ADDITIONS

Are there any other policy goals you think we should add to the list?

Current Policy Goals:

ECONOMIC VITALITY: Support an innovative, competitive 21st-century economy.
PLACEMAKING: Create vibrant places along the region’s major corridors and activity centers.
EQUITY: Ensure all people have the opportunity to thrive.
TRANSPORTATION CHOICES: Expand affordable, accessible, transportation options in order to better connect residents and visitors to jobs and services.
SAFETY AND SECURITY: Improve safety and security for all transportation users.
SYSTEM CONDITION: Ensure transportation systems (bus routes, interstates, road network, trail network, etc.) are maintained in good condition.
SYSTEM PERFORMANCE: Manage the existing transportation system so that it is reliable and efficient for everyone.
PUBLIC HEALTH: Facilitate healthy, active living.
ENVIRONMENT: Protect and restore our region’s natural resources (land, water and air).
CLIMATE CHANGE AND ENERGY USE: Decrease the use of fossil fuels through reduced travel demand, technology and a transition to renewable energy sources.

Many of the comments received supported the existing policy goals. Below is a count summary of comments in support of the goals. Question 4 includes a count summary of regional needs which may suggest new regional goals to be added. Raw comments can be found on page 9.

Comment Summary
- Transportation choices - 84
- System performance – 39
- System condition - 26
- Equity – 29
- Safety and security - 26
- Placemaking - 23
- Economic vitality - 21
- Environment - 19
QUESTION 2: POLICY GOAL IMPORTANCE

Please rank the current goals in order of importance to you?

The policy goals ranking suggest that all of the goals remain relatively important. However, transportation choices ranks highest. This ranking is supported by the numerous comments given in the open-ended survey questions which relate to the need to increase public transportation operations and bicycle and pedestrian facilities. Placemaking was ranked the lowest in terms of importance but also has a high number of relating and supportive comments in the open-ended questions. This may suggest that there is a misunderstanding of the mean of ‘placemaking’ as a term or a need to broaden the scope of that term.
QUESTION 3: GOAL PERFORMANCE

Based on your own observations, please tell us how you feel the region is performing in achieving each of these transportation goals.

The chart shows that the perceived performance of each of the goals is generally neutral (50%).

QUESTION 4: REGIONAL NEEDS

RTP 2050 will take a broad look at how our regional transportation system meets community needs and solves transportation problems. What regional needs do you think are most important for the plan to address? Please explain in the box below.

(Note: At this point in the planning process, we are asking about “big-picture” regional needs that would affect everyone, rather than specific transportation projects.)

Comment Summary
- Sustainable Growth & Development – 48
- Connectivity, Continuity and Cohesiveness in the Transportation System – 48
- Increase Access to Jobs and Other Opportunities/ Reduce Poverty – 39
QUESTION 5: HOME COUNTY

In which county do you live?

Other counties mentioned:
- Douglas, KS
- Linn, KS
- Lafayette, MO
- Johnson, MO
- Clinton, MO
QUESTION 6: AGE
What is your age?

QUESTION 7: GENDER
What is your gender?
QUESTION 8: HOUSEHOLD INCOME

What is your annual household income?

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Percentage</th>
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<tr>
<td>Less than $25,000</td>
<td>4%</td>
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<tr>
<td>$25,000 - $49,999</td>
<td>12%</td>
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<tr>
<td>$50,000 - $74,000</td>
<td>17%</td>
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<tr>
<td>$75,000 - $99,000</td>
<td>16%</td>
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<td>$150,000 or more</td>
<td>15%</td>
</tr>
<tr>
<td>Prefer not to say</td>
<td>9%</td>
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</tbody>
</table>

QUESTION 9: ETHNICITY

Do you consider yourself Hispanic or Latino/a?

- Yes, 5%
- No, 92%
- Prefer not to say, 3%
QUESTION 10: RACE

What is your race?

- **White**: 85%
- **Black/African American**: 5%
- **Alaskan Native/ American Indian**: 2%
- **Asian/Pacific**: 1%
- **Some other race**: 1%
- **Prefer not to say**: 6%

QUESTION 11: LIMITATIONS/DISABILITIES

Do you have any limitations or a disability that impacts your mobility?

- **Yes**: 6%
- **No**: 94%
QUESTION 12: SURVEY COMMUNICATION

How did you find out about the survey?

Other ways survey participants learned about the survey:

- RideKC blog
- RideKC bus flyers
- City of Independence website
- Unified Government website/newsletter
- City newsletter
- Pop-ups
- Restaurants/coffee shops
- School
- CitySceneKC
- Reddit
- NextDoor
- Federal Executive Board email
- Neighborhood Associations
- AIA
- Shawnee Mission Post
COMMENT ANALYSIS

The following comments are combined from two survey questions:

1. Are there any other policy goals you think we should add to the list? If so, please describe.  
   (223 responses)
2. What regional needs do you think are most important for the plan to address?  
   (577 responses)

In order to assist staff in updating the Policy Framework and complete the Needs Assessment, the comments are divided into the following sections:

1. Related to Current Policy Goals
2. Regional Needs (major themes identified)
3. Modes or Project Mentions (further categorized for relevance to goals or regional needs)
4. Other Thoughts (likely more applicable to other parts of the planning process)

Related to Current Policy Goals

Comment Summary

- Transportation choices - 84
- System performance – 39
- System condition - 26
- Equity – 29
- Safety and security - 26
- Placemaking - 23
- Economic vitality - 21
- Environment - 19
- Climate change & energy use - 18
- Public health - 6
- No suggestions/additions – 61

Raw Comments

- Those are good.
- Think most of the basics are covered here
- 46 No’s
- No. These are already broad.
- No. Prioritize what you list.
- No. I think these are all very strong and important factors to consider
- No. Great overview of key areas of focus.
- No. Ten is more than enough. May need to trim this down a bit to more effective in communicating needs and goals.
- No - your goals appear to be very comprehensive!
- No - the ones you have look great! Cover a wide variety of different objectives.
- No, looks comprehensive
• I think those are enough goals on which to focus.
• I can't think of any.
• I agree with these goals...
• I like the current list.
• No. Even having ten such goals is too many for effective public understanding. If anything, it might be helpful to combine or refactor the goals into a simpler clearer set of three to five.
• Greater connectivity throughout the region. Increased focus on neighborhood walkability, and good transportation options especially in low income areas, and cycling infrastructure that goes beyond paint and sign. (TRANSPORTATION CHOICES)
• Increased connectivity and options to bring in commuters from the outlying communities. (TRANSPORTATION CHOICES)
• Right now KC is still very much a car-focused culture, and until there are more high-quality transport options it will stay that way. (TRANSPORTATION CHOICES)
• Accessibility - not just for physical disabilities, but for developmental disabilities as well. (TRANSPORTATION CHOICES)
• Ability to get around without use of car (TRANSPORTATION CHOICES)
• Make expandable, affordable transportation choices your top priority. I just relocated from the Washington, D.C. area, and I am originally from Boston, MA, and the number of transportation options far exceeds anything I've encountered in the Midwest so far. I like the idea of Amtrak in Lees Summit, but the scheduling/timing is bad. I've lived here nearly four to five months and I still have not traveled into the actual city. I live in Lees Summit and wish there was a way to bridge Lees Summit to Independence to Overland Park to several other areas. I think businesses could flourish again. (TRANSPORTATION CHOICES)
• More options for those further from downtown Kansas City. Olathe, Independence, Grandview, etc...could all use more bus routes. (TRANSPORTATION CHOICES)
• Ensure that our rapidly aging population has appropriate mobility options, whatever their housing circumstances! (TRANSPORTATION CHOICES)
• Easier access for seniors. More for senior to do in the city. (TRANSPORTATION CHOICES)
• More Choices - a less autocentric region. (TRANSPORTATION CHOICES)
• To minimize safety risks caused by the volume of vehicles on our traffic ways, a mass transit (TRANSPORTATION CHOICES)
• Additional mode choices in the suburban areas. (TRANSPORTATION CHOICES)
• Expanding transportation choice, specifically as it relates to bike lanes throughout the region. (TRANSPORTATION CHOICES)
• Transportation choices, performance and condition are all part of the whole. Not enough to expand to meet need if the system does not operate efficiently and is maintained. (TRANSPORTATION CHOICES)
• Greater connectivity throughout the region. Increased focus on neighborhood walkability, and good transportation options especially in low income areas, and cycling infrastructure that goes beyond paint and sign. (TRANSPORTATION CHOICES)
• Transportation options from suburbs (TRANSPORTATION CHOICES)
• More public options (TRANSPORTATION CHOICES)
• Continue to add alternative transportation options for all areas, including bicycle facilities; add airport transportation options such as special buses from regional hubs (TRANSPORTATION CHOICES)
• More focus and funding on improving existing conditions and adding alternative transportation choices, specifically facilities for walkers and bikers. (TRANSPORTATION CHOICES)
• Access to transportation, density, healthy transportation choices (TRANSPORTATION CHOICES)
• RTP should actively reduce the need for owning a vehicle in the Kansas City region. As it stands, transportation choice is severely limited by the poor service, development, and infrastructure conditions associated with alternative transportation options (excluding a few high-performing routes, such as the Main MAX in KCMO and recent bike lane improvements in downtown KCMO). Suburban communities have especially poor options for transportation choice. (TRANSPORTATION CHOICES)
• Expanding access to transportation choices (TRANSPORTATION CHOICES)
• More transportation choices to move about the city. (TRANSPORTATION CHOICES)
• Transportation choices are critical to allow those with no personal vehicle to find and travel to job opportunities (TRANSPORTATION CHOICES)
• Transportation choice, the region is far too automobile-centric. (TRANSPORTATION CHOICES)
• More transportation choices between Missouri and Kansas. (TRANSPORTATION CHOICES)
• Choice and balance, moving away from an automobile-centric transportation ethos to one based on community needs. (TRANSPORTATION CHOICES)
• Priorities for mode split should be: Walking, Biking, Transit, Cars, Trucks -- In this order. (TRANSPORTATION CHOICES)
• Better rural transportation options. (TRANSPORTATION CHOICES)
• Need to put fewer autos on the road. (TRANSPORTATION CHOICES)
• Ways to reduce single occupancy trips by car. (TRANSPORTATION CHOICES)
• Transportation options beyond highway travel and maintenance; bi-state coordination. (TRANSPORTATION CHOICES)
• Lack of transportation options in rural areas. (TRANSPORTATION CHOICES)
• Active transportation. (TRANSPORTATION CHOICES)
• Broadly across the region, add viable transportation alternatives to single-rider combustion-engine vehicles for work and for pleasure. (TRANSPORTATION CHOICES)
• Give options for commuters besides driving. (TRANSPORTATION CHOICES)
• Overcoming the singular automobile dependent approach. (TRANSPORTATION CHOICES)
• I think we need comprehensive transportations particularly within the city and with options to and from the metro area. (TRANSPORTATION CHOICES)
• Kansas City is so car-centric. Bicycling, walking, and mass transit are somehow bad words to the vast majority of Kansas Citians I’ve spoken with. (TRANSPORTATION CHOICES)
• Need to replace current practices (Driving). (TRANSPORTATION CHOICES)
• More and more folks are working in downtown, plaza, and surrounding areas. Many of these people live in the surrounding areas and are 10-20 miles from where they work. Often folks live further away so that they can find more affordable housing. Not having better transportation options from the outlying areas affects those of lower incomes more than it does those who
have higher incomes and can afford to live closer to where they work. (TRANSPORTATION CHOICES)

- Sustainability of transportation systems. Mode choice. (TRANSPORTATION CHOICES)
- Transportation mode hubs where people can choose several options based on needs. (TRANSPORTATION CHOICES)
- Let’s stop driving cars so damn much. (TRANSPORTATION CHOICES)
- Expanding the options of transportation outside of the metro KC area and better serving the aging community. (TRANSPORTATION CHOICES)
- We need to increase transportation options, especially in relation to job access. People should have the option to reach any reasonable place without having to use or own a car. (TRANSPORTATION CHOICES)
- To minimize safety risks caused by the volume of vehicles on our traffic ways, a mass transit (TRANSPORTATION CHOICES)
- Right now, if I want to go anywhere in the city, my only option is to hop in my car and drive. I can’t even ride a bike - not only because the distances are too great, but also because there are no sidewalks. (TRANSPORTATION CHOICES)
- Clay County or the Northland in particular. Options for transportation needs. (TRANSPORTATION CHOICES)
- I do think that the city would benefit from carpooling, and telworking. This will cut down on traffic and emissions, etc. (TRANSPORTATION CHOICES) (SYSTEM PERFORMANCE) (CLIMATE CHANGE & ENERGY USE) (ENVIRONMENT)
- Robust energy efficient congregate transportation from the suburbs and within them. (TRANSPORTATION CHOICES) (CLIMATE CHANGE & ENERGY USE)
- Less cars please. (TRANSPORTATION CHOICES)
- Our regional road network is severely over-capacity. We have solved traffic congestion, but the unintended consequences are that we turned our road network into a giant car sewer, out system does not support economic vitality, and we have built a system that we cannot afford to maintain while at the same time diminishing the value of the property this system is supposed to serve. We need to reduce the number of highways, make our roads smaller, and invest in multi modes of transportation and placemaking. (SYSTEM PERFORMANCE) (TRANSPORTATION CHOICES) (PLACEMAKING) (ECONOMIC VITALITY)
- Need to address larger commuter populations, parking for those populations, possibility of carpool transit to reduce energy use. (TRANSPORTATION CHOICES) (CLIMATE CHANGE & ENERGY USE)
- More convenient transportation outside of the immediate city. (TRANSPORTATION CHOICES)
- Healthy multiple choice system of mobility to allow people to get to jobs, health, shopping. (TRANSPORTATION CHOICES)
- More options for the everyday user. (TRANSPORTATION CHOICES)
- More ways to get employees to jobs especially those jobs located outside of the KC urban core. (TRANSPORTATION CHOICES)
- Transit access to jobs. (TRANSPORTATION CHOICES)
- Access to jobs for everyone. This means we need real transportation options for everyone across the income spectrum. (TRANSPORTATION CHOICES)
• Transportation choices are critical to allow those with no personal vehicle to find and travel to job opportunities. (TRANSPORTATION CHOICES)
• KC is woefully behind on regional transit, which translates to dismal performance on equity and transportation choices. Significant progress needs to be made on this to make any meaningful change on equity. Better land use is critical to this. Gas taxes should be raised on both sides of the state line. Also need significant progress on increasing safe and useful facilities for biking and walking as transportation. Continue Jackson CO's work on expanding the trail network (and connect to destinations so it's not just recreational). Improving the infrastructure network, and solving a long-term funding solution at the state and federal levels. (TRANSPORTATION CHOICES)
• Fiscal Health/ Financial Sustainability, we need more funding for transportation to help maintain what we have and expand transportation choices. (TRANSPORTATION CHOICES)
• When large road construction/reconstruction projects are planned (like the Johnson County Gateway) there MUST be a requirement to blend in all modes of transportation (sidewalks, trails, bicycle boulevards, bus on shoulder, HOV lanes, etc) in the project or you receive no federal money for it. (TRANSPORTATION CHOICES)
• Every resident should have access to complete streets and transit. (TRANSPORTATION CHOICES)
• Full regional implementation of multimodal Complete Streets/Livable Streets plan, including on-road and off-road trail system." (TRANSPORTATION CHOICES)
• Transportation Options. For the plan to meet several objectives, multi-modal planning should be at the core. Supporting bikes (lanes, legal protection, etc.), pedestrians (lighting, complete streets), and public transit (rapid bus, street car extension) can help drive placemaking, the environment, equity, climate change, etc. Not to mention, the demand for such solutions is higher now than it's been in our lifetimes. Let's have some vision and create opportunities to drive (lol) the future toward sustainability instead of simply supporting the current infrastructure. (TRANSPORTATION CHOICES) (EQUITY) (ENVIRONMENT) (CLIMATE CHANGE & ENERGY USE)(PLACEMAKING)
• Need to have multiple transportation options to meet the uses of the entire metro area. (TRANSPORTATION CHOICES)
• Getting people to jobs, providing transportation alternatives, and addressing climate change. (TRANSPORTATION CHOICES) (CLIMATE CHANGE & ENERGY USE)
• The Region lacks carpool-bus 'Diamond' Lanes. These promote carpooling, and speed bus travel times which encourage use of both transportation options. (TRANSPORTATION CHOICES)
• Establishing Diamond Lanes to promote carpooling and bus use by commuters. (TRANSPORTATION CHOICES)
• Since KC is a hub, we need to find a way to divert truck traffic outside of the center city. Either that, or make HOV/HOT lanes a possibility. Commuter rail should be considered as an option with park/ride lots at each station. This would reduce a lot of commuter traffic into the downtown core. Look to Albuquerque, NM as an example. (TRANSPORTATION CHOICES) (SYSTEM PERFORMANCE)
• Importance of transportation choices between transportation nodes, as well as increasing frequency of nodes based on area/region/community locations and values. This all integrated with greenways and other environmental features that have a positive impact on local climates
and neighbor feel and health. (TRANSPORTATION CHOICES) (SYSTEM PERFORMANCE) (ENVIRONMENT) (PUBLIC HEALTH)

- We need people to be able to get around the city without a car and we need people to be able to safely get around (especially when walking and biking). (TRANSPORTATION CHOICES) (SAFETY & SECURITY)
- Congestion/alternatives to cars. (SYSTEM PERFORMANCE) (TRANSPORTATION CHOICES)
- Multiple routes or improvement in infrastructure (i.e. for example, on Highway 71 there are stoplights or overpasses every 2-3 city streets. This leads to increased congestion and decreased efficiency). Also, improvement of commuter options such as the railcar or bike lanes. (SYSTEM PERFORMANCE) (TRANSPORTATION CHOICES)
- Continued improvement to and addition of roadways to meet increasing demand. Additional recreational opportunities such as bike/hike trails will draw young families to the community as well as promote better health in the community. (SYSTEM PERFORMANCE) (TRANSPORTATION CHOICES) (PUBLIC HEALTH)
- Equity and transportation choices. Expanding economy means little if jobs and residency are not connected (TRANSPORTATION CHOICES) (EQUITY)
- More transportation options for all levels of income in all geographic areas (TRANSPORTATION CHOICES) (EQUITY)
- Equity among different modes of transportation (driving, public transit, walking, bicycling, etc.) (EQUITY) (TRANSPORTATION CHOICES)
- KC is woefully behind on regional transit, which translates to dismal performance on equity and transportation choices. Significant progress needs to be made on this to make any meaningful change on equity. Better land use is critical to this. Gas taxes should be raised on both sides of the state line. Also need significant progress on increasing safe and useful facilities for biking and walking as transportation. Continue Jackson CO’s work on expanding the trail network (and connect to destinations so it’s not just recreational). (EQUITY) (TRANSPORTATION CHOICES)
- Transportation should focus on a triple-bottom-line approach of people, place and planet. For a long time, we have focused as a region on the place portion and some of our people, but there needs to be a greater emphasis on creating an equitable and environmentally sustainable system. Technological changes can help this type of system, but we really need to provide options, like short-distance biking for low-income residents to improve everyone’s standard of living. (TRANSPORTATION CHOICES)(EQUITY)(ENVIRONMENT)
- Expand affordable, accessible, transportation options in order to better connect residents and visitors to jobs and services. (TRANSPORTATION CHOICES)(EQUITY)
- Include local leadership and advocacy for policy change within equity. Many areas affected the most have the least resources dedicated to them, and would benefit from being better equipped to advocate themselves for improvements. (EQUITY)
- Equal access to transportation (EQUITY)
- Environmental Justice (EQUITY)
- Equity is broader than you describe it, I think (EQUITY)
- Parity between prioritizing existing major-corridors and reaching less dense and less serviced areas of communities. Equity of access to not just the ‘sexy’ parts of communities, but also those that have low economic opportunity. Whew, that's going to be tough... (EQUITY)
Since economic development seems to follow the transportation corridors, equity can be helped by investing in routes through lower-income neighborhoods to both allow transport to those who need it and support the redevelopment probability for those folks. (EQUITY)

Transportation is failing at keeping up with getting people in from the outlying areas to work within the central city or those within the city to move from one metropolitan area to another. Highways are still overcrowded and accident-prone; bus systems are fragmented, unsafe and time frames that do not fit everyone's needs; street cars are just limited to just a specific avenue. All just barely meet the needs of the handicapped or elderly who now often depend on taxis or medical transport bus systems to get to critical health services. There is no equity for all. (EQUITY)

Equity in all areas of the metro region for the indigent population. For many of these individuals and families, that is their only means of transportation. The Northland's demographics and percentage of individuals and families 'at risk' for financial security is growing in all areas of the Northland. The main areas where services are available to them cannot be reached by ATA! (EQUITY)

Youth transportation needs must be considered as well. Equity issue (EQUITY)

Greater regional coordination--in practice- not just in theory. We will never achieve greater equity otherwise. Our region is shamefully behind America's best cities in this regard. Our public transit system is one of the worst in the U.S. This does not bode well for our region. I've come to KC after living in and traveling to many other cities and can say that there is astonishingly little concern about sprawl, environmental issues and social equity in this region. We can do so much better, and in fact we will have to if we want to become a more desirable metro area that attracts intellectual capital and creative, forward-thinking people. (EQUITY) (ENVIRONMENT)

I also feel that currently, communities east of Troost are being underserved with the current system. (EQUITY)

An equitable system for everyone, no matter their income or ethnic background. (EQUITY)

The most important thing is to bridge the racial gap in Kansas City. The east side of the city needs to become more equal to the rest of the city west of Troost. (EQUITY)

Equitable solutions. (EQUITY)

Equity and access ~ it's too hard for some people to make use of the regional transportation system as it exists. (EQUITY)

Each community needs equal accessibility to rides. As it is currently only inner-city has numerous options and schedule times outlying areas have very limited scheduled times to catch buses. (EQUITY)

We just are so spread out, we need to focus on nodes for transportation to be more effective for a public model. Otherwise we just need to keep the roads maintained. (PLACEMAKING)

Focus on making vibrant mixed-use neighborhoods with integrated transportation (bus, bike, pedestrian). Stop giving priority to personal cars. Lower the speed limit. For example - Trolley Trail crossing thru the Brookside area. It's crazy to have people cross a 35 mph street without a crossing. Lower the speed limit on Meyer (it's residential) and make a real crossing so people can safely bicycle from Waldo up to UMKC. There are lots of other residential streets with speed limits much too high - 25 should be the absolute max when there are driveways pulling out directly onto a street (63rd east side, for example). 75th & Wornall is another good example of a messy intersection that could use some traffic calming. (PLACEMAKING)
• I would like to see the region move toward people living closer to where they work. This helps improve quality of life and the environment. (PLACEMAKING) (ENVIRONMENT)
• KC is woefully behind on regional transit, which translates to dismal performance on equity and transportation choices. Significant progress needs to be made on this to make any meaningful change on equity. Better land use is critical to this. Gas taxes should be raised on both sides of the state line. Also need significant progress on increasing safe and useful facilities for biking and walking as transportation. Continue Jackson CO's work on expanding the trail network (and connect to destinations so it’s not just recreational). Modernization of major corridors to better meet current policies and placemaking. (PLACEMAKING) (TRANSPORTATION CHOICES) (EQUITY)
• At the same time, more bike lanes and bike shares in the urban core would help drive development and density. (PLACEMAKING)
• Comprehensive reform to parking regulations encouraging denser development. (PLACEMAKING)
• Supporting downtown/urban core development, commercial, residential, and industrial. I'm a firm believer that if we build up density, business downtown and provide really reliable and efficient transit options then moving outward will be much easier. Now it feels the bus system is spread too thin due to our sprawl. I believe that a Transit Oriented Development strategies can be used in the suburbs as well to densify and create economic opportunities near homes. (PLACEMAKING)
• Metro cities should also be encouraged and rewarded for developing TOD plans. (PLACEMAKING)
• Lack of density making walkability and transit difficult to sustain and making car-free a difficult and too-uncommon choice. (PLACEMAKING)
• Reduce reliance on transportation modes that encourage disparate development while siphoning investment from existing community and discouraging growth of new walkable centers. (PLACEMAKING)
• Density. This city needs to quit sprawling and become dense along transit infrastructure. It’s the only way we will survive when energy becomes much more expensive. (PLACEMAKING)
• Limit sprawl--placemaking is key but having a key goal of helping to develop already established and serviced areas is key to making transit work for the region. (PLACEMAKING)
• Supporting TOD and housing/jobs near transit. (PLACEMAKING)
• I'm not sure if any of your policies explicitly cover improving and developing transportation to high impact areas (airport, shopping centers, union station, etc). (PLACEMAKING)
• Stop sprawl. There are transportation decisions routinely made that increase/encourage Greenfield development in the Metro. I do not believe such development is sustainable in the long term. As the added infrastructure to support sprawl ages, the tax base will finally be unable to maintain it. Regional planning needs to support denser and infill development and, more importantly, regional jurisdictions need to support that plan. (PLACEMAKING)
• Targeting development where existing systems and infrastructure exists and not expanding infrastructure to enable more sprawl. A land-value tax should be considered for commercial land in the MSA. (PLACEMAKING)
• Encouraging Transit Oriented Development that improves access to commercial services, safety, employment, and workforce housing near transit stops. (PLACEMAKING)
- Maintain/improve existing roads and don't add new roads...stop sprawl. Concentrate on improving economy around main corridors. (PLACEMAKING)
- Investments in transportation need to drive placemaking...creating livable, walkable neighborhoods that attract and retain a high-educated workforce. (PLACEMAKING)
- Expanded transit frequency and routes within current service areas, as well as throughout the region. Prioritization of projects related to bicycling and walking must take place. Better ease of access to the KCI airport from a few key hubs throughout the region (such as a dedicated KCI bus from a few regional points - Union Station, Mission Transit Center, etc.). Also need to look at streets and transportation system as placemaking priority. (PLACEMAKING)
- Connecting employment centers with transit. Developing the streetcar system. Creating places around transit centers. (PLACEMAKING)
- Protect and enhance our regions built environment, i.e. Landscape, historic and cultural (ENVIRONMENT)
- Restore pollinator habitat and protect natural landscapes. (ENVIRONMENT)
- The plan should meaningfully invest in environmental restoration. Most regional investments ignore environmental quality as anything more than an amenity." (ENVIRONMENT)
- environment/cutting energy/avoiding climate change (ENVIRONMENT) (CLIMATE CHANGE & ENERGY USE)
- Focus on environmentally friendly projects (ENVIRONMENT)
- What about valuing the Missouri River as an environmental and economic asset? (ENVIRONMENT) (ECONOMIC VITALITY)
- Bus transit system is totally underfunded. Need to focus on adaptability to AV tech. Need aggressive road diets and bike ped focus to reach multimodal goal. Ecological and environmental integration around transit corridors, green infrastructure etc. (ENVIRONMENT)
- Environmental since the world is moving from fossil fuels to renewables. I know that some buses are now natural gas and we have the electric street car. Moving to mass transit for suburbs and retraining the public in usage (ENVIRONMENT) (CLIMATE CHANGE & ENERGY USE)
- Public Health (PUBLIC HEALTH)
- No, but move public health to the top of the list. You can't have a healthy community that is economically successful if the health is not number 1 priority. (PUBLIC HEALTH)
- Regional needs most important to me for the big picture is the health and safety. (PUBLIC HEALTH) (SAFETY)
- Bicycle and walking path incorporation for lowering the impact on our highway systems as well as to stimulate health conscious travel. (TRANSPORTATION CHOICES) (SYSTEM PERFORMANCE) (PUBLIC HEALTH)
- Attraction and retention of early career talent to fuel economic growth (ECONOMIC VITALITY)
- Sustainability (ENVIRONMENT)(EQUITY)(ECONOMIC VITALITY)
- Equity and Economic Vitality. The transportation system should facilitate economic equity and vitality for all residents of the region. (EQUITY) (ECONOMIC VITALITY)
- Region needs to be more economically competitive going forward. The transportation system needs to support this by better connecting residents to opportunity via a mix of quality transportation options, and connecting this region to others (ECONOMIC VITALITY) (TRANSPORTATION CHOICES)
• The metropolitan area seems largely divided into portions of the city that are in excellent economic and environmental shape and those that are the polar opposite. Those areas that are not fairing as well need to be able to bring in new businesses that residents actually desire to patronize which could sustain stronger economic vitality in those specific areas and concomitantly provide better access to transportation, specifically foot and bike traffic, and higher equity across parts of the metro. (ECONOMIC VITALITY) (ENVIRONMENT) (EQUITY)
• Something must be done to make the metro better in transportation of goods for economic viability. The recent pass from Amazon is a prime example. Traffic and congestion is still a big issues as our system is falling behind in growth, especially in the areas of growth. (ECONOMIC VITALITY) (SYSTEM PERFORMANCE)
• Helping the community understand why this would be beneficial with climate change and the economy. (CLIMATE CHANGE & ENERGY USE) (ECONOMIC VITALITY)
• Loss of time in traffic. Frequent accidents on I35 (ECONOMIC VITALITY) (SAFETY & SECURITY)
• Substantially expanding public transportation options and access throughout metro to protect future economic vitality, increase equity and improve opportunities for healthy, active living. (ECONOMIC VITALITY) (EQUITY)
• Transit routes need to reliably and efficiently allow the most typical riders to access essential services - medical care, grocery stores, schools, etc. New transit strategies (streetcar, rail to KCI) that are solely focused on economic development corridors and middle/higher income riders only further divides the region and contributes to disinvestment in communities that typically rely on the existing bus system. More emphasis should be placed on connecting metro area transit lines (KCATA, JO, UG, Lawrence); it's improved but still has a long way to go to turn car commuters into regular riders. (ECONOMIC VITALITY)
• KCMO and the metro area does not have a good public transportation system - We need some type of light rail or rapid transit to get people from the suburbs to the city and just moving around the city. This would help / impact the environment, economic conditions & equity performance for everyone. Between Cities - We need an upgrade in our airport, an intercity rail across the state and connecting to other states. (ENVIRONMENT) (ECONOMIC VITALITY) (EQUITY)
• Transit - and lack thereof. We can not compete as a region economically when only 1/4 of the region has adequate but not even desirable transit service. Only having good surface transportation has not served us well in the past and it will only get worse in the future. (ECONOMIC VITALITY)
• The region needs accessible connections to the suburbs. Not park and ride options, but real public transportation such as trains or express buses. Chicago does a great job of connecting its suburbs to the City. Look at the traffic patterns; we're growing but ignoring the transportation needs. It's affecting our economic vitality by not appealing to large companies that are concerned with the environment and being able to provide their employees with several affordable, reliable transportation options. (ECONOMIC VITALITY)
• If we want to be able to compete for bids like the Amazon HQ, we need to have a public transportation system that is on par with other major metropolitans. I came here from Chicago and live in Parkville and have ZERO reasonable options to get to work. Millennials, like myself, will take public transportation if offered. It feels like KC is in this old frame of thought to provide
services to the poor or tourists... not thinking about the general population. (ECONOMIC VITALITY)

- Comprehensive mass public transportation for integration of our cities' communities and encouraging economic growth in under-resourced/blighted neighborhoods. (ECONOMIC VITALITY)

- Need a light rail option to KCI for faster transportation and economic growth. Need more Bike trails and sidewalks on both sides of the street or at least one side for walking. (ECONOMIC VITALITY)

- We need to revitalize our corridors in the area. Economic redevelopment could occur if we had streetcars running along grand old streets like Truman Rd and Paseo Blvd. If it worked for Main St., it could result in economic growth for blighted areas. (ECONOMIC VITALITY)

- KC MSA has an extensive bus system, but these are still affected by traffic and are not seen as viable transit methods in a region with such a low density footprint. Far-reaching rail projects would allow the city to focus more bus resources on underserved neighborhoods, hopefully driving additional economic benefits. (ECONOMIC VITALITY)

- In order to continue to spur economic growth while curbing greenhouse gas emissions, Kansas City still needs a robust, efficient, regional light rail system that can move people from one side of the metro to the other. (ECONOMIC VITALITY) (CLIMATE CHANGE & ENERGY USE)

- Making it feasible/affordable to everyone in the region to get to/from a living wage job without having to own a car & being able to do so via a transportation system that is operated on clean energy (CLIMATE CHANGE & ENERGY USE)

- The region needs to be proactive in climate change adaptation and be prepared. (CLIMATE CHANGE & ENERGY USE)

- Climate change and reducing emissions should be the number one priority. Next Access from outer suburbs to the city center. (CLIMATE CHANGE & ENERGY USE)

- Our region is known for having poor air quality due in large part to the proximity of so many utility plants in the surrounding areas, as new technology upgrades are available, the hope is that efficiencies and less dependence on fossil fuels will help reduce pollutants. Protecting our streams from runoff should also be more heavily enforced. ie. Who do we call when we see evidence of neighbors pouring chemicals down the storm drain or blowing leaves and grass clippings into the street? Where is the enforcement for that? (CLIMATE CHANGE & ENERGY USE)

- Carbon-neutral transportation option/options throughout the region. (CLIMATE CHANGE & ENERGY USE)

- Reducing our reliance on fossil fuels. Ease of access to transportation for people without personal vehicles. (CLIMATE CHANGE & ENERGY USE)

- Build a comprehensive metropolitan area-wide fixed guideway transportation system to provide an energy efficient alternative to the KC area's nearly total dependence on private automobiles for mobility. (CLIMATE CHANGE & ENERGY USE)

- Increased funding for greener vehicles that will result in a lower global footprint. (CLIMATE CHANGE AND ENERGY USE)

- More importantly we need fresh food options and small businesses that benefit the underserved urban areas where there are no options for healthy living. The city needs to severely limit (or omit entirely) businesses that profit off of the poor and underserved eg: pawn
shops, title/check loan businesses, convenience stores, used car lots. The region should be trailblazers in the area of green technology (solar, wind, etc.) and provide economic incentives and credits to small businesses and property owners that follow suit. This can open the door to allow residents in the region to obtain livable wages. Additionally, the region can take advantage of a working class of people, pay them equitably, and teach them skills in helping to develop an ecologically and environmentally advanced area. The future in now. (CLIMATE CHANGE & ENERGY USE)

- Reducing energy usage through light rail and other means which will reduce the # of individual vehicles commuting/driving to the airport. This efficacy of this depends largely upon the greenness of KC's electricity grid. (CLIMATE CHANGE & ENERGY USE)
- Improve maintenance on Interstate roadways. (SYSTEM CONDITION)
- State of Highways on both sides of the state line. (SYSTEM CONDITION)
- State of Bridges on both sides of the state line. (SYSTEM CONDITION)
- Build new bridges replacing old deteriorating bridges (SYSTEM CONDITION)
- Better maintained roads. (SYSTEM CONDITION)
- Outdated, deteriorated infrastructure that does not meet current demand or growth. (SYSTEM CONDITION)
- I don't really understand your question. I think the main roads, interstates, and highways need to be in good condition. (SYSTEM CONDITION)
- Better materials to improve road conditions. (SYSTEM CONDITION)
- Potholes. (SYSTEM CONDITION)
- Road potholes, disrepair. (SYSTEM CONDITION)
- Pipes are obviously an issue due to how roads are falling apart. Correction of cause of potholes first then filling in holes/cracks in roadways. (SYSTEM CONDITION)
- Road conditions need attention. Gridlock should be addressed. (SYSTEM CONDITION) (SYSTEM PERFORMANCE)
- Road upkeep on both sides of the state line. (SYSTEM CONDITION)
- Maintenance. (SYSTEM CONDITION)
- Maintain roadways and expand capacity to address existing and projected traffic needs. (SYSTEM CONDITION) (SYSTEM PERFORMANCE)
- Maintenance of roads. Add additional transportation routes in the suburbs. (SYSTEM CONDITION)
- Maintaining well what we have already put in place. (SYSTEM CONDITION)
- Effectively communicating the need to take care of what we have. (SYSTEM CONDITION)
- Also, establish commitment to maintenance of current system. (SYSTEM CONDITION)
- Infrastructure maintenance and driver training, these people cannot drive...ban cell phones in cars!!! (SYSTEM CONDITION)
- More funds need to be spent on maintaining and improving what we have already. Infrastructure funding is a national issue. (SYSTEM CONDITION)
- Redesign, replace and update all of the interchanges on I-35 from 75th St north to SW Blvd. I-635 interchange with left exit is very antiquated. (SYSTEM CONDITION)
- Infrastructure maintenance first...then new ideas. The system is crumbling under us!!!! (SYSTEM CONDITION)
- Rehabilitation and replacement of aging bridges and highways. Increase capacities to improve performance. (SYSTEM PERFORMANCE) (SYSTEM CONDITION)
- Since KC is a hub, we need to find a way to divert truck traffic outside of the center city. Either that, or make HOV/HOT lanes a possibility. Commuter rail should be considered as an option with park/ride lots at each station. This would reduce a lot of commuter traffic into the downtown core. Look to Albuquerque, NM as an example. (SYSTEM PERFORMANCE) (TRANSPORTATION CHOICES)
- Telework policies among federal agencies to reduce traffic and more importantly, pollution in the long run. (SYSTEM PERFORMANCE) (ENVIRONMENT)
- Systems that are flexible and can handle peak traffic into and out of downtown during rush hour. (SYSTEM PERFORMANCE)
- System is beyond designed service life. (SYSTEM PERFORMANCE)
- More affective flow of rush hour traffic to and from the downtown KC area. (SYSTEM PERFORMANCE)
- The flow of traffic along less major highways is becoming an increasing big issue. (SYSTEM PERFORMANCE)
- Capacity, Capacity, Capacity. Keep the traffic moving and forget the fanciful pie-in-the-sky gimmicks. (SYSTEM PERFORMANCE)
- Non-congested, reliable streets and highway system. (SYSTEM PERFORMANCE)
- Reducing congestion and delivering people to work and school. (SYSTEM PERFORMANCE)
- Transportation efficiency during bad weather (SYSTEM PERFORMANCE)
- KC metro proper is thriving and growing with jobs. It is very difficult to get in/out of the city quickly and safely M-F. As the market grows and prospers we need to keep up with the growth by making travel in and out of the city more convenient. (SYSTEM PERFORMANCE)
- Development of innovative infrastructure North of the river between Clay and Platte Counties that will support the predicted large population growth that is expected by 2030 and beyond. (SYSTEM PERFORMANCE)
- Improved highway systems that are already over loaded. (SYSTEM PERFORMANCE)
- Larger interstate infrastructure to move more citizens north of Missouri river area. . (SYSTEM PERFORMANCE)
- With such a diverse metropolitan, need to have the ability to move around the city more quickly from large developed area. (SYSTEM PERFORMANCE)
- Improving major transportation corridors to address current traffic needs and adding alternatives to cars (SYSTEM PERFORMANCE) (TRANSPORTATION CHOICES)
- Moving traffic through highest traveled routes during peak travel times (SYSTEM PERFORMANCE)
- More parking downtown would assist in the effort to easy traffic congestion thru the city, while capitalizing on the 435 loop may assist commuters into better alternatives. 169 Hi-way is a great as a direct path to Kansas City on the North Side, but needs expansion to the south to bring direct routing to Kansas City maybe even rename it Kansas City Boulevard as it provides a great view of the city leading into it and doubles as alternative to 435 collisions. (SYSTEM PERFORMANCE)
- 470 to 435 is very congested. (SYSTEM PERFORMANCE)
• Improve public transportation so that it takes a greater burden off of the east-west and north-south corridors of highways and make it more affordable, safer and cover all time frames to attract people who cannot afford, are afraid of crime on public transportation or is not available for the times needed to use it. (SYSTEM PERFORMANCE)
• With the KC metro area growing while its so spread out, we need alternative, extensive, and sustainable public transportation options that would connect and unite the metro area together and offer more opportunity to everyone. This would also cut down on the rising traffic and pollution problems by offering affordable and efficient alternatives to the automobile. (SYSTEM PERFORMANCE) (ENVIRONMENT)
• Make sure the various types of transportation are synchronized, so someone taking a bus can get on the train or plane in a timely fashion. This will also make it more likely that people will choose public transit over the convenience of their car. (SYSTEM PERFORMANCE)
• Greater reliability and speed of transportation so residents would be more likely to use public transportation. (SYSTEM PERFORMANCE)
• The interstates are getting too busy. Light rail needs to be considered to Johnson County, KS, KCI Airport and Stadiums. (SYSTEM PERFORMANCE)
• Being able to get from downtown to the stadiums more efficiently as well as to the airport. Safer on ramps for the major highways, especially I-70. (SYSTEM PERFORMANCE) (SAFETY & SECURITY)
• Traffic congestion and high speeds resulting in daily motor vehicle accidents, often fatal but always disrupting (SYSTEM PERFORMANCE) (SAFETY & SECURITY)
• I think it is essential to provide safe, reliable, and timely transportation around the metro area for people to travel for work or leisure. (SYSTEM PERFORMANCE) (SAFETY & SECURITY)
• Seguridad en las vías y mejorar el sistema --(Road safety and improve the system) (SAFETY & SECURITY) (SYSTEM CONDITION) (SYSTEM PERFORMANCE)
• Animal movement that impacts thoroughfares causing accidents and backups. (SAFETY & SECURITY) (SYSTEM PERFORMANCE)
• Safety with black ice on 29 on Missouri side. (SYSTEM CONDITION) (SAFETY & SECURITY)
• Focusing on problem roads to make for a safer commute and understand boundaries so no areas get left untreated or maintained due to the confusion. (SYSTEM CONDITION) (SAFETY & SECURITY)
• More traffic enforcement through manpower and technology and education. (SAFETY & SECURITY)
• System connecting the counties should be a top priority. (SAFETY & SECURITY)
• Safety, Security and Power Grid Integration (SAFETY & SECURITY)
• Safety and Affordability of Cost (SAFETY & SECURITY)
• "Ensure that people with disabilities can safely and securely access and use public transportation or use wheelchairs or other assistive devices within public corridors. (SAFETY & SECURITY)
• Ensure that people that use other modes of transportation, like bikes or skates, can safely and securely use public roads, trails, etc." (SAFETY & SECURITY)
• Safety! (SAFETY & SECURITY)
• Safety is always a contributing factor. (SAFETY)
- Providing access to safe regional transportation is most important (SAFETY & SECURITY)
- The Intermodal in Edgerton and the Walmart warehouse are causing huge amounts of traffic through the county and will only get worse. The need to provide safe roadways to share with the trucks is paramount. (SAFETY & SECURITY)
- Safe transportation that is everyone can use. (SAFETY & SECURITY)
- Safety and access/affordability for all. Poor, aging, disabled, all neighborhoods. (SAFETY & SECURITY)
- Safety and full accessibility (SAFETY & SECURITY)
- Safety and access/affordability for all. Poor, aging, disabled, all neighborhoods. (SAFETY & SECURITY)
- Safety and full accessibility (SAFETY & SECURITY)
- Update 71 highway to be part of 49. Build overpasses on 71 for safety. (SAFETY & SECURITY)
- There is no way to safely get to the Parkville area from downtown using hwy 9. (SAFETY & SECURITY)
- Improving pedestrian safety near transit stops, especially in suburban locations. (SAFETY & SECURITY)

### Regional Needs

#### Comment Summary
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#### Raw Comments

**Sustainable Growth & Development**
- We just are so spread out, we need to focus on nodes for transportation to be more effective for a public model. Otherwise we just need to keep the roads maintained. (PLACEMAKING)
- Land use, and ROI of transportation investments.
- Reduce the region’s dependency on the automobile (note: this is as much a land use issue as a transportation issue.)
• Focus on making vibrant mixed-use neighborhoods with integrated transportation (bus, bike, pedestrian). Stop giving priority to personal cars. Lower the speed limit. For example - Trolley Trail crossing thru the Brookside area. It's crazy to have people cross a 35 mph street without a crossing. Lower the speed limit on Meyer (it's residential) and make a real crossing so people can safely bicycle from Waldo up to UMKC. There are lots of other residential streets with speed limits much too high - 25 should be the absolute max when there are driveways pulling out directly onto a street (63rd east side, for example). 75th & Wornall is another good example of a messy intersection that could use some traffic calming. (PLACEMAKING)

• I would like to see the region move toward people living closer to where they work. This helps improve quality of life and the environment. (PLACEMAKING)

• KC is woefully behind on regional transit, which translates to dismal performance on equity and transportation choices. Significant progress needs to be made on this to make any meaningful change on equity. Better land use is critical to this. Gas taxes should be raised on both sides of the state line. Also need significant progress on increasing safe and useful facilities for biking and walking as transportation. Continue Jackson CO's work on expanding the trail network (and connect to destinations so it's not just recreational). Modernization of major corridors to better meet current policies and placemaking. (PLACEMAKING) (TRANSPORTATION CHOICES) (EQUITY)

• Increasing density to support more than just SOV travel mode options. Limit outward expansion that then 'requires' roadway expansions that we can't afford to pay for.

• I live, and the streets are designed for cars to go very fast, uninterrupted, and nothing else. It is simply too dangerous to ride a bike on the road when there are cars speeding behind and around me. Cars and their drivers have been given unimpeded priority in this city and its suburbs for decades, at the expense of any other consideration. We require all developments to provide adequate parking by law. Despite pedestrians having the legal right of way, we design all of our streets to discourage any other form of traffic besides cars. We built an impassable moat of highways through our neighborhoods that surround our city's beating heart, cutting off all circulation, but enabling the passing through of cars that for the most part don't stop, as they are on their way to other destinations. We replaced our only rail transport with longer, bigger cars called buses. And slowly people stopped riding these buses. We have a world-class train station, but no one rides those anymore, so we built an airport. But the airport is miles away, and the only reasonable way to get there is by car. Then it's back to more houses and more uncrossable roads. It's rather bleak when you actually pay it any attention. Not somewhere a person feels they are meant to be, at least not for long, because they aren't, of course. Not that anyone in their cars would pay the scenery around them much attention. They're focused on how congested the roads are with all these cars, and how frustratingly long it's taking them to get from one side of the city to the other some 10 or 20 miles away. To the extent they think about anything besides this, they think how odd that we could have a six- or eight-lane highway and still have traffic jams every day. And it is odd, until you consider that the only way in the world to avoid traffic jams is for fewer people to drive their cars. I would choose to not take part in this system, but I have not been left with the choice. Our transportation infrastructure not only expects low density, even in downtown - it encourages it. This low density weakens communities, and makes it impossible to do anything - work, shop, buy groceries, exercise, see friends, seek out entertainment - without driving a car. I would walk, but there is nothing remotely close by for me to walk to, because everyone drives, of course. But everyone drives
not because they necessarily prefer it, but because we have created a system that leaves no alternative.

- At the same time, more bike lanes and bike shares in the urban core would help drive development and density. (PLACEMAKING)
- Comprehensive reform to parking regulations encouraging denser development. (PLACEMAKING)
- Addressing the serious problem of blight in Kansas City, KS. This is bad for public safety, bad for environment, bad for creating a sense of pride in the city, bad for land development. I think this holds back KCK.
- Connecting far-flung suburbs should not be the concern. Job centers, economic development, reducing car usage in the core.
- Supporting downtown/urban core development, commercial, residential, and industrial. I’m a firm believer that if we build up density, business downtown and provide really reliable and efficient transit options then moving outward will be much easier. Now it feels the bus system is spread too thin due to our sprawl. I believe that a Transit Oriented Development strategies can be used in the suburbs as well to densify and create economic opportunities near homes. (PLACEMAKING)
- I believe we need to focus on a system that discourages the continuation of leapfrog development, which continues to be an issue for this region.
- Metro cities should also be encouraged and rewarded for developing TOD plans. (PLACEMAKING)
- Lack of density making walkability and transit difficult to sustain and making car-free a difficult and too-uncommon choice. (PLACEMAKING)
- Reduce reliance on transportation modes that encourage disparate development while siphoning investment from existing community and discouraging growth of new walkable centers. (PLACEMAKING)
- Urban growth boundary. To ensure any chance of a sustainable future and a hope at building a real public transit system we must stop sprawling.
- Density. This city needs to quit sprawling and become dense along transit infrastructure. It’s the only way we will survive when energy becomes much more expensive. (PLACEMAKING)
- Land use, which is intertwined with the others. But let’s not build infrastructure that enables the kind of development that undermines the other goals.
- Limit sprawl--placemaking is key but having a key goal of helping to develop already established and serviced areas is key to making transit work for the region. (PLACEMAKING)
- Supporting TOD and housing/jobs near transit. (PLACEMAKING)
- Build density and reduce suburban sprawl. (We need to do this if we’re really serious about equity).
- Land use and sprawl.
- I’m not sure if any of your policies explicitly cover improving and developing transportation to high impact areas (airport, shopping centers, union station, etc). (PLACEMAKING)
- Mass transit. Commuter rail, light rail, airport/stadium/downtown connections. STOP SPRAWL (TRANSPORTATION CHOICES)
- Don’t continue the cycle of increasing highway capacity, inducing travel demand, and enabling sprawl.
• We need to control suburban sprawl and the building of more highway lanes to accommodate that sprawl. Developers just develop and expect the roads and freeways to be able to handle the extra 1000 trips a large apartment complex or subdivision may generate in one day because they have been conditioned to expect this as that is how the DOTs address all capacity issues - build more lanes. ROW is a finite resource and that capability to build more lanes will quickly end.

• Stop sprawl. There are transportation decisions routinely made that increase/encourage Greenfield development in the Metro. I do not believe such development is sustainable in the long term. As the added infrastructure to support sprawl ages, the tax base will finally be unable to maintain it. Regional planning needs to support denser and infill development and, more importantly, regional jurisdictions need to support that plan. (PLACEMAKING)

• Growth Boundaries - Sprawl is continuing at a rapid pace and there is no discussion; At a minimum, the idea must be brought up and discussed

• In dense urban areas cars aren’t as useful as in the suburbs. As population in the city increases more focus should be put into pedestrian, bicycle and public transport and less into automobile based sprawl into surrounding areas.

• People need the ability to move throughout the region in an efficient, cost effective manner. Our current system does not allow this by seeming to encourage the suburban sprawl and the use of single passenger vehicles to travel throughout the region.

• Targeting development where existing systems and infrastructure exists and not expanding infrastructure to enable more sprawl. A land-value tax should be considered for commercial land in the MSA. (PLACEMAKING)

• Unlimited SPRAWL will limit quality of life in the Metro! People need access to services and jobs. Developers must not be allowed to continuing this reality.

• Sprawl keeps getting worse. Having convenient transportation in all areas of the city may help curtail this.

• Sprawl is a real problem. How will we address the needs of an aging population that is so spread out?

• Lessen incentives for sprawl. If autonomous vehicles become the norm, plan for marked drop in car ownership and have ideas in place to deconstruct excess capacity roads as time goes on. Less infrastructure = less cost to maintain.

• Neighborhoods and developments are no longer designed to accommodate people. They are only designed to accommodate cars. Try walking through any neighborhood and you will come to the realization that they are dreadfully dull, occasionally dangerous things with nowhere to stop and nothing to do but keep walking for miles past rows of houses, often on the grass or the road shoulders. The occasional stores come in the form of massive breaks in all other scenery, monstrous complexes occupying every square inch of land - yet oddly, most of these complexes are empty space. The stores themselves take up only a fraction of the land they could occupy. The rest is devoted to asphalt with lines drawn on it that for the most part sits vacant.

• Encouraging Transit Oriented Development that improves access to commercial services, safety, employment, and workforce housing near transit stops. (PLACEMAKING)

• Regional commitment to natural resource preservation, responsible development and sustainable transportation options. Heavy and strategic investment in land use/transportation planning to reverse degradation of stream systems.
Need to better connect land use to impacts to system
Controlling the sprawl that is development north of the river. It lacks coordination, vision, and the necessary infrastructure as it grows.

Development Friendly
Revitalization of our core neighborhoods and various ways to get around in the core
Maintain/improve existing roads and don't add new roads...stop sprawl. Concentrate on improving economy around main corridors. (PLACEMAKING)
Reduce car-dependency, create dynamic and walkable neighborhoods
Economically viable land use planning that can pay for itself. No subsidies or transfers. People should pay the true cost of their transportation so that market forces will be the primary decision maker.

Mass transit. Commuter rail, light rail, airport/stadium/downtown connections. STOP SPRAWL

Connectivity, Continuity and Cohesiveness in the Transportation System
Connect airport, sports complex, plaza, downtown, river market
Better connections to major regional employment, shopping and living centers
Tying all parts of the metro to this as well as linking a track to other metro areas (St. Louis and Wichita).
Linkage of all systems in commonality and cross functions.
Currently, there is no real conduit that transverses the center of the city East to West.
Need a comprehensive plan for an integrated, easy to use system, instead of disjointed systems.
Linking the Northland to downtown as well as South of the Metro
I think we need to have a system that connects our sprawling metro and reduces reliance on fossil fuels.

Northland east to west transportation
Ability to easily access all parts of the city from any location.
Transportation needs to reach all corners of the city and for those who are parents with small children, they should not have to remove them from a stroller in order to ride a bus.
Regional plans need to help the smaller communities connect to the large communities in an economical manner
Comprehensive solution for metro transportation connect east to west
Connectivity. Options for all income levels and groups.
East-west connections across state line for work, home making, and recreation
This region needs a better transportation plan which connects the metropolitan area together via options beside interstates, as well as transportation within KCMO to allow for better transit between areas of interest and other parts of the city.
Making better connections across the KS/MO state lines.
Serving the entire KC metro area
That the region actually works together, which hasn't really ever happened.
transportation to surrounding areas including Johnson County, Platte County, Cass County and Clay County
Reaching outlying communities.
It would be best to have transportation from those far north and south to the center.
• I think communities need to be more connected. I live north of the river and would love to have a connection to the streetcar line. Also, work in Independence and we have a lot of visitors to our sites. People coming to Union Station on the train are stuck with taking a cab. We should be more connected to historic sites and opportunities for our selves and visitors to our area.

• Kansas city and suburbs should be better connected

• Long range connection. Kansas City is very disconnected right now, and connecting the suburbs, downtown, airport and sports complex would fix that in a giant way.

• Interconnection of the system across the metro

• We need to be better connected between communities across this region. It should be far easier for individuals without cars to travel longer distances across Greater Kansas City than it currently is. I hope that by 2050 Kansas Citians are no longer dependent upon cars, but more importantly that the transportation system that is dominant midway through this century is energy efficient and good for the environment.

• Expansion of system to include outlying areas of Kansas City.

• Efforts from both Kansas and Missouri to ensure metro residents have access to areas on both sides of the state line. More connectedness between area colleges and universities out to the broader communities.

• Working together across municipalities, counties, and state lines to ensure continuity and cohesiveness of transportation infrastructure.

• Make seamless transportation between KS and MO for KC

• Connect both sides of the metro. Many transportation issues arise because the Kansas City area and workforce span both the Missouri and Kansas sides. Getting the states to work together to improve transportation is vital.

• Doing a better job of tying together downtown KCK & KCMO as well as their respective 'Bottoms' with trails, bike paths, etc.

• Better transportation to suburbs.

• Because of our city’s historic and present dearth of transportation moving people east and west, I believe it may be important to explicitly call-out that east-west connections must be created.

• Having a transportation system that serves all parts of the Metro area.

• Removing lines of separation like the state line.

• Greater connectivity throughout the region. Increased focus on neighborhood walkability, and good transportation options especially in low income areas, and cycling infrastructure that goes beyond paint and sign. (TRANSPORTATION CHOICES)

• Tying disparate locations together, improving access to remote destinations like the airport

• Transportation should be the framework that connects the region together. It is not an end to itself. Investment in the transportation system should result in strong communities and link different communities together. The KC region is a region of barriers: State Line, Troost, etc. Transportation investments should eliminate these barriers and support broader community goals."

• Doubling the capacity of metro roads and highways wouldn't make the metro great. Connecting the outer areas to downtown, each other, and KCI with light rail having meaningful capacity would make the metro great. Don't allow nasty, myopic, tribal, navel-gazing KC metro politics to burn yet another half-century of potential for greatness in metro area quality of life.
Increased connectivity and options to bring in commuters from the outlying communities. (TRANSPORTATION CHOICES)
One Kansas City is a good goal. Tying all communities together is of great importance.
Connecting bedroom communities like Smithville
Connecting the suburbs to the city including the MCI
Cooperation and workability between different available public transportation systems to improve ease of use for those who need to travel between counties or across state lines for work.
More transit connections between counties not requiring going to downtown KCMO. Additional routes across/under the Kansas and Missouri Rivers.
Kansas City is a very large metro region. Commutes are long and it is virtually impossible to work and play without a car. The metro, despite being a very economically and socially interconnected group of cities, is remarkably disconnected in terms of transportation. Connecting Johnson County to Downtown and the Airport, and the Lee's Summit Area with a light rail would vastly improve mobility and reduce congestion.

Increase Access to Jobs and Other Opportunities and Access/ Reduce Poverty
More ways to get employees to jobs especially those jobs located outside of the KC urban core. (TRANSPORTATION CHOICES)
Providing the means for everyone to get to & from a living wage job w/o needing to own a car
We need to have a system that connects the Kansas City area. To make sure that commutes to and from work can be done without individual cars and so much pollution. Also, the population with disabilities needs better access to jobs in the area and being able to get to appointments and other healthcare related activities.
While these may already be included in the other categories, I feel 'Access to Jobs' and 'Landuse Patterns' are important policy discussions on their own merits.
Making it feasible/affordable to everyone in the region to get to/from a living wage job without having to own a car & being able to do so via a transportation system that is operated on clean energy (CLIMATE CHANGE & ENERGY USE)
How to create more equity in job opportunity through transportation; focus on multimodal connections between underserved communities and economic hubs first
Move low income or compromised (disabled, elderly, too young to drive) people who may not have access to individual cars to jobs, school, or to perform life activities (shopping, doctor, etc.). We tend to concentrate on tourism opportunities and neglect our own population's basic needs. Also public transportation is so completely stigmatized in our current environment. It's seen as embarrassing to have to utilize it.
Job access
Providing low-income areas access to job centers, social and medical services, grocery stores, etc. Increasing paratransit options or public on demand services to get to farther destinations, like the airport. No new roads. Bridge infrastructure improvements.Job Access/equity is No. 1.
If we keep building transportation just for people that have money and doing touristy stuff, we continue to leave people that use transportation to get to jobs behind and create further divides in our city - transportation can help bring equity.
• The same goes for connecting the lower SES areas on the east side of the city to the rest of the city – downtown and out to the suburbs. As I'm sure the group understands, any regional transportation system that fails to connect poorer areas with jobs will ultimately be a failure.
• Getting people from the inner city out to places where they can find better jobs and daycare so they can succeed. Why not have daycare centers located at transportation hubs. That way parents can take a bus from their neighborhood (with their kids riding free), drop them at the day care center near the transportation hub...then the parent can catch a connecting bus to their work destination. I remember reading a story about an inner city woman that had a 2 hour trip to work because of the inconvenience of getting kids to daycare and having to make 3 bus trips to make it all happen. And at that she probably wasn't make much money either. It broke my heart that someone who wanted to take care of her family was having to struggle so hard. Over the long haul, it can become a mental health issue for both the parents AND kids too.
• More accessibility for urban workers to get to the suburbs. As a recruiter, I've lost several candidates due to the fact that they lack transportation. People should be able to get to where the jobs are.
• Right now our bus system allows people to access something like only 18% of the jobs in Kansas City. Consideration must be made for those in Kansas City with the least probability of owning a vehicle (or more than one vehicle) (i.e. those living in the historically disinvested and most impoverished areas of our city). Any improvement in our transportation system must include a concerted and strategic plan to serve this population as highest priority, with special attention paid to access to jobs.
• Equity is of regional import given the shortage of affordable housing, we need to do a better job of making jobs, access to healthcare, and basic services affordable. (EQUITY)
• Reducir la pobreza. Añadiendo mas empleos para trabajadores no diestros, programas de educación y trabajo, etc. (Reduce poverty. Adding more jobs for non-skilled workers, education and work programs, etc.)
• Proactively address spatial mismatch (many KC citizens don't own vehicles, and can't access job-rich areas of our region such as JOCO, Northland, etc.)."
• Transit access to jobs. (TRANSPORTATION CHOICES)
• Access to jobs for everyone. This means we need real transportation options for everyone across the income spectrum. (TRANSPORTATION CHOICES)
• Connecting ALL suburbs to ALL suburbs for jobs and schools and healthcare without having to travel miles and long times out of the way having to drag through the irrelevant city and back out.
• Connecting employment centers with transit. Developing the streetcar system. Creating places around transit centers. (PLACEMAKING)
• On a much larger scale, I think the area needs a truly regional transportation system that connects downtown KC with cities like Lawrence, St. Joe and Warrensburg, and that is integrated with a more robust light rail and/or street car and bus system in the city. This will connect people to jobs they may not have access to otherwise. Do many people who live in St. Joe work in KC? Would they if they had a quick public transportation option? My suspicion is yes.
• Lots of areas in the metro KC community have no access to bus, rail, or any other public transportation. Everyone must have a car. If you don't have a car, your job opportunities and general living is negatively impacted. This needs to be corrected.
- KCK needs a comprehensive bus system that provides reliable and convenient service from downtown to Legends. Many people who could find employment can't because the buses do not run late enough. Buses should go everywhere, at needed times--much like Chicago's bus system. This is absolutely critical for fairness and equity.
- Transit access to jobs.
- The city of Independence need more buses coming out of Kansas City you later at night for jobs that people have to rely on the bus to ride also to bus times needed to be more efficient.
- A more holistic view of the connections people need to jobs, goods, services, and community - including delivery options that bring goods and services to people.
- Getting people to jobs, providing transportation alternatives, and addressing climate change. (TRANSPORTATION CHOICES) (CLIMATE CHANGE & ENERGY USE)
- Job access, especially for low income.
- Serving people who live in sectors opposite to where they work.
- Easy access from residential areas to jobs, i.e. downtown, airport, and major distributors and manufacturers.
- Transportation needs to be integrated with housing / shopping / jobs (multi-use).
- Getting people to the jobs and services they need and want.
- Job sprawl, making job access a problem with difficult transit coverage.
- I feel it's most important to make transportation easy to access for those living in lower socio-economic areas so they can get to jobs, but balance it with transportation that helps citizens of the area and visitors to visit different areas of town without having to drive cars everywhere.
- Transportation choices are critical to allow those with no personal vehicle to find and travel to job opportunities. (TRANSPORTATION CHOICES)
- More importantly we need fresh food options and small businesses that benefit the underserved urban areas where there are no options for healthy living. The city needs to severely limit (or omit entirely) businesses that profit off of the poor and underserved eg: pawn shops, title/check loan businesses, convenience stores, used car lots. The region should be trailblazers in the area of green technology (solar, wind, etc.) and provide economic incentives and credits to small businesses and property owners that follow suit. This can open the door to allow residents in the region to obtain livable wages. Additionally, the region can take advantage of a working class of people, pay them equitably, and teach them skills in helping to develop an ecologically and environmentally advanced area. The future in now. (CLIMATE CHANGE & ENERGY USE)
- Connecting underserved communities to services and opportunities.
- Mcdonalds is serving healthier foods now and if there was a Mcdonalds at or near every streetcar stop it would provide a lot of good and cheap food for folks. Also, there should be a Mcdonalds inside the Community Centers and the Libraries. The dollar menu feeds folks. Transportation wise, we need more options and cleaner options so folks can get to cheap food. There are food deserts but you know what would help -- more Mcdonalds locations -- especially on the east side where folks could use a dollar menu or even a two dollar menu. Sly James needs to listen and talk to the developer folks and get more Mcdonalds and restaurants of the like around town -- especially on the transit. Nothing like a bus ride if you had some hash browns to go with it am I right?

Technology/Data
- Find better ways to make transportation part of the sharing economy
- Transitioning to electrification of our transportation system, while also transitioning to generation of clean, renewable electricity
- Adapt to technological change. Driverless cars and such will have a profound impact on all transportation.
- Cost to ridership of increasing poverty due to unemployment due to automation disruption
- Drone delivery of packages is coming. Where will be the distribution facilities and where will there be drop zones? How will drones offload congestion on our streets. How can we be ahead of the curve for drone delivery when Amazon decides to put its headquarters in Kansas City?"
- EV Charging Infrastructure (Public) in concert with IoT / Smart City initiatives. EasyMile.com Proterra.com Change.us, Etc
- Providing for the societal, spatial, environmental, traffic density, and financial implications of Autonomous Vehicles.
- Autonomous Vehicles
- Adapting to a future of autonomous cars and electric cars.
- Technology: ensure or transportation is on par with the latest technologies.
- Technology Capabilities
- Autonomous Vehicle Technologies and Smart Cities need to be included since they will play at part in the future of transportation
- New Transportation Technologies - changes to the transportation system by Transportation Network Companies (TNC), autonomous vehicles, hyperloop, etc.
- Perhaps a goal that includes planning for new technologies in transportation.
- planning for shared autonomous electric vehicles (Mobility as a Service)
- It may be implied in one of the stated goals, but I think it's probably time to add a Technology Goal to keep abreast, adapt, and adopt scenario planning that addresses the rapidly changing technology of transportation.
- Incorporating electric and driverless cars, bikes
- Embrace New Technology and New Approaches
- technology, autonomous vehicles, port authorities
- Automated vehicles
- Better preparation for future vehicles, technology, and policies to guide how the region will interact with the evolving vehicle features.
- The plan needs to acknowledge that automated vehicles will be disruptive technology to current mass transit options.
- Transportation could look a lot different in 30+ years, so need to take into consideration what technology changes could be coming and how soon. Don't spend a lot of money on something that could be passed by, technology wise.
- Technology capabilities
- Long term viability and ability to adapt to changing technology and environment
- Need to be thinking about automated vehicles
- Need to question whether investment in fixed asset public transport can be better served through distributed automated vehicles
- Smart infrastructure/intelligent transportation - this could really help with system operations"
Transportation System Performance Data -- Collecting, managing and sharing information about transportation system performance in order for transportation agencies and the public to make good decisions about their uses of regional transportation facilities and services.

• Data tracking and progress reporting
• Data
• Amount of transportation time and quality (value) of transportation time (these are 2 separate items) ... Drivers of cars can listen to the radio, podcasts, etc. But users of public transportation can read, write, work, shop, etc. (i.e., actually get things done) on line while somebody else pilots them to their destination.
• How autonomous vehicle technologies will change the mechanism for taxes for road maintenance.
• Hyperloop from KC to STL? meaning what's next for transportation.

Funding / Financial Sustainability

Accessibility
• Safety and access/affordability for all. Poor, aging, disabled, all neighborhoods. (SAFETY & SECURITY)
• Safety and full accessibility (SAFETY & SECURITY)
• I think it is most important for transportation means to be accessible for all ages and abilities.
• Access to the transportation that is convenient.
• Equity and access ~ it's too hard for some people to make use of the regional transportation system as it exists. (EQUITY)
• Broad coverage and accessibility
• Accessibility
• Walkability
• Pedestrian Connectivity within all counties and cities. It may be nice to drive or take a bus to places but when you can't walk to a park when you are less than a mile away, that's a problem. I.E. Wyandotte County Park is not accessible from residences in/around Legends. I.E. Johnson County Park is not accessible by Wyandotte or Leavenworth Counties. Moving here from the east coast and Minneapolis makes this area feel like it is decades behind in getting people outside for healthy, stress relieving, activities.
• Yes, I think there needs to be a policy specifically to accessibility and enlightened design.
• Reach more areas where individuals do not have access to public transportation
• It is important to have affordable transportation options from the city center out to the suburban areas, where many jobs are.

Affordability
• Costs to citizens.
• Transportation affordability and sustainability.
• Pricing - for many of our residents at the lowest level of income our current transportation system is too much. If we can't serve the people MOST likely to use public transit why even go there?
• Affordable Transportation-including Parking
• Cost Conscious
- Leverage businesses to minimize cost to riders - such as validating tickets for reduced costs or free cost to customer or subsidies through employment
- Safety and Affordability of Cost (Repeated from above)
- My top choice for priority would be safety, affordability and access by all. The Northland region is grossly underserved!
- More affordable alternative transportation availability, especially in under-served areas.
- Public access that is affordably competitive with automotive transportation, that encourages use through spatial and geographic planning and implementation.
- Affordability, Geographical outreach-availability to suburban areas
- Easy accessibility to the suburbs. With regular public transportation that is affordable and efficient. None of this 3 hrs on the bus to get 20 miles

Civic Awareness/ Engagement/Communication/Education in Transportation

More Green/Open Space
- In addition to environment, plan for additional recreation or green space along with each development and maintain those that we have now.
- Think this is a great list, I would add creating a communal public open space that brings people together would be nice.
- Kids access to food (health, fresh food) and an equitable education across the metro; better and more library; better and more outdoor spaces for recreation, exercise and general experience.
- Little progress towards decades-old MetroGreen cycling/walking trail system: need connectivity.

Aesthetics/ Enjoyability
- Beauty? We create places, and build infrastructure. But we sometimes forget the aesthetic dimensions.
- Enjoyability. Make the transportation experience as stress free and enjoyable as possible.

Eliminate barriers
- Not so many unnecessary cubs, light posts and planter boxes. Consider rolling transportation- bicycles and wheelchairs- before planning so many curbs everywhere.
- Making transportation options more user friendly for older customers

Modes or Project Mentions

Comment Summary
- Public Transportation/ Mobility Services – 330
- Bicycling and Walking - 35
- Roadway/ Bridge - 21
- Freight - 3
- ITS - 1
- HOV/HOT -3
- Airport (and Connecting to Airport) - 14
- Intercity Passenger Travel - 4
Raw Comments

Public Transportation/ Mobility Services

- A high speed transportation system is needed for the areas.
- Implement rail system to areas that are heavily congested commuter routes. Focus on balancing livable connected communities to encourage public health and activity levels.
- Expanding the reach of public transportation to included outlying areas sooner, especially for the handicapped person of any level.
- Accessibility. There is just not enough public transportation available for outlying areas to connect to downtown.
- Add more routes from Lenexa, Shawnee and south Overland Park/Leawood that will lead more directly downtown. I would ride the bus if I could go from W 95th St and Loiret straight into downtown without having to take a long way and transferring buses to do it. Time is money and transportation needs to be more readily available with more direct routes.
- Light rail for KC.
- Light Rail

- Kansas City Public transportation in general needs some help. The streetcar is a step in the right direction but it needs to expand farther and into different parts of the city. Bike lanes and sidewalks downtown need to be in place throughout the whole metropolitan area. In order to encourage public transportation for everyone there cannot be a stigma that comes with it (that only poor people ride public transit). This may be one of the biggest challenges that faces public transportation in KC.
- I can't get to most of the places that I want to without private transportation. I'd love to use public transportation more.
- More streetcar stops, as long as it continues to be free
- Regional light rail/streetcar expansion
- expansion of public transport, increased safety of transport and ease of use.
- No more light rail! A better approach is trolley cars if dedicated routes are NEEDED! Buses actually work fine but Uber and Zip are so cheap, why do we need public transportation any more?
- An over all great plan to get people from anywhere in the metro area, including maybe even Topeka, Leavenworth, St Joseph, Kearney, Harrisonville, and Wareensburg and Ottawa into the picture. Do it in a way where routes make good sense, get people from one place to another with these least number of transfers and do it on a good schedule so that it is available all thru the day and on weekends. Planning and performance along with a long term commitment to the region, along with good running, clean, safe busses will help greatly. Provide more out of town park and ride locations along I-70 in Missouri and Kansas, along I-35 down through Johnson County into the Ottawa area and maybe from Lawrence and Topeka into downtown or the College Blvd areas.
- I believe that expansion is key to promoting the economy as it will give employees opportunities to more jobs. The hours the transportation runs needs to be addressed and safety is VERY key.
- Substantially expanding public transportation options and access throughout metro to protect future economic vitality, increase equity and improve opportunities for healthy, active living. (ECONOMIC VITALITY) (EQUITY)

- Connecting people through walking, bicycling and public transportation. Our public transport is shameful and doesn't fulfill our needs. People should not be forced to own a car to travel in a timely and convenient way. Cars are too expensive for many individuals and for cities and companies to maintain infrastructure.

- extending light rail will be a big step in the right direction

- Light Rail System that runs city-wide

- Transit routes need to reliably and efficiently allow the most typical riders to access essential services - medical care, grocery stores, schools, etc. New transit strategies (streetcar, rail to KCI) that are solely focused on economic development corridors and middle/higher income riders only further divides the region and contributes to disinvest in communities that typically rely on the existing bus system. More emphasis should be placed on connecting metro area transit lines (KCATA, JO, UG, Lawrence); it’s improved but still has a long way to go to turn car commuters into regular riders. (ECONOMIC VITALITY)

- Transportation to and from Truman sports complex so public doesn’t have to pay the ridiculous parking prices. Airport transportation again to save on the ridiculous parking prices.

- Transportation to and from the plaza and power light district to ease the mess during conventions downtown. These need to be fast easy and cheap ways to get people into and out of the major venues in Kansas City. With a second phase looking at the legends area

- I think we need to think of including transportation to st. Joseph or Buchanan to expand public transit a lot of commuting goes on from kc metro to there and its a city the size of arrowhead stadium at the Truman sports complex next to the abandon GM plant that and Armco took care of a lot of family's now the area from the Ave to the plaza is poor working class barely notice by the office holders of our Jackson co. And KC

- Allowing perspective riders of future to be aware what choices are available for them

- I think the issues right now that we are having is, we need to make The Jo bus service better as well as the Independence Bus Service, with weekend service for Jo and Sunday service for Independence. Also for KCATA, we need bigger buses on the weekends and needs to run more frequently on some routes need to be altered with that. We need more Northland routes to be ran on the weekends, also the 28 Blue Ridge to have Sunday Service.

- Smithville needs bus service and trail connectivity

- Expand public transportation.

- Identification of purpose. Current public transportation is utilized by those with limited transportation options thus the a systemic attitude of have to take public trans. Vs want to take public trans.

- Since KC is a hub, we need to find a way to divert truck traffic outside of the center city. Either that, or make HOV/HOT lanes a possibility. Commuter rail should be considered as an option with park/ride lots at each station. This would reduce a lot of commuter traffic into the downtown core. Look to Albuquerque, NM as an example. A transportation system that actually strives to meet the needs of the riders, not for some other 'big picture'. One that is economically fair to all - an awful lot of people riding for free and many of us paying full fare (for the past 20 years). Why are Vets free now, instead of a long time ago?
• The KC metro is a LARGE area - potentially extending out to Bonner springs or Lawrence - connecting commuters from those outlying areas to the heart of downtown should be a priority.
• More rides to the subs
• Drivers need more training in the area of People with developmental disabilities. Too many of your drivers will not touch a person with a disability because they have saliva coming from their mouths.
• Mobility as a Service.
• There has to be an expansion to the suburbs. East, West, North and South. All directions. There is zero reason not to expand. Areas such as Blue Springs, South Kansas City, Lenexa/Olathe and North of the river. It's stupid as it stands.
• I think it would make a lot of sense if the street car extended to more neighborhoods, such as the Plaza and Brookside and beyond. More community bike to work days, incentives for alternative transportation and RideShare programs would be great. We are one of few major cities without a ZipCar type of program.
• Personally I think more needs to be done for the disabled and the Share-A-Fare system. The current system falls behind. The old system with City Cab was much more reliable than the new system with Viola.
• Doubling the capacity of metro roads and highways wouldn't make the metro great. Connecting the outer areas to downtown, each other, and KCI with light rail having meaningful capacity would make the metro great. Don't allow nasty, myopic, tribal, navel-gazing KC metro politics to burn yet another half-century of potential for greatness in metro area quality of life.
• Transportation stop amenities such as trash cans, seats or clear spaces for accessible rest, and shelter from weather are very important. This affects the entire existing system and future systems.
• There needs to be reliable ways to get from the suburbs to the urban core during after work hours and on weekends.
• Do NOT bring bus routes any further south than they currently exist. This would be a detriment to the safety and security of the communities as they currently stand. This was proved with the failed attempt in Belton some years ago.
• KC is woefully behind on regional transit, which translates to dismal performance on equity and transportation choices. Significant progress needs to be made on this to make any meaningful change on equity. Better land use is critical to this. Gas taxes should be raised on both sides of the state line. Also need significant progress on increasing safe and useful facilities for biking and walking as transportation. Continue Jackson CO’s work on expanding the trail network (and connect to destinations so it’s not just recreational). Transportation choices, help people have more options for transportation, especially mass transit can help solve concerns in the other categories.
• Better transit and transportation options from the south to access the downtown.
• Equitable service levels for all modes of transit with priority for transit-heavy areas, e.g., streetcar is every 10 minutes but Troost MAX is every 30 minutes after 6 pm.
• High speed trains from Johnson County to the airport and downtown area.
• Ensure handicap individuals have excess to locations before and after boarding.
• Improving transit service frequency and reliability.
- Improving pedestrian safety near transit stops, especially in suburban locations. (SAFETY & SECURITY)
- More mass transportation
- More routes, more frequent routes, more coverage of the city, more high speed options.
- Better airport with more options; longer streetcar line
- KCMO and the metro area does not have a good public transportation system - We need some type of light rail or rapid transit to get people from the suburbs to the city and just moving around the city. This would help / impact the environment, economic conditions & equity performance for everyone. Between Cities - We need an upgrade in our airport, an intercity rail across the state and connecting to other states. (ENVIRONMENT) (ECONOMIC VITALITY) (EQUITY)

- **Regional transit funding to allow for expansion of service, pedestrian access and safety in areas of high demand**

- Kansas City desperately needs a fast, convenient way (not bus) to access the airport, stadiums, downtown, etc.
- Rapid Transit and Affordability and safety
- Transit - and lack thereof. We can not compete as a region economically when only 1/4 of the region has adequate but not even desirable transit service. Only having good surface transportation has not served us well in the past and it will only get worse in the future. (ECONOMIC VITALITY)
- More transportation choices. Currently all we have is the bus and they keep reducing their routes.
- We need to have bus routes that run along our major interstate highways with park and rides lots along those routes not funded by individual cities, but by county taxes. That way the cities aren’t subsidizing rural or non-participating cities’ residents using the buses.
- Also, direct bus routes to places like down town KC MO from KCK or other popular locations.
- We just need more and better bus service. Since the streetcar there have been significant cuts July 2016 and especially Oct 2016 to buses. No more money for streetcar b/c it has diverted money from buses. Bring back the downtowner, which had two downtown routes for a quarter, instead of this billion dollar 2-mile albatross.
- Areas South of Kansas City have no bus options.
- More flexible options rather than traditional bus routes
- **The city of Independence need more buses coming out of Kansas City you later at night for jobs that people have to rely on the bus to ride also to bus times needed to be more efficient**
- In general, I believe the entire region relies too much on cars. Unfortunately Kansas City is a very spread out place, but nevertheless the area feels like it is lacking a cohesive and comprehensive public transportation option. Just to go across town takes many times longer via bus than car. So one overarching issue to consider might be the speed or frequency of service. One way you make driving a car a less attractive option is if driving will take longer or be more of a hassle than taking public transportation.
- Opportunities for BRT, TOD feasibility, I-35 HOV, Inter-suburban transit, streetcar expansion, CBD-KCI transit connections, On-ramp signals, Expanded bus service hours, road diets -> bike lanes
- We need to connect these counties together by a faster, more efficient system than buses. That might be a streetcar-like idea, or something better. When we connect the areas through KC (East of Troost to West of Quindaro, we are creating a versatile environment with a lot of diversity. Working with diverse cultures, people and areas of the city creates a bountiful environment, not exclusive, but inclusive. Big picture-see everyone connected. Begin that with connecting them in the most efficient and ‘green’ way possible. My dad always told me, ‘Build the best, have it for life.’
- better bus/transit service is needed (esp. in Northland) Greater buy-in/coordination for public transportation in outlying suburbs - Grain Valley, Oak Grove etc. Unsure of Kansas side if they have same issues.
- Keep adding buses! The streetcar is not practical, costs way too much and is not necessary - buses are!
- I support a bigger picture that includes increased public transportation options and efficiency and easy access and affordability of public transportation.
- public transportation to the airport
- Each community needs equal accessibility to rides. As it is currently only inner-city has numerous options and schedule times outlying areas have very limited scheduled times to catch buses. (EQUITY)
- be on time. connect to the next one.
- Expanding the streetcar from the airport to south Kansas City and expanding bus lines to make travel across the metro quicker and more accessible.
- Expanding the streetcar throughout the metro and out to the airport.
- More frequent buses on the other main thoroughfares on both sides of the state line.
- Frequent service, and good coverage.
- Transportation is not frequent enough for riders particularly during nights and weekends.
- East to west transit. Having Park and Ride buses get priority on highways.
- Availability of public transit throughout the metro
- Greater access to public transportation (primarily bus routes for commuters).
- It needs to be faster and cheaper to get to work using transit than to drive. For most of us, this is not yet the case, so we keep driving to maximize time with families and time for other priorities.
- Need more bus times for routes.
- More bus routes, more frequently.
- Public transportation like light rail.
- More willingness to work together between municipalities, counties, and across state lines so people who have disabilities can travel from Johnson County to other parts of the metro region easily.
- Better transportation on Barry Rd. From Maple Woods Comm College to Park Hill H.S and east to Liberty on 152 HWY. Parking areas to catch transit from Cerner Corp. to the Kansas Cerner location. I-435 route. Better East-West and North South Connector routes with Parking area.
- Will need an Airport Express from Johnson County and other Locations. Like Shawnee Mission Pkwy and Metcalf to Airport. At the Target Store, Olathe to Airport.
- Rail! Rail! Rail!
- Rail!
• More rail transportation. Expand street car
• More public transportation options.
• More planning should be about public transportation. If we don’t plan now it will be too late.
• You should plan for public transportation to the airport...rail would be ideal
• To minimize safety risks caused by the volume of vehicles on our traffic ways, a mass transit system connecting the counties should be a top priority. (SYSTEM PERFORMANCE – DO NOT COPY)
• Speed of transit
• The service needs to be timed to be of actual benefit of the employers of the area.
• Put all the RideKC transit providers all together and make it One, that are now providing bus services for the different regions in our area.
• Provide high speed transit to those who don’t have access to private transport.
• -Bus Rapid Transit or similar to provide better access to MCI/KCI from multiple centers (for example, from the Plaza, from Oak Park Mall, from Lee's Summit, and from Independence)"
• Outlying towns within Jackson County. Public Transportation is supposed to be for EVERYONE not just downtown on ONE single street. Transportation lines need to be set up with the kiss and go lanes by the highway exits and not JUST downtown only. People want to travel into KC on this transportation not just while down there.
• More bus service
• Jo weekend transit
• Infrastructure in place along a public transportation system and parking needs along the system or instead if no public system is in place.
• Increasing the frequency of Buses, True BRT, Bus Lanes, Stop Light optimization.
• Increase funds for public transportation
• Improve public transportation so that it takes a greater burden off of the east-west and north-south corridors of highways and make it more affordable, safer and cover all time frames to attract people who cannot afford, are afraid of crime on public transportation or is not available for the times needed to use it. (SYSTEM PERFORMANCE)
• In addition to the modes of transportation listed, rail (surface, elevated and subway) should be added, with connectivity to all counties referenced in the goals+.
• Extend bus schedule to 11pm in KS.
• Explicitly mention public transit as a goal.
• Expansion of the street car. The street car is a great way to get around for both visitors and locals, but the limited area hinders greater potential.
• Construct a light rail system with meaningful capacity to link outer areas to downtown and KCI (and don’t wait another half century to do it).
• Communications interactions-Ridership communications is important for both riders and RTA employees. Riders should easily be able to interpret signs, maps, connections. Things like color coding may be part of future goals. Communications should be pleasant and not sound robotic or like you are talking to a computer.
• Communications & Customer Service - although this might be covered in another goal/s, e.g. how to best keep all riders informed of all transit news, changes, bus tracking, etc. And reminders/training for staff that this is a customer-oriented business.
• bus shuttle from Lawrence KS to Downtown KCMO
• Building a mass transit system, one that will cover the entire KC metropolitan area as a high priority public service project, starting no later than the summer of 2020 to be complete by 2025.
• Build a metro-wide mass transit system. Make that a public policy priority of the highest order. Commit to starting no later than 2020 with a target completion date of 2025.
• Build a metro wide mass transit system. Make that a public-policy commitment and priority of the highest order.
• Better service in Northland, very limited areas and service. If you provide the service more will ride. Share-A-Fare only operates to bus service areas, used to take you anywhere.
• Better and extended public transportation.
• In transportation changes, it would be great if we could further expand the street car. We also need a good way to link outer-lying cities such as Overland Park, Olathe, Leavenworth, Parkville, etc. to downtown without relying so heavily on individual cars. Traffic is getting terrible and it will only get worse if we don't address better mass transit systems. We should look to other large cities with great transportation systems to suburbs and figure out how we can make it work here. We've been passed up by large companies (Amazon) due to, by a great factor, not having a good focus on public, mass transit. Companies and future generations are looking to greatly reduce dependence on individual transportation, and more on public transportation or bicycles.
• Initiate studies to evaluate the feasibility of elevated (L)/subway systems throughout the metro area, with emphasis on costs, environmental impact, user commitment; profitability; multi-decade planning and effectiveness for overall expansion of commerce, education, residential and business growth and connectivity, etc.
• Utilizing the Buck Oneil Bridge, you could build light rail that links up the Northland into downtown. Just a thought.
• Transit access to jobs.
• Mass transit. Commuter rail, light rail, airport/stadium/downtown connections. STOP SPRAWL
• Weekend Public Transportation from JOCO to KCMO. The buses don't run on weekends.
• Extend Streetcar to Westport and Plaza.
• Light rail expansion
• Regional transit
• We need a monorail from Airport to Downtown, Kansas City needs a real up to date luxury hotel.
• Bring more rail online & better bus service
• Mass transit to airport
• Mass transit (not buses), extending into Kansas"
• Johnson County, KS needs more connectedness to the rest of the Kansas City Region. There are lots of beautiful bus stops in Overland Park, but these are commuter routes designed for commuters to and from work in the downtown area. Consequently, these stops only see service twice a day at the most, once in the morning, and once in the evening.
• I should be able to get on a bus and take a trip to the northland in one trip with no transfers.
• Need improved public transportation from suburban areas and KCI into the city
• Expansion of public transit, specifically the street car line to points east and north, and expanded south.
• An interconnected mass transit system that provides connections between air, rail, bus, TNC, autonomous vehicles, and hyperloop. The current system is mostly automobile centric.
• A robust regional transit system that can get you to almost anywhere within the region in a timely manner and connects workers to major job centers/entertainment/medical/retail facilities.
• Mass transit expansion - not buses
• Light rail system connecting suburbs to downtown KCMO
• Expanding public transportation options/routes linking work centers with housing and where workers may live.
• Expanded transit frequency and routes within current service areas, as well as throughout the region. Prioritization of projects related to bicycling and walking must take place. Better ease of access to the KCI airport from a few key hubs throughout the region (such as a dedicated KCI bus from a few regional points - Union Station, Mission Transit Center, etc.). Also need to look at streets and transportation system as placemaking priority. (PLACEMAKING)
• Bus transit system is totally underfunded. Need to focus on adaptability to AV tech. Need aggressive road diets and bike ped focus to reach multimodal goal. Ecological and environmental integration around transit corridors, green infrastructure etc. (ENVIRONMENT)
• Regional-funded light rail.
• Regional Light Rail
• I think the expansion of light rail supplemented by better bus transportation.
• Mass transit to suburban areas needed
• We need a regional transit system that is not 100% buses.
• increased light rail availability
• Providing transit to those most in need, including adequate and safe sidewalks, and 1st/last mile options to transit.
• Regional Transit
• public rail system that reaches the major portions of the city (MCI, Liberty, Blue Springs, Lee’s Summit, Legends, Johnson County
• We need more buses, routes and incentives to use the bus system over driving our own vehicles.
• Easy accessibility to the suburbs. With regular public transportation that is affordable and efficient. None of this 3 hrs on the bus to get 20 miles
• Regional funding/revenue source for public transit services.
• Job access via public transit across the region. I would love to see more comprehensive transportation oriented development projects to encourage commuters to take public transit while creating great public spaces.
• Fast, accessible cheap, public transit, including suburbs. All connecting to airport.
• Painfully slow progress toward a more accessible, more comprehensive borderless public transit system...good plan, Smart Moves...GKCCC finally on board, business community most join the fight
• access to public transit on KS side, and to the airport
- Metro-wide public transportation. It shouldn't take 2-3 hours to get from Overland Park to Independence, or from Lees Summit to the Airport on public transportation for example.
- Improved public transportation across all counties.
- Extensive commuter train network.
- How visitors and locals can more easily access major areas like the KCI airport and various other locations around KC, and it not be on a local bus. Buy some more coach buses!
- Mass transport, high-speed trains
- Kansas and Missouri should share an intra-state transit system like Oregon/Washington.
- Public transportation options for those living outside of downtown KC
- Mass transit from all areas of the metro.
- Fast transit between cities, improved transit options within metros
- Robust public transit (city buses and regional light rail), and majority of roadways safe for bicycles--a Kansas City resident should be able to easily live without a car. This is crucial not only as it impacts climate, but equity and economic mobility.
- More feasible regional public transportation options
- With the KC metro area growing while its so spread out, we need alternative, extensive, and sustainable public transportation options that would connect and unite the metro area together and offer more opportunity to everyone. This would also cut down on the rising traffic and pollution problems by offering affordable and efficient alternatives to the automobile. (SYSTEM PERFORMANCE) (ENVIRONMENT)
- Provide rail transportation to the airport from the Plaza, connecting Crown Center and Downtown. We are very behind in connecting major metro nodes to the airport compared to other metro areas.
- The region needs accessible connections to the suburbs. Not park and ride options, but real public transportation such as trains or express buses. Chicago does a great job of connecting its suburbs to the City. Look at the traffic patterns; we're growing but ignoring the transportation needs. It's affecting our economic vitality by not appealing to large companies that are concerned with the environment and being able to provide their employees with several affordable, reliable transportation options. (ECONOMIC VITALITY)
- More light rail. Train commute to the city.
- Mass, public transit that is actually useful for more people's daily lives. Taking mass transit to the airport or baseball/football games is pathetic at best under the current systems. Somehow getting transit to realistically cross state and county lines, rather than the current barely-does-it systems, is needed.
- Rapid transit network - expanded train, streetcar system
- Either a subway system or a train system
- Connecting the Northland to KC core and KCK with light rail
- Public transportation - especially from the airport to downtown.
- Public transit is still limited in the region. System works in limited cases for the more outlying areas, but falls short for many riders, outside major corridors, or outside limited commute times, etc.
- If we want to be able to compete for bids like the Amazon HQ, we need to have a public transportation system that is on par with other major metropolitan areas. I came here from Chicago
and live in Parkville and have ZERO reasonable options to get to work. Millennials, like myself, will take public transportation if offered. It feels like KC is in this old frame of thought to provide services to the poor or tourists... not thinking about the general population. (ECONOMIC VITALITY)

- Beyond that, more regional public transportation. Have seen great progress in this area in the past few years.
- Light rail to airport
- Access of transportation through one system. The same “metro pass” that can allow a rider to take the bus and the streetcar without having two separate passes. Also, more direct routes from areas around the metro to points of interest.
- We need to have mass transit for public access to the metro area.
- Make sure the various types of transportation are synchronized, so someone taking a bus can get on the train or plane in a timely fashion. This will also make it more likely that people will choose public transit over the convenience of their car. (SYSTEM PERFORMANCE)
- Good transit options for commuting in from the suburbs without cars.
- Engaging/educating the community on why public transportation is important for environmental health and vitality
  - Greater reliability and speed of transportation so residents would be more likely to use public transportation. (SYSTEM PERFORMANCE)
  - Transit needs to be a realistic option for commuters. Would LOVE to give up my car, but I'm not going to take 3 busses and triple my commute.
  - Connecting important hubs in the KC region via safe, efficient public transportation to include economic centers, universities, hospitals, and the airport.
  - Comprehensive mass public transportation for integration of our cities' communities and encouraging economic growth in under-resourced/blighted neighborhoods. (ECONOMIC VITALITY)
- Rail system
- The interstates are getting too busy. Light rail needs to be considered to Johnson County, KS, KCI Airport and Stadiums. (SYSTEM PERFORMANCE)
- Reverse commute transit options, commuter lines, connecting lines east and west to get workers to jobs
  - I am not sufficiently familiar with the regions of this area. I believe some sort of rail system should be implemented to reach all parts of a metropolitan area.
- More public transportation in suburban areas
- Public transportation to the airport.
- Working with the city to provide more public transportation from urban to downtown.
  - Not sure that a street car does anything that a natural gas or hybrid bus couldn't do at an eventual lower cost. Seems a little too late for something on rails.
  - Light rail or street cars from all parts of the city at some point and then suburbs. Love the street car down town!!!
  - More locations and stops for public transportation on Kansas Side. It seems like from my area it would take 4 times as long to get downtown on a bus, and this is after I drive or get a ride to a stop. This is just not time effective for anyone.
• We need an expanded light rail/street car system that will connect the airport to the downtown area and other major metro areas.
• Need a light rail option to KCI for faster transportation and economic growth. Need more Bike trails and sidewalks on both sides of the street or at least one side for walking. (ECONOMIC VITALITY)
• More public transportation options
• There are some areas of the greater metropolitan area that have no public transportation except taxis or similar autos.
• there is no public transportation to my current work location
• Environmental since the world is moving from fossil fuels to renewables. I know that some buses are now natural gas and we have the electric street car. Moving to mass transit for suburbs and retraining the public in usage (ENVIRONMENT) (CLIMATE CHANGE & ENERGY USE)
• High speed transportation between population centers, not just major cities.
• Regional mass transit (offering rail and other options for suburban commuters).
• Mass transit system to connect airport to downtown to Overland Park, Sports Complex and general areas inside and outside of the I-435 corridor
• We need, need, NEED to connect the metro as a whole in an easy, accessible way. The buses are better than nothing but just barely. The streetcar has been a FANTASTIC addition to the downtown area and we need to expand it in every direction to connect the metro. I think a reasonable first step is to take it across the river to KCI. That's an easy way to bring revenue to the downtown area and sell the project to the skeptical. After that, drop at least one line in every major part of the metro: Liberty, Barry Road, Overland Park, Lee's Summit, Blue Springs, Grandview, etc, etc, etc.
• There are no buses that service NW Prairie View Rd and go straight to Overland Park, KS, as the JO Buses, for example, do.
• "How to get the poorest individuals where they need to go via public transit and/or transit subsidies. The expansion of the street car program to neighborhoods/residential that can use the street car for evening usage and commuting to work.
• Bus needs to be de-stigmatized. It's not just for poor people. Light rail is nice, but it's expensive to build. Improve the image of the bus and make it run more places more often.
• We need regional and inter regional public transit. Metro, Streetcar, light rail, commuter rail, and buses. We must focus less on massive highway projects and focus on slower and safer streets
• Light rail to suburbs and airport, expanding streetcar
• More/better access to public transport
• Commuter lines
• Comprehensive and integrated mass transit options - more rail
• Inter-city lightrail (KCMO to Airport, Lawrence, stadiums) inner-city streetcar expansion (riverfront to brookside and Waldo, via multiple avenues such as Broadway, grand, Main) with eastward spurs to 18/Vine and beyond.
• Public transit is a time-suck, which is why commuters don't use it. (It would take an hour and 45 minutes for me to get less than 8 miles from my home to work by KCATA.) If it were more convenient, it would no longer be the transportation of last-resort and would be perceived as
safer. KCATA would do well to study Curitiba, Brazil's approach to model the bus system off a subway system. Currently, there are few routes, but they make too frequent stops. I think KCATA should consider more routes with fewer stops, along with a few rapid buses connecting popular hubs.

- More options for non car centric transit.
- Better connected mass transit systems that cross state lines; more investment in streetcar / rail capacities; more investment in active transportation
- Try to fill in the areas where the current system doesn't provide coverage and make as user friendly as possible
- a broader bus and streetcar service covering more on both sides of the state line especially on the Kansas side not much bus service here but needed
- Expand public transportation options to the areas that are needed the most
- A way to get nearly anywhere in the area via transit, quickly and reliably
- We need better access to and from the airport, more frequent service throughout the urban core, more logical bus routes, better connections to JoCo, especially the I-35 corridor
- Connecting suburbs and neighboring cities with reliable, usable routes.
- rail transit
- Focus your energy on Kansas City, expanding bus service on existing routes so buses are more frequent and more accessible, while also expanding access to the Northland from downtown/midtown.
- Late day options. I can get to class, but not home after 6pm. I can go to a ballpark, but can't get home.
- Commuter rail
- Smaller transit choices --small bus=small footprint.
- Easy access to public transportation- to include trains/subway connecting the entire metro and the suburbs.
- access to mass transit in the suburbs
- Light rail; commuter rail
- More options for efficient public transportation around the entire KC area, not just downtown.
- Build a comprehensive metropolitan area- wide fixed guideway transportation system to provide an energy efficient alternative to the KC area's nearly total dependence on private automobiles for mobility. (CLIMATE CHANGE & ENERGY USE)
- Need for quick mass transit from the northland and other outer suburbs to downtown and beyond.
- continual growth in Public Transportation throughout the metro area
- An 'El' not a streetcar.
- Accessibility and options to take public transportation. I'd love to see more connectivity between JoCo & KCMO for special events and such.
- Improved public transit options from Kansas to MCI.
- Improved public transit options to the USCIS Immigration Office located at 10320 NW Prairie View Road, Kansas City, MO 64153"
- train to the airport....
• street car needs to extend to Plaza, KCI and Arrowhead to bind community together
• Lack of public transportation, especially from the outlying suburbs
• metro expansion in MO
• Public transportation that is safe.
• Regional Rail Transit. (Ie. Exapand streetcar, build light rail and commuter rail.
• Need more options, such as monorail or train service; especially from suburbs to KC. Need environmentally friendly services.
• A light rail or other public system doesn't seem feasible here unless into the center of KCMO and to OP, but I think people in the mid west would prefer to drive.
• Public transportation options to the airport. Transportation options that improves commute times to downtown from the suburbs (right now, takes longer for public transportation than driving yourself)
• public transportation is focused on the downtown area. The transportation system addresses very little once you move from the center of Kansas City. If I am downtown I can walk to most places.
• "mass 'light rail' transit to the airport
• mass 'light rail' transit from east to west and vis versa"
• Develop a high speed rail system. Build a new airport that complements the current one.
• More direct routes; requiring few transfers. More routes offered in the suburbs. Covered and well lit parking.
• Rapid transit for the 7 county area.
• We need a public transportation that goes across the entire metro area, quickly and effectively.
• More options in the suburbs, quicker destination plans - get on a bus it takes you an hour to get somewhere that would only take 30 minutes to drive.
• I do not approve of expanding public transportation for a few reasons (based on current & similarly historical systems): they are an eye sore, costly to maintain & update, transports unwanted criminals, lowers property values, and other issues. Most people live in suburbs to move away from those issues.
• suburbs with limited routes
• I would like to see a larger area covered with public transportation options. To be able to go to any part of the city without having to own a car to get there.
• Better access such as locations and availability.
• We need to revitalize our corridors in the area. Economic redevelopment could occur if we had streetcars running along grand old streets like Truman Rd and Paseo Blvd. If it worked for Main St., it could result in economic growth for blighted areas.(ECONOMIC VITALITY)
• Regional connectivity. Tons of busses should be running up and down the main highways with park and rides and local busses available to facilitate easy commuting
• Fixed rail transit needs to be expanded dramatically throughout the metro
• light rail
• KCK needs a comprehensive bus system that provides reliable and convenient service from downtown to Legends. Many people who could find employment can't because the buses do not run late enough. Buses should go everywhere, at needed times—much like Chicago's bus system. This is absolutely critical for fairness and equity.
• Do not take the bus away from seniors. Loss of this convenience would be harmful to a lot of seniors/
• Time from pick up to final location always seems too long. It takes me 15 minutes to drive to work. If I took the bus it would take me an hour.
• rapid expansion of the system, providing both light and commuter rail choices, coverage of entire SMASA
• In the Northland there are no east west lines and limited lines to Liberty
• More ability to reduce VMT. So more mass transit options and service area improvement. Increase commuter options.
• It would also be nice if there would be a way to take advantage of rail lines to make it easier for people in suburbs to get to different areas of town, with rail cars run frequently to make them more desirable for people to use.
• Transportation choices/Public Transportation - it embarrassing how few choices we have and the lack of public transportation throughout the region to key destinations like KCI, sports complex, downtown, other major employment locations, ...
• We need functional mass transit. Buses are great, but largely ignored. Light rail needs to happen, especially if we are to connect the farther reaches of the metro.
• Better availability of public transportation for all municipalities within MARC's region, not just urban core of Kansas City, MO.
• You need to plan for the ENTIRE metroplex, not just KCMO. Johnson County needs commuter rail and light rail. So does Wyandotte County. Poor communities must be addressed as well as more affluent areas. Get off the dime and get started before we have a piecemeal system that suits no one.
• Remember the 'inter-urban' systems? Light rail from KCI to all business, entertainment, and residential centers in the area - as far as Leavenworth, Harrisonville, Oak Grove and Bonner Springs...
• Lack of commuter rail and light rail system
• A complete rail system: Commuter and light supporting by streetcar and BRT
• Look to add light rail from outlying counties to the airport and other landmarks throughout the region.
• More showcase fixed transport modes (light rail, streetcars) that reach out to suburbs and airports, hopefully running through lower-income neighborhoods.
• KC MSA has an extensive bus system, but these are still affected by traffic and are not seen as viable transit methods in a region with such a low density footprint. Far-reaching rail projects would allow the city to focus more bus resources on underserved neighborhoods, hopefully driving additional economic benefits. (ECONOMIC VITALITY)
• There are very little choices north of the river in Missouri. You can ride the bus downtown and to the different casinos, but that is it.
• Need a better transportation system
• More options to suburbs. Expand rail and options beyond buses. Plan future roadways to be able to handle even more future expansion of alternatives. Stop simply adding lanes to existing roads or highways.
Every year there is a vote on mass transit, but the voters that get to participate are not the ones that would be the users of a rail line. For example, if you live in northern Platte County and travel to downtown Kansas City every day, you will not get to vote towards having a mass transit option from the airport to downtown. Can the voter base be made more broad for these future votes somehow? (I.e. more counties involved in the voting, so that people who would actually use the service can vote 'yes')

Kansas City is a very large metro region. Commutes are long and it is virtually impossible to work and play without a car. The metro, despite being a very economically and socially interconnected group of cities, is remarkably disconnected in terms of transportation. Connecting Johnson County to Downtown and the Airport, and the Lee's Summit Area with a light rail would vastly improve mobility and reduce congestion.

Better airlines and rail transportation.
Lots of areas in the metro KC community have no access to bus, rail, or any other public transportation. Everyone must have a car. If you don't have a car, your job opportunities and general living is negatively impacted. This needs to be corrected.

Public transportation from Johnson County, MO to Kansas City, MO options such as light rail/commuter rail should be studied to alleviate traffic (SYSTEM PERFORMANCE)
high speed rail to St Louis, maybe on to Chicago
More rail connectivity between the suburbs and the city. Rail line to KCI from downtown.
Extension of streetcar line south to 75th street in Brookside. No more parking minimums for residential developments.
We need better lines to the suburbs in a 20-25 mile radius from downtown KC - preferably, rail to the suburbs.
attitude change that sees public transportation as beneficial to everyone.
Need a Light Rail train running from the new airport to downtown and should continue installing streetcar lines to provide an additional option for daily commutes and visitors to the city
Public transportation reaching a broader base.
Keep moving forward on the light rail and airport. Make it easy for Clay and Platte county residents to enjoy the light rail.
Big picture public transportation involving all the areas.
We need fast, efficient urban mass transit. Stop building more highways! We also need a rapid transit rail line between KC metro area and Lawrence, Kansas.
Usable public transit options must be available to critical population centers across the region.
A public transportation plan that includes light rail and alternative transportation such as a metro-wide plan to encourage cycling for transportation.
On a much larger scale, I think the area needs a truly regional transportation system that connects downtown KC with cities like Lawrence, St. Joe and Warrensburg, and that is integrated with a more robust light rail and/or street car and bus system in the city. This will connect people to jobs they may not have access to otherwise. Do many people who live in St. Joe work in KC? Would they if they had a quick public transportation option? My suspicion is yes.
I would love the fact if it was easier to get places without having to transfer buses as much. So basically making the routes more efficient. Also would love the bus in Johnson County to be able to run on weekends. Thanks! (SYSTEM PERFORMANCE)

**More transit connections between counties not requiring going to downtown KCMO.**
Additional routes across/under the Kansas and Missouri Rivers.

**Connecting employment centers with transit. Developing the streetcar system. Creating places around transit centers.** (PLACEMAKING)

- Weekend routes into the suburbs. This has been a long time much needed want.
- Making all the current Transit Providers under one umbrella under RideKC and eliminate the others (Inde Bus, The Jo, Unified Govt)
- Make the service in KCMO North better, make the service in Johnson County and Independence, MO better too.
- Suburban to urban public transportation options and building reliability in the existing structure. (SYSTEM PERFORMANCE)
- A 'big-picture,' would need to include a regional passenger rail system to affect everyone. Metropolitan passenger rail systems could be phased in over the next 30 years to offer travelers fluid use of the broader regional system.
- In order to continue to spur economic growth while curbing greenhouse gas emissions, Kansas City still needs a robust, efficient, regional light rail system that can move people from one side of the metro to the other. (ECONOMIC VITALITY) (CLIMATE CHANGE & ENERGY USE)
- Streetcar/light rail/other commuter options, don't forget the Northland
- Development of more mass transit opportunities that are attractive enough to lure commuters out of their single-passenger vehicles. Also development of High-speed intercity rail system is important.
- Commuter rail to eastern Jackson County, and Southwest Johnson County Kansas.
- Driver/attendant well-being and safety
- Express services from extreme regions to city economic centers
- Parking is and will always will be an issue. Increasing trolley, train options are important.

**Bicycling and Walking**

- More bike lanes
- Bring people closer to the hub. Create opportunities for exercise such as trails and parks along the roadways
- Smithville needs bus service and trail connectivity
- Improved urban walking and biking trails.
- Bike pathways along/in conjunction with the primary corridors.
- Addition of protected bike lanes in as many places as possible.
- We've got some good cycling infrastructure, but it's scattered across the City and region. Connect the bike lanes.
- Facilities for alternate transportation such as a connected bike trail network.
- Bike lanes from the northland are a mess
- Interconnected paved trail systems would be helpful
- KC is woefully behind on regional transit, which translates to dismal performance on equity and transportation choices. Significant progress needs to be made on this to make any meaningful change on equity. Better land use is critical to this. Gas taxes should be raised on both sides of the state line. Also need significant progress on increasing safe and useful facilities for biking and walking as transportation. Continue Jackson CO's work on expanding the trail network (and connect to destinations so it's not just recreational). Need a large scale connected walking facility for the region (think urban beltline, highline, etc.) -- it needs to go places and be interesting. (TRANSPORTATION CHOICES) (EQUITY)
- The region needs to improve walkability and ADA accessible sidewalks. Eliminate gaps for a complete system. Improve/increase bicycle routes.
- Sidewalks are needed for all streets that don't have one so pedestrians can walk safely; better bike connectivity is needed (so far bike destinations are limited);
- Increased availability of safe human powered routes (more than just side of the road lanes)
- Improving bike and pedestrian safety, especially for commuting.
- Please considering working between municipalities to connect trail systems so an individual could possibly find a way to get downtown without encountering much traffic.
- Bike lanes on popular bike routes would also be of consideration as individuals bike to bus stops or work.
- Connecting walking, biking running and commuting trails throughout the Metro. Start Downtown KCMO, KCK, NKC.
- Safe walking and biking trails in the 66101 and 66102 zip code.
- I also feel that bicycle integration should become a higher priority."
- Expanded bike/ped trail network
- Better maintenance of trail network."
- More bicycle access.
- Sidewalks throughout all neighborhoods
- One major regional need is to connect the many disparate bike lanes/paths into a contiguous system that can be used for commuting across the metro area. Also, to promote safety, these bike lanes need to be PROTECTED BY A CURB from the road and pedestrian walkways.
- Infrastructure improvements to accommodate alternate transportation, namely cycling and walking.
- Increasing Walkability
- Sidewalks throughout all neighborhoods
- My top priority would be to enhance the availability of protected, two-way bike lines to facilitate bike commuting. But that is incorporated in some of the other goals, I think.
- I think there should be a policy goal for 'walking' as its own individual goal. When it's lumped in with 'transportation choices' or as simply a mode, the importance and focus is lost. (TRANSPORTATION CHOICES)
- OPS Bike path/sidewalk improvements stopped at 92nd & Metcalf. Yet there is large residential population between SMPKY & 92nd. I’d like to see improvements to sidewalks/paths btwn SMPKY & 71st at least and along 75st st betw Mission Rd & Antioch. Would like to bike to Matt
Ross/Marty & Youngs Pools/Antioch Library. Seems all improvments are in South of County/Region.

- Pedestrian/Bicycle Friendly region - throughout the metro area not just pockets of development.
- Expanding transportation choice, specifically as it relates to bike lanes throughout the region. (TRANSPORTATION CHOICES)
- SIDEWALKS! Kansas city needs an investment in sidewalks, all over the city.

**Roadway/ Bridge**

- Easier access from I-70 to 71 Hwy and vice versa.
- The Corridor from the Kansas City airport down through the Plaza or Brookside
- Modifications to 69 Hwy between 151st & 135th to alleviate traffic issues - similar to what was done near 119th & 435."
- I70 needs to more lanes!
- More parking downtown would assist in the effort to easy traffic congestion thru the city, while capitalizing on the 435 loop may assist commuters into better alternatives. 169 Hi-way is a great as a direct path to Kansas City on the North Side, but needs expansion to the south to bring direct routing to Kansas City maybe even rename it Kansas City Boulevard as it provides a great view of the city leading into it and doubles as alternative to 435 collisions. (SYSTEM PERFORMANCE)
- Update 71 highway to be part of 49. Build overpasses on 71 for safety. (SAFETY & SECURITY)
- 470 to 435 is very congested. (SYSTEM PERFORMANCE)
- Buck O'Neil Bridge
- Also look at creating more corridors that are similar to Brookside or Waldo. Speed limits need to be lowered in these areas to 25 tops, preferably 20 or even 15. For example, extend Brookside corridor all the way to Troost, make it 25 mph all the way to Paseo, and revitalize the Landing mall. Make it bike / pedestrian friendly with a more frequent bus.
- Redesign, replace and update all of the interchanges on I-35 from 75th St north to SW Blvd. I-635 interchange with left exit is very antiquated. (SYSTEM CONDITION)
- Defiantly not highways beyond the 435 loop
- Redesign, replace and update all of the interchanges on I-35 from 75th St north to SW Blvd. I-635 interchange with left exit is very antiquated
- Something like I635 along Shawnee Mission Parkway.
- Also Extend I635 to I435 in the south.
- The Downtown loop should be expanded and improved not reduced. The north side of the loop is a vital transportation need for all in the city.
- More traffic lane around KC
- More traffic calming streets.
- Improve highway interchange designs downtown.
- Another thing to work on - turn Paseo into Ward Parkway Junior. It should be the showcase of the east side of town. Find a way to connect the trolley trail with bicycle routes along 75th that then turn into a bike trail up thru Paseo to the back side of the universities.
• There is no way to safely get to the Parkville area from downtown using hwy 9. (SAFETY & SECURITY)

• Connectivity to the Northland. The Northland is growing. The airport will be improved. Bridges that connect the metro to the northland need attention. Old Broadway and I-435 are examples of bridges that need attention.

**Freight**

• For 'Transportation Choices' perhaps some reference to more/ better choices for freight movement and other commercial transportation

• In the descriptions of one or more of the goals there could / should be a mention on inland ports but rail and river. I also so no direct reference to freight which would be easy in one or more of the descriptions.

• KC has seen a big growth in distribution centers and warehouses, adding a positive impact to our community. 2 lanes of I-70 across Missouri will constrict Midwest transportation flow. Can we influence the expansion of additional lanes to promote better cross state flow? Kansas allows 28’ triples across I-70, Missouri does not restricting flow of goods shipped.

**ITS**

• Improve on the SCOUT program and expand it

**HOV/HOT**

• The Region lacks carpool-bus 'Diamond' Lanes. These promote carpooling, and speed bus travel times which encourage use of both transportation options. (TRANSPORTATION CHOICES)

• Establishing Diamond Lanes to promote carpooling and bus use by commuters. (TRANSPORTATION CHOICES)

• Since KC is a hub, we need to find a way to divert truck traffic outside of the center city. Either that, or make HOV/HOT lanes a possibility. Commuter rail should be considered as an option with park/ride lots at each station. This would reduce a lot of commuter traffic into the downtown core. Look to Albuquerque, NM as an example. (TRANSPORTATION CHOICES) (SYSTEM PERFORMANCE)

**Airport**

• Transportation from the airport to downtown KC. Transportation from downtown KC to a few outer *spokes* (Olathe, Lees Summit, etc.)

• Updated airport, intermodal transportation extending to the suburbs.

• Transportation from Airport to Downtown. Downtown corridor.

• More airport access from all sections of the city. A new airport will mean more workers and travelers, so better transportation options to airport are needed.

• Transportation from the airport more important that streetcars downtown.

• A reliable, fast way to connect the airport to other parts of town

• Update airport

• Connection of the airport to the commercial business district
• Legends to downtown. Legends to the airport. Airport transportation in general. Reliable Transportation from the suburbs to downtown.
• Re model airport.
• Better transportation between the airport and downtown.
• Reducing energy usage through light rail and other means which will reduce the # of individual vehicles commuting/driving to the airport. This efficacy of this depends largely upon the greenness of KC's electricity grid. (CLIMATE CHANGE & ENERGY USE)
• Get the airport thing dealt with.
• Remember the 'inter-urban' systems? Light rail from KCI to all business, entertainment, and residential centers in the area - as far as Leavenworth, Harrisonville, Oak Grove and Bonner Springs...

Intercity Passenger Travel
• Bullet Train from Chicago to LA, stopping at KC along the way.
• We need a bullet train from Chicago to Los Angeles, California. Gasoline prices are going to surge soon when we exhaust natural and accessible supplies. We need to revamp our regional and National Train system to make it faster and more reliable, and safe.
• This includes upgrading regional passenger trains from KC to Des Moines, KC to STL, KC to Denver, KC to Little Rock AR, KC to Wichita KS. Come on! I want to ride the train to neighboring cities, like in Europe. We have incredibly flat ground, people! Reduce reliance on cars. Make it cheaper (or at least faster) to ride the train than to drive to neighboring cities.
• Start planning/clearing a right of way along I-70 (KS & MO) for high speed rail between Denver and St. Louis.

General / Other Thoughts

Raw Comments
• Don’t undertake projects that would reduce car lanes. Adding rail or other items are great, but the metro area is so large that cars will always be the primary transportation method for the majority of people.
• Include the ENTIRE metroplex
• The predominant method of transportation, vehicular movement. This includes reducing commute times, transit, and maintaining the system. Bike Ped is a luxury and should be funded as such. The KC Metro is a conglomeration of suburbs. Bicycles and walking are recreational activities, unless people are in the urban core where the distances are such that these modes make sense. People do not walk or bike from the suburbs to work in the metro area.
• Transportation needs, points of transportation, areas of service, and costs.
• How to make where there is less need to fix what is broken. Build it right the first time.
• America
• While thinking about everyone is good - you should also keep in mind that needs will vary by community - e.g. your JO rider base does not have to ride mass transit - it is a choice that we make & we can all drive if it becomes too inconvenient/we are willing to pay more for the convenience.
• Without investor buy in any plan will fail, but equality has to have equal billing, or you will not have support services to ensure success.
• Expansion. Expansion. Expansion.
• Transportation should be considered as a tool in that people use to go about their daily activities. As opposed to a revenue source.
• These policy goals are phrased in politically palatable terms. Consequently, they are so broad that their translation into discrete and meaningful programs will likely be difficult.
• Seems like a lot to focus on, too many goals muddies the water and lowers everything. Your priorities ranked would have been nice.
• 'Reduced travel demand' is a nonsensical objective. Establish safety and a functioning economy and the rest will follow. Otherwise you're pushing objectives that very well run counter to what should unquestionably be your primaries.
• "Project Management - streamlining the city/region's processes to create efficiencies
• Federal Pay scale and allowance in the greater Kansas City Area.
• Exploit the opportunities Kansas City history has to attract more tourists.
• Employee Conduct Meet And Enforced.
• Integration of Air Travel into the transportation system.
• OPTIMIZE VALUE: Optimize economic investments in each mode of transportation.
• Upgradability, this may be good in 2035 but it could be lame in 2060, it should be easy to upgrade.
• Flood Control in the Northland
• The seeming goal of transportation is the accommodation of movement and mobility of people. People transport to work, school, play, dine, explore, worship, relax, invest, escape, grow, etc. Any facility that seeks to serve these needs must be forward-directing, accommodating-up-to-date; efficient; comfortable; cost-effective; safe; profitable; environmentally friendly; expandable and far-reaching. In reaching these goals, every pre-supplied natural facility (earth, water, air, fire) must be employed and exploited in such a way as to make such ventures possible, practical, safe and desirable. Advance-thinking must foresee future problems and take proactive steps to avert them through workable processes that support and encourage remedial actions that correct faults and implement current/new technologies to both benefit and serve the transported.
• Regionally we will need to add more residents to remain competitive. That should put more pressure on our transportation systems, but may also provide opportunities that are not feasible today.
• Just buy everyone a $*!*@%* car
• Low income areas
• Areas within KC city limits
• downtown, legends, zona rosa, sports complex
• Eastern Jackson County.
• Your last survey question is terrible. You can be making bad planning decisions and it isn't a question of 'falling behind' or 'excelling.' It's a matter of it being a bad priority for which 'neutral' equates to 'middling success,' when it's actually failure.