

**2024-2028 Transportation Improvement Program
2025 2nd Quarter Amendment
Public Comment and Response**

Comment #1 – I-49

“Please consider the widening of I49 into Case county. There is a bottleneck everyday and there have been numerous wrecks.”

Response to Comment #1

Thank you for your recent comment regarding the proposed 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program (TIP). We shared your comments with the Missouri Department of Transportation, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

While not part of the proposed amendment to the TIP, a project to add travel lanes and repair bridges along Interstate 49 from 155th Street to Missouri Route 58 is already funded and included in the TIP. This project sponsored by the Missouri Department of Transportation is currently under design and preliminary engineering and is scheduled to begin construction in 2027/2028.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #2 – Johnson County Transit

“For the Johnson County Transit improvements, I hope some of the funds can go toward restoring a park & ride bus stop at or near downtown Overland Park. The park & ride at the prior Farmer's Market was removed and not replaced with anything except unsheltered bus stops with no park & ride near 80th & Metcalf. This change has caused unnecessary hardship to riders and made it impossible for people with mobility issues to ride the bus, since they can no longer park and get on the bus from a downtown Overland Park park & ride. Thank you.”

Comment #3 – Johnson County Transit

“Why are we worried about bus stop shelters, which would be nice, when the buses don't even show up. I don't know how anyone can use the bus here to get to work. They are extremely unreliable. You would lose your job and not even get home a lot of days. Things have to change to keep the buses running and drivers to drive them. Shelters would be nice, but they are not a priority.”

Comment #4 - Johnson County Transit

“Bus service in Johnson County is abysmal. I have a lung condition that prevents me from being able to walk to the nearest bus stop. The bus stop locations are non-existent. There are no shelters to provide protection from the elements. Spending more money on a failing transportation system will NOT generate new riders. It takes far too long to go from one place to another. I have no idea what the fares are even if I could get to a bus stop.”

Response to Comments #2 - #4

Thank you for your recent comment regarding the proposed 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with Johnson County Transit, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

Extensive planning activities to support enhancement of transit services are currently under way in our region and in Johnson County. In 2025, Johnson County Transit is finalizing a Transit Strategic Plan which aims to serve as a guide for future services enhancements, support applications for grant funding, prepare for annual budget requests, etc.

Further, MARC and partners will also seek to advance a Smart Moves Transit and Mobility Plan Update this year. This plan details the transit system vision for the Kansas City area. This plan update will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work will be conducted with the assistance of local stakeholders and the public.

Both of these efforts will guide future capital investments (such as bus stops and park and ride lots) and operations of transit services (routes and frequency of services). We encourage your involvement and input into both of these processes as these efforts are underway.

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Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #5 – General Transit

“Kck KCMO buses”

Comment #6 – General Transit

“I believe in people that are disabled need that bus. The people that are in Kansas City any bus time to tough nowadays when some people can't drive.”

Comment #7 – General Transit

“Personally I believe they should to charge to ride the buses. Senior citizen should be able to ride for free. Senior citizen show the driver a valid id wheather it be a state id with there picture and date of birth on it. The fare would minimal and a monthly bus pass would be twenty dollars. For those under sixth five.”

Comment #8 – General Transit

“Yes I live in Riverside Missouri in a nursing home and there's no bus schedules over here I was wondering could they put a bus stop over here cuz we had no way of getting around”

Comment #9 – General Transit

“We need it how can we go to work. and take care are biss”

Comment #10 – General Transit

“I want rides for people getting to work and handicapped person access to take priority over the street car. I believe street car riders have a far greater ability to pay their fares and willingness!”

Comment #11 – General Transit

“We like to pay for are fare. So want you let us pay. Then you will have the money.”

Response to Comments #5 - #11

Thank you for your recent comment regarding the proposed 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with area transit providers, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

In 2025, MARC and partners will advance a [Smart Moves Transit and Mobility Plan Update](#). This plan details the transit system vision for the Kansas City area. This plan update will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work will be conducted with the assistance of local stakeholders and the public. We encourage your involvement and input once this work is underway.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

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