

## **GREATER KANSAS CITY REGIONAL BIKEWAY PLAN UPDATE PUBLIC COMMENTS AND RESPONSES**

Note: for comments #1 - #5, the commenter's name and email address were not collected, so no response other than this public posting will be given. MARC staff regret the error.

### **Comment #1**

Following up on a previous comment made during work sessions. In Lee's Summit, the route along Douglas south of Colbern should be substituted with a route along Independence Ave. south of Colbern to 2nd Street, then continuing along 2nd Street to Jefferson and Jefferson to Scherer (through the SU Path along M291, Oldham, etc.). This would provide a safer regional network between the Colbern and Scherer (and Rock Island Trail) corridors. This route already has bike lanes and/or SU Path whereas Douglas, at least the portion from Colbern to Chipman, has no bicycle facilities and due to the built environment won't likely have any bicycle facilities for the foreseeable future.

### **Response to Comment #1**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. After review, this suggestion seems appropriate and we are editing the Regional Bikeway Network to reflect it.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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### **Comment #2**

Please incorporate connections to independence ave! I serve as President of the Pendleton Heights neighborhood association and would love more details on how this draft is supporting our neighbors ability to bike around the city!

### **Response to Comment #2**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. This plan contains street network analyses for local governments for use in their own bicycle planning, as well as strategies and recommendations for improving the bike-friendliness of cities. It also contains the Regional Bikeway Network, a proposed interjurisdictional network of bikeways intended to be comfortable and separated from motor vehicles. While Independence Avenue is not on the network, we hope this plan will be a foundation to improve biking around the Kansas City metro area.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #3**

Can the bike route signage be updated? Can some bike route be named and signed accurately and simply?  
Can stoplights at intersections on bike routes be programmed to be longer at all hours of the day?

**Response to Comment #3**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. The plan contains strategies and recommendations for making the region more bike-friendly, including a recommendation for implementing wayfinding systems.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #4**

I love the update to the plan. The priority network would allow me to bike to work instead of drive. The current route lacks bike lanes/paths and feels too dangerous.

**Response to Comment #4**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. We hope that this plan will support you by creating connections and expanding your choices through the proposed Regional Bikeway Network as you bike in the Kansas City region.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #5**

Why aren't there more plans to connect bike paths in the northland? I can't safely get across hwy 169. No designated bike lanes, safe bike routes. Crossings at 108/shoal creek, 68th st, englewood, Barry and 96th are LTS 4. We really need a way to safely get across 169 to connect the 152 trail.

**Response to Comment #5**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. This plan's proposed Regional Bikeway Network includes several routes that make connections throughout the Northland. This plan also contains street network analyses for use by local governments in their own bicycle planning, as well as strategies and recommendations for improving the bike-friendliness of cities.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #6**

I am an avid cyclist, and I appreciate all the work and effort that Kansas City has put into bike infrastructure. I appreciate being able to bike in protected bike lanes and not just paint on the road. My request would be to continue to connect the existing infrastructure and focus on dangerous intersections.

**Response to Comment #6**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. We hope that this plan will support you by creating connections and expanding your choices through the proposed Regional Bikeway Network as you bike in the Kansas City region. The plan also has suggestions for treatments that would help cyclists navigate at intersections.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #7**

Please consider traffic calming measures of a wide variety on independence ave. It's the most dangerous street in the Kc metro and possibly the entire state for traffic related deaths and injuries. I understand there is potential the bi-state corridor plan will improve this, but that may take even more years to implement. We need traffic calming yesterday. Please also help us connect our very small bikeway on Lexington Ave to somewhere, anywhere really.

**Response to Comment #7**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We will share your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. This plan provides street network analyses to help local governments like the City of Kansas City, MO continue their bicycle planning. It also provides recommendations for making cities more bike-friendly, such as managing vehicle speeds. We hope this plan will help the City of Kansas City in serving your neighborhood.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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## Comment #8

Thanks for sharing Patrick. I still believe the entire Blue River Greenway should be shown as a desired trail corridor, and don't understand the intent of showing Metcalf, 135th Street and other too-busy-to-bike-safely streets without complete side trails as corridors.

## Response to Comment #8

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We will share your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. While it is not on the Regional Bikeway Network proposed by this plan, the Blue River corridor is still on MARC's MetroGreen plan. Arterial corridors such as Metcalf and 135<sup>th</sup> Street were chosen for the proposed Regional Bikeway Network due to their ability to provide direct and continuous access to destinations, which serves the transportation-based intent of the plan. Currently, Metcalf Ave. features a shared use path on its east side from 87<sup>th</sup> St. to College Blvd. Santa Fe St. (135<sup>th</sup> St.) also has shared use path facilities from Lake Olathe to K-7 (approximately). These portions are included on the proposed Regional Bikeway Network, and they are viewable in MARC's [Regional Trails & Bikeways Map](#).

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

## Comment #9

Wondering why we don't have a connection to KCI on our priority bike network?

The nine-county Kansas City region is expansive at roughly 4,400 square miles. A regional bike network meeting every need would be vast—and dilute regional attention from areas where there is significant opportunity to get residents biking.

Therefore, the Plan focuses on identifying and promoting a set of priority routes of regional significance that create important connections and support shifting more trips to biking.

### Guiding Principles

Five principles guided the identification of regionally significant bike network routes.

**Regional Connections.** Routes should create cross-jurisdictional and bi-state connections spanning the region where possible.

**Key Potential.** Routes should be in or connect to the area of highest trip potential based on the Blue Network Assessment results discussed in Chapter 4.

**Direct and Continuous Routing.** As much as possible, routes should be direct and continuous, without detours which can significantly add to the time required to reach a destination by bicycle. In practice, this means regional routes are recommended along major arterial roadways as these are the routes with the most existing and the most direct connection to places that people want to go.

**Existing Facilities.** Where possible, regional routes should build off existing bicycle infrastructure, including open or the existing network. Other routes are identified in local plans, but not built, and which the project team identified as regionally important connections. Some routes are brand new.

**Destinations.** Regional routes should connect important destinations like commercial areas and schools, supporting regional connectivity while also enhancing safe routes to school where possible.

### The Priority Network

The final key analysis to understand existing regional bicycling conditions and possibilities for the future of bicycling in the region was a study of trip potential. The guiding principles were used to craft the Priority Network—an achievable set of regionally significant routes considering existing local network plans that can be integrated into future local and regional planning efforts. Network development was an iterative process with feedback from regional stakeholders, the advisory group, and public input.

The Priority Network is a starting point. The network does not represent every valid bicycle route. It is a focused set of routes for MARC to prioritize at the regional level and for local agencies to consider when planning their local active transportation network. In several places, portions of the Priority Network already exist in some form.

Often there are bike facilities that lack the separation or width necessary for a high-quality regional route. Over time the intention is that these facilities can be upgraded with greater separation to increase comfort and safety along a route. The Priority Network is not intended to take the place of local bicycle and active transportation planning, but to serve as a structure upon which those networks can be better connected to each other.

Connectivity Corridors highlight future opportunities. The project team identified additional areas where two opportunities exist to shift bike trips to the benefit of larger trip distances and a lower concentration of uses supporting bicycling. In these areas however, there are known connectivity impediments and regionally important trail projects that once realized will create meaningful connections between regional and statewide connections. These areas are identified as general corridors rather than specific routes in recognition of the need for additional study, and flexibility in routing to accommodate growth patterns.

Priority Route  
Future Connectivity Corridor

## Response to Comment #9

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We have shared your comments with the MARC Technical Advisory Committee, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. The Technical Advisory Committee supported a route to the airport, and one has been added to the Regional Bikeway Network.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #10**

1) In order to conserve resources and help to mitigate Climate Change, we should encourage greater use of bicycles, especially for utilitarian trips.

2) Off-street multi-use trails are a valued regional amenity. But bicycling on trails should not be a drive-to activity. For example, the regional Bike Trail Map should show public transit access to trails. (There is a rack for two bikes on the front of every bus in the region. Show the points of intersection.)

3) Dedicated on-street bike accommodations do little to increase cycling. Few cyclists use them (e.g., Grand Boulevard and Broadway in KCMO), favoring parallel streets. Green paint and delineators just raise the ire of motorists who see those facilities going unused.

4) Better to invest available resources in identifying and implementing policies and signage that make ALL streets safer for everyone. Promote an awareness of and respect for all non-driving travelers: Cultivate a "Share the Road" attitude.

--Ron McLinden, March 31, 2026

**Response to Comment #10**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We have shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. We appreciate your sentiment that trips by bicycle should be encouraged. Transit routes may be shown alongside biking and hiking facilities in the near future through MARC's online mapping products. Regarding streets, the Regional Bikeway Plan Update calls for separated facilities as many people who might like to cycle are discouraged from doing so by the presence of car traffic. Cities have a few options for separated facilities, including shared use paths and separated bike lanes.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council

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**Comment #11**

Have you considered College Blvd from Metcalf and/or Indian Creek Trail to State Line Rd? Overland Park is planning a shared use path on College, and Leawood identifies the corridor as a regional bike/pedestrian connector under its "Self-Propelled Leawood" plan.

**Response to comment #11**

Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We have shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. The project team saw merit in this suggestion, and a route from the Indian Creek Trail to State Line Road has been added to the Regional Bikeway Network.

Sincerely,

Patrick Trouba  
Transportation Planner II  
Mid-America Regional Council