

PUBLIC TRANSIT ENGAGEMENT

October 30, 2007

Location: City Hall, Gladstone, Mo.

Facilitator: Jill Cornett

Recorder: Tristan Cook

Staff: Julie Wittman, Marc Hansen

Attendees: 11 (2 female; 9 male)

Do you use public transit in Kansas City?

- Three people currently use transit.

Does it meet your expectations?

- Yes.
- Maybe.
- Could be better but basically good.
- Service and connection opportunities not good after 6 p.m.
- Not enough connections from Gladstone to downtown and Midtown.

Do any of your friends/family use transit in Kansas City?

- One person's daughter commutes to work by bus.

Have you used public transit in other cities? What differences have you noticed?

- All indicated they had used transit in other cities.
- Cities mentioned: Denver, Boston, Chicago, San Diego, St. Louis, London, New York, San Francisco, Sacramento, Toronto, Paris.
- Twenty years ago Denver had service all over and at all hours; articulated buses carried more passengers. Kansas City buses will pass you by at stops if bus is full.
- Most other cities have higher density and population and no parking options.
- San Diego has \$5 day pass to ride all day, any mode.
- In Washington, DC, you can get anywhere without a car.

Consider your daily transportation needs. How do you currently get where you need to go?

- All use cars.
- A few sometimes bicycle or walk.
- None carpool.

If you didn't have access to your cars, how would you get around? Would you use transit?

- Yes, would use transit.
- Share-a-Fare, but long waits and have to set up in advance.

What are three places you go most often in your car?

- Work.
- Grocery store.
- Shopping.
- Church.
- Visit family.
- Restaurants.
- Recreational travel.
- School (community college).
- Most indicated that these were daily destinations.

Public transit engagements hosted by One KC Voice, a program of the Mid-America Regional Council,
with a grant from the Federal Transit Administration.

600 Broadway, Ste. 200 | Kansas City, MO | 64105 | 816/474-4240 | www.onekcvoice.org

PUBLIC TRANSIT ENGAGEMENT

October 30, 2007

Location: City Hall, Gladstone, Mo.

If public transit served these locations, would you use it?

- One woman said yes, she would ride it everywhere.
- One man said when he grew up in Des Moines, public transit served the schools.

Where would you go to find information on public transit?

- Online.
- Yellow pages.

What modes would be part of a perfect transit system?

- Strictly trains – fast.
- Light rail, buses and streetcars.
- Bicycles.
- Electric cars.
- Carpooling, park-and-ride lots (*idea prompted by facilitator*).

What connections would the system make?

- Suburbs to core.
- Airport to Olathe, Overland Park.
- Village West to Lee's Summit.
- Multiple lines that intersect for passengers to transfer. Person referenced colored subway/light rail lines in other cities.
- Buses would feed those rail lines.
- Buses should have an agreement to wait for connecting buses so passengers aren't stranded.
- St. Joseph, Liberty, Kearney, Excelsior Springs.

Where would you want transit stops located?

- Sports complex.
- Village West.
- Airport.
- Shopping destinations, e.g. Village West.
- Bartle Hall.
- Sprint Center.
- Plaza.
- **What about stops at hospitals, churches, grocery stores, schools?** (*prompted by facilitator*)
Participants all said yes.
- Maple Woods to Park High School; would pass by Zona Rosa.

Are there places that are not important to connect to?

- Participants didn't have much to say in response.

What would the hours of a perfect system be?

- Start at 5 a.m.
- End at 11 p.m. or midnight – at least major routes.
- KC Live district routes should run until 3 a.m.

How close to home would you want a transit stop?

- Three blocks.
- Six blocks.

Public transit engagements hosted by One KC Voice, a program of the Mid-America Regional Council,
with a grant from the Federal Transit Administration.

600 Broadway, Ste. 200 | Kansas City, MO | 64105 | 816/474-4240 | www.onekcvoice.org

PUBLIC TRANSIT ENGAGEMENT

October 30, 2007

Location: City Hall, Gladstone, Mo.

How close to your destination would you want a transit stop?

- Three blocks.
- Prefer even closer than three blocks, but that would be better than nothing.
- One to three blocks.
- Commuter lots defeat the purpose of using transit unless they are located farther out from the core.

How long would you be willing to wait at a transit stop?

- 15 minutes.
- 10 minutes.
- Routes should have sensible schedules, such as on the quarter hour, not odd minutes.
- Should increase service frequency during rush hours.
- Should have real-time arrival/departure information at stops.
- Machines/kiosks to buy passes.
- Shelters are important. Not going to ride bike to stops in bad weather.
- Amenities nearby: newsstands, small retails, vending machines.
- Security at stops. One man said there was a security officer at a transit stop he was at in San Diego who answered his questions. Seemed to like that.
- Transit center at 39th and Prospect has day care and café.

How would we pay for this system?

- \$5 per gallon gas would make us figure it out pretty quick.
- Gasoline tax.
- Transit districts.
- Other states use: sales tax, some property taxes, state funds, federal funds.
- Increase parking costs.
- Passenger fares.

We've built the perfect system. Would you use it?

- Yes, especially in bad weather.
- Three-quarters of participants said they would use system.

What is the value of a strong transit system even if you don't use it?

- Economy
 - Cars are expensive.
 - Access to jobs.
 - Less crime.
 - More money spent by people traveling around the region.
 - Increases entrepreneurship around rail stations. Private investment adds to tax revenue.
 - Increases personal productivity. Daughter is an attorney who commutes by bus. She works on the bus and bills on the bus.
 - Increases property values.
- Accessibility to other places.
- Environment.
- Convenience.

Would the system have any negative impacts?

- Crime might increase with greater mobility for criminals.
- Right-of-way acquisition/eminent domain needed to build system could be a drawback.

Public transit engagements hosted by One KC Voice, a program of the Mid-America Regional Council, with a grant from the Federal Transit Administration.

600 Broadway, Ste. 200 | Kansas City, MO | 64105 | 816/474-4240 | www.onekcvoice.org

PUBLIC TRANSIT ENGAGEMENT

October 30, 2007

Location: City Hall, Gladstone, Mo.

- Heavier tax burden on people who don't use transit than on actual riders.
 - Another man's response: "I don't use the fire department every day, but I don't mind paying for it."
- Diverts tax money from highway/road maintenance.
- Infrastructure expenses.
- Wouldn't there be a higher passenger fare for light rail? How else would you offset cost?

What about mobility for people who are disabled or have special needs?

- One man said he was handicapped below the knees but that he didn't care whether transit existed or not. He wouldn't use it.
- Most agreed that there are sufficient services to meet the needs of those people, e.g. OATS, Concerned Care and subsidized taxis.

Random comments

- Companies could sponsor certain transit routes.
- How much revenue do bus ads bring in for transit agencies?
- One man very concerned about the accuracy of Funkhouser's quotation from the video about how many million people/trips are served every year. Wanted to know if that was individual riders or whether it counted each transfer separately. Didn't think counting them separately gave an accurate picture of rides.

Who are the leaders on this issue, or who should they be?

- Clay Chastain.
- Elected officials.
- Kansas City, Mo., voters.
- Cities, counties and two states. Not possible to do it alone. (This was from mayor of Lake Waukomis, who revealed himself at this point in the discussion. Claimed responsibility for writing the letter in support of regional transit that was signed by Northland mayors.)

What is your role in this?

- Stay in contact with elected officials.
- Give public input.
- Vote.
- Inform family and friends.
- Participate in organized groups.
- Demand all the facts and don't accept half truths. Get truthful information.

How did this session impact you? Are you more or less inclined to use transit now?

- Two people said they were more inclined to use it, one of whom is already a frequent rider.
- If people don't ride the bus, there's no incentive to improve it.
- Bus service needs to support where and when people need to go.
- MARC should get the opinions of people at 39th and Main/Prospect who actually ride the bus. At most transit meetings, the people in attendance aren't the riders.
- Come back to citizens after starter line is finalized to solicit more input.