

PUBLIC TRANSIT ENGAGEMENT

Dec. 4, 2007

Location: Providence YMCA, Kansas City, Kan.

Facilitator: Jill Cornett

Recorder: April Dohle, Stephanie Williams (contributor)

Staff: Michael Briggs

Attendees: 4

Do you use public transit in Kansas City?

- Tried numerous times but had to give it up.
- Yes, due to temporary disability.
- Appears that [providers are] “not serious about ridership.”
- Filthy at Indian Springs, i.e. debris and weeds.
- Johnson County appears to be serious and has nice, clean facilities.
- One participant has lived in Seattle and Minneapolis and shared that a car is not necessary.
- One DMV employee’s comments “This town likes their cars.”
- Restrictions on Wyandotte County transportation. Impossible to get to Johnson County (specifically St. Luke’s) via transit.
- Can’t get to airport using public transportation.
- Schedule every half an hour makes for long commutes when connectors are available.
- Chicago, Salt Lake City and Washington, DC, are “seamless.”
- Light rail concept similar reaction in Minneapolis and now “you can’t get people off of it.”
- Seattle has an 800-number for connector information.
- Dial-A-Ride excellent service and on-time; restriction is that it only goes one-quarter mile into Johnson County.

Think about your daily transportation needs.

- Work, church, docent at museum.
- Church, work, family.
- Work, church, family.
- Plaza was said three times.
- Legends was said twice.
- Kansas City is the “only place I know of where you can’t take public transportation from the airport.”
- One participant is temporarily wheelchair-bound. No weekend service — very restrictive without feeders.
- No sidewalks on major streets. Kids walk along major streets — scary.
- No shelters: what about rain, 100 degrees, snow? Kansas City, Kan., not rider-friendly.
- Parallel and State are crazy busy streets.

Design the “perfect” system.

- Size of Wyandotte County buses great.
- Bus driver told one participant that buses have no traction on ice.
- Trolleys.
- *(Facilitator prompted light rail topic)*
- Light rail is fine, but needs to have feeders, i.e. Portland has a feeder light rail.
- Suggested feeder locations: airport, malls, Sprint Center, stadiums.
- Would prefer to take bus from Sprint Center.
- “If you get off [work] at 11:30 p.m. or 12 a.m., there’s nothin’.”
- Be able to get from home to a job at the Legends and back (or any other destination).

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

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- Feed into schools and colleges (*answer prompted by facilitator*).
- Bus on I-435.
- Include Lawrence and Topeka, Kan.
- Stops within two blocks of home. Or anywhere, as long as there were sidewalks.
- Wait time of 15 minutes (currently 30 minutes). Half-hour constant cycle.
- Provide schedule, map, routes, number to call for questions, late bus information, address safety concerns.
- Need phones for convenience and safety concerns.
- States should work together to pay for the transportation system (Kansas and Missouri).
- Employment restricted due to transportation limitations.
 - Fewer casualties, less pollution, low-income ridership.
 - Development in general, affordable housing in Wyandotte County jobs often elsewhere.
- Three Kansas City, Kan., hubs: Indian Springs, KCKCC and Providence.
- Fair Share is for locations west of Indian Springs but computer doesn't allow for Kansas addresses which sends the driver to locations in Missouri.
- Cab fare very costly.

What leaders do you see taking charge on this issue?

- One KC Voice and MARC.
- Clay Chastain and voters.

Additional comments (participant arrived late):

- Current transit system doesn't meet needs.
- New York has a great subway system; the maximum wait is 20 minutes. The main difference between Kansas City and New York is density.
- Goes to work, church, grocery store, post office, library, restaurants once or twice a week.
- At 54th St., you can't take the bus after 6 p.m.
- Needs to be a route that goes from Parvin and Brighton to Englewood and Oak. Should also go to stadium, airport and Harley plant.
- Would not take bus because of the need to run errands after work.
- Starter route should go from Plaza to Oak and Vivion; connect to the airport as an expansion.
- We should use state-of-the-art technology to build a dedicated line. It could be a tourist attraction.
- [Improved transit] won't get ridden right away by people in Kansas City. "Car is king." Impact would be slow but positive. People will develop around hubs — but they'll wait a while.
- Doesn't believe it should run 24 hours a day.