

PUBLIC TRANSIT ENGAGEMENT

Nov. 29, 2007

Location: Raytown City Hall

Facilitator: Stephanie Williams, Liana Riesinger (flip-chart recording)

Recorder: Jim Hubbell (verbatim recorder)

Staff: Gerri Doyle, Bart Rudolph, Julie Wittman (set-up)

Attendees: 16 (Group 1)

Do you/have you used public transit? Why?

- Used the streetcars years ago.
- Rode bus downtown to avoid parking costs/limited space.
- Rode with a friend that was new to area, to help them become familiar w/the area and the transit system.
- Rode to work downtown.
- Utilized MetroFlex, being picked up at auto repair shop.
- Chiefs express; special events.

Why don't you use transit?

- Difficult to access.
- Doesn't provide convenient, all-day access to the airport.
- Inconvenience — current transit system requires a travel route to/through downtown Kansas City, Mo.
- Takes too long — longer than driving a car, even in peak traffic.
- Rail transit connects point A to point B — a direct origin-destination connection.
- Rail seems more convenient from a tourist's perspective because it is likely to connect more places a tourist wants to visit.
- Reliability is lacking due to inconsistent scheduling, unpredictable and unequal funding.
- Poor customer service (unfriendly, lazy bus drivers).
- Bad perception of riding transit (bus); stations and vehicles perceived as unsafe.
- A friend's sister visiting from Japan was stalked on three different occasions while riding the Metro.
- Our lifestyles have made us dependent on the automobile (buying large quantities of food at the grocery store; we are accustomed to the convenience of traveling whenever we like — not on a schedule).
- Inaccessibility.
- Headways/wait times are unpredictable, unknown or too long.
- Threshold needs to be met.
- People won't ride transit until gas prices become too high, or pollution becomes too great of a problem.
- A very dynamic, convenient new system needs to be built in order to force a lifestyle change/change in travel habits.
- Young people should be exposed to transit early, and educated, taught that it's a good, viable form of transportation.
- Difficult to believe that one person (one rider) can really impact transit need/make-or-break a transit system.

List your top three destinations.

- Airport, downtown Kansas City, Village West.
- The Plaza, Lee's Summit, downtown Raytown.
- Blue Springs, around Raytown.
- Lee's Summit, Independence Center, St. Joseph.

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

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- Work, Church, School.
- St. Luke's, Lee's Summit Crossing, Nelson-Atkins.
- 40/MO-291, Plaza.
- Plaza, Northland, Overland Park.
- Nelson, Crown Center, Roeland Park.
- Downtown Raytown, Independence, Lee's Summit.
- DT Raytown, Independence Square.
- KCI.
- 350 Corridor (shopping), church, Independence Ctr.
- Downtown Raytown, 350 corridor, Overland Park.
- Work, daycare, downtown Kansas City.
- Downtown Raytown, Lee's Summit.
- Stadium, airport, downtown Kansas City.
- Downtown, plaza, Westport.

Where else would you like to go?

- Airport.
- Grocery store.
- Stadium.
- Fitness center.
- Church.
- Plaza.
- Community center.
- Work.
- Sprint Center.
- Crossroads District.
- Village West/speedway.
- Starlite Theater.
- The Riverboat casinos.
- Anywhere I can get in a 10-minute walking distance from the transit stop.

What are some characteristics of a perfect transit system in Kansas City?

- Prompt.
- Safe.
- Clean.
- Efficient.
- Long operating hours (5 a.m.–3 a.m.).
- Access to work/jobs.
- Multiple [mode] options (bus, rail, etc.).
- Connections to other modes, other cities.
- Environmentally-friendly.
- Fixed-guideway along primary corridor w/supporting feeder system.
- Efficient, seamless connections between different lines, modes, vehicles, etc.
- Low-cost.
- Serves the aging population (well).
- Serves everybody.
- Serves needs of young population (under driving age).
- Serves schools.

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- Combines school buses w/regular buses.
- Encourages children to be self-reliant.
- Safe for kids (vehicles and transit stops).

(Facilitator) What would make a transit system safe for children?

- Service characteristics [that] are appropriate for them.

(Continued from previous question)

- Rail connection to St. Joseph, other outlying communities.
- Serves needs of people with disabilities.
- Flexible, good demand-responsive service.
- Transit-oriented development.
- Region-wide, comprehensively planned system.
- State-wide (far-reaching).

What are the benefits of a perfect transit system?

- Air quality (improved).
- Reduced fuel consumption.
- Can read a book, newspaper.
- Reduced stress.
- Reduced vehicle-related costs.
- It's "cool."
- Better quality of life.
- Convenience.
- Economic development along lines, around stations.
- Mobility.
- Reduced transportation costs to individuals and households.
- Increased density/decreased sprawl.
- Accessibility/connectivity.
- Economical.
- Reduced infrastructure costs for building roads.
- Alternative to congestion.
- Will affect our lifestyles, and our lives, in every way.
- Will improve the entire region, not just one specific city or area.

Who can/is moving this issue forward?

- Regional leadership — MARC.
- The voters.
- The people.
- Elected officials (example: Former Mayor Sue Frank, Raytown Reaching for Tomorrow).