

PUBLIC TRANSIT ENGAGEMENT

Nov. 29, 2007

Location: Raytown City Hall

Facilitator: Gerri Doyle

Recorder: Bart Rudolph

Staff: Stephanie Williams (co-facilitated other session), Liana Riesinger (co-facilitated other session), Julie Wittman (set-up)

Attendees: 14 (Group 2)

Do you currently use public transit in Kansas City?

- No one raised their hand after being asked if they currently ride transit.
- One did after she clarified if local transit would count.

Why not?

- "Lack of connections" was said three times.
- Travel a lot, always leaving out of town for business.
- Don't go that far for things. Everything I need is close to home.
- "Not very user friendly" was said four times.
- "Use car too much for job."
- Local service doesn't go where I want to go.
- Not convenient.
- "Riding on buses makes me sick."
- "Electric buses are great."

Have you ridden public transit in other cities?

- Ten people have ridden transit in other cities.
- Grew up in Cincinnati.
- "Chicago has a fantastic system."
- Washington, D.C., has a good system.
- Atlanta and St. Louis both go to the airport.
- Denver goes to sporting events
- Seattle — "excellent system."
- Used transit because it was the only way to get around.
- Been to Chicago, but didn't ride because I was concerned about my wallet.

What would you change about public transit in Kansas City?

- Light rail.
- Better connections.
- Make it simple to understand.
- "Bus schedules are sometimes overwhelming."
- More user-friendly.
- Color coding routes.
- Fast.
- "Routes that run frequently and hit areas of town to go to point A and B without going through B and C."
- More direct routes.

Where do you go frequently?

- Doctor was said by three people.
- Church.
- Work was said by three people

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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- Jury duty.
- City hall.
- Shopping was said by four people.
- Sporting events.
- Sports complex — Royals games.
- Son's school.
- Post office.
- Movies.
- Banking.
- Volunteering.
- Dinner (eating out).

How would go somewhere without owning a car?

- Call a friend.
- Cab.
- Carpool.
- Walk.
- Bike.
- Retire — use retirement village's shuttle.
- Stay home.

Where would you look to find transit information?

- Web site — KCATA, Metro.
- Telephone.
- Call the provider.
- Grocery store.
- City hall.

What would your ideal public transit system look like?

- Personalized jet packs — go anywhere/anytime!
- "Stop at my front door."
- Satellite transit hubs — where smaller buses collect and go where you need to go.
- Link to light rail.
- "Big buses have to be fast."
- Stay on schedule.
- BART train in San Francisco — "not sure what it is, but I would ride it."
- Connects to suburbs — fast service.
- "Conveniently located terminals."
- All buses connect in one place. (*Facilitator clarified*) Terminals with transfers.
- "Several spines, rib system, arteries, and tendons" — like the human body.
- "Spider web" — "that would be perfect."
- "Complex integrated system."
- Expand time — seven days with expanded hours.
- Buses can be shut down late at night.
- User friendly — ADA accessible.
- Spider web is workable and require less walking.
- Great example in Denver.
- Downtown rail stop would need more.

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- Circulator system.
- Run 24/7 – “can’t go wrong with that.”
- Reduced service in neighborhoods.
- For transit to be successful transit has to become a way of life and service will have to be on the weekends.
- Right now there is a lack of information. You have to inform people on how to use it. Show people how to use it.
- Untaxed taxi service at stops — no government interference.
- Cameras.
- “Someone to report things to.”
- Chicago has transit police riding undercover — “that is a good idea.”

What do you want at stops?

- Well-lit — everyone in group agreed.
- Convenient stores close by.
- Stops in populated areas.
- St. Louis has emergency phones — “good idea.”
- People close by.
- Cameras.
- “Periodic patrol, coupled with undercover officers on transit itself.”
- Panic buttons with remote monitoring.

How far are you willing to walk?

- Depends on your ability
- Three-quarters of a mile, but my wife won’t walk that.
- Depends on time.
- Drive to stop — “park-and-ride lots.”
- Depends on how I am dressed — high heels won’t walk too far.
- Depends on my destination.
- One block.
- Depends on weather.
- Couple of blocks in the snow.
- Depends on if sidewalks are available.

How long are you willing to wait?

- 20 minutes.
- Varies — “shelter would make me wait longer.”
- The trick is to have the schedule.

What amenities should be on transit?

- Seatbelts.
- Handicap accessible.
- “No standing.”
- Water and restrooms at stops.
- Smaller stops won’t have as many amenities as they would in Kansas City.
- Enclosed areas with trash cans.
- Ample leg room — enough space for people who are not use to riding transit.
- Did not ride in Chicago because I couldn’t find parking at stops.

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- Big parking spaces at stops; not narrow.
- Lots paved and well lighted.
- Environmental considerations — provide for water runoff.
- Solar powered lights.
- More payment options — monthly passes don't help if you don't ride enough.
- Provide a debit card that bills you once a month.
- Card could be refilled at gas stations or online.
- "Update boards" that show arrival time, like KC Scout.

What information should be at stops?

- Big map showing where you are.
- Interactive feature that gives you directions — trip planning.
- Distance and time between stops.

Where to put light rail?

- Everywhere.
- Airport to Plaza to start with.
- North Kansas City to south Kansas City — the ridership is not there for KCI.
- Branch out to Johnson County first along I-35, then branch out east.
- I-70 E and W — go to the Legends.
- 350 corridor.
- Passenger rail may be better alternative.
- Kansas City is moving ahead with spine to North Kansas City.
- It is intriguing that Kansas City has jumped ahead and other counties need to make sure the connections are there.
- One entity should regulate/control connections along routes.

Places for BRT?

- 350, I-70 to Blue Springs.
- Raytown Road — some disagreed.
- Big corridors that feed into highways.
- We need bus-only lanes or "high passenger lanes."

Would you use it?

- All said yes.
- I would ride at least once a week.
- I would consider not owning a car and rent a car when I need one.

What are the benefits of public transit?

- Helps environment.
- Helps with health — you walk more.
- Cut down on pollution.
- Great way to learn a town.
- Less road repair.

How would public transit affect the community?

- Fewer cars.
- Less road rage.

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- Frequent nearby stores.
- Decrease parking needs.
- Fewer accidents.
- Insurance rates won't go up.

What affect would public transit have on the region?

- Makes it smaller — everything is more accessible.
- More attractive.
- Increase density.
- Cleaner rivers and streams.

How would public transit affect low-income populations?

- Access to jobs.
- Access to schools.
- Schools may consider using transit instead of traditional buses.

Who is a leader on this issue?

- City of Kansas City, Mo.
- Kansas City started with streetcar, then buses — they have always had decent bus service.
- Chamber of Commerce (Kansas City).
- Give credit to MARC for putting on these meetings.

How should public transit be paid for?

- User fees pay operating costs.
- Real estate tax, federal grants.
- Capital tax.
- Food tax.
- Federal, state, county grants.

What is your role in this process?

- Vote for it.
- Campaign for it.
- Stay informed.
- Start grassroots effort.
- Be continually involved.