

## **PUBLIC TRANSIT ENGAGEMENT**

**Sept. 20, 2007**

**Location: Shawnee Library**

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Facilitator: Mary Henry

Recorder: Dola Myers

Staff: Liana Riesinger, Dola Myers

Attendees: 7

### **Do you use public transit in Kansas City?**

- Two people users of the system – frequent.
- One lives in the downtown area.
- One commutes to Shawnee.
- Three occasional users.
- Use to experience the ride some time ago.
- One had not ridden in a long time.
- Sees the K-10 connector on her way to work.
- There is not a stop near her home.
- As she was seeking information in regards to the K-10, she ran across the announcement for this meeting.
- People who had rode public transit some time ago found that it does not go where they need to go.
- One person would consider giving up his car if his job was in the downtown area.

### **Do you use transit in other cities?**

- All have used transit system in other cities because:
  - Used for travel to avoid renting a car;
  - Used as an opportunity to sight see; and
  - Avoid paying gas, insurance and car payments.
- The Kansas City bus system is simpler (the MAX) than other bus systems.
- Rail systems seem easier to understand.
- Kansas City bus system is slow, unless you are on the MAX line.
- Kansas City bus system is designed for local people.
- MAX/rail systems are for tourists.
- Other rail systems had opportunities to call from the stop to get immediate information.

### **Do people you know use transit in Kansas City?**

- One person has family and friends who are frequent riders.

### **What are your daily transportation needs? How do you get around?**

- The majority used cars for their daily transportation needs across the city; using a bus would have to be quick without meandering.
- Two people walk.
- Bikes are less of an option because there are not bike lanes.
- Others rode the bus for the experience.
- As long as the car is the faster option, it's going to be the choice.
- It was noted that carjacking is not possible on a bus.
- One participant would love to not use her car all of the time because of: the distance to and from work; older people who drive unsafely; the financial burden of car and gas; and it would shorten the distance she would have to travel independently on major thoroughfares.
- Participants would ride the bus if they did not have to walk more than three to five blocks to get to the bus stop.

Public transit engagements hosted by One Kansas City 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.oneKansasCityvoice.org](http://www.oneKansasCityvoice.org)

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- The time it takes to get to and from places is too long; the bus doesn't take you where you want to go.
- Builders don't build areas that are pedestrian friendly.

### **If you could design the perfect public transit systems, what would it look like?**

- Trams/commuter rail or light rail as the hub.
- City would have bus as connectors.
- Vans for less-traveled areas.
- Accessibility for handicapped and elderly riders that is not time-consuming for those standing in line.
- Transportation would go from one county to the next for different venues, like the Royals Express currently does.
- Service would include:
  - Transportation to the airport;
  - Evening and weekend availability — this would provide safety for and from people who drink excessively on the weekends;
  - Service that covers all work shifts;
  - Clean facilities;
- Participants are willing to wait, but the amount of time was dependent on if they are going to work or running an errand.
- Depends on the amount of information available to them in regards to the schedule.
- Would prefer a GPS system to give actual timing and bus location.
- Need timetables posted at bus stops.
- Stops need sidewalk, shelter and a seat for those waiting, as well as a kiosk to purchase passes.
- Only one pass should be needed for any of the systems.

### **How and how much would you pay?**

- Participants would pay based on the efficiency of the service.
- One-hundred dollars per month, if it negates need for a car.
- Willing to pay amounts equal to what it would cost to drive back and forth (including gas, insurance and depreciation)
- Cost has to create a savings for passengers.
- Cost has to be affordable across the line.
- People with cars need to take into consideration the penalty in some states of not having car insurance for long periods of time.
- There is no public transit that is not subsidized.
- Public transportation is not going to pay for itself — we have to pay for it.
- Ridership should support the operation the transit system.
- The goal should be to increase ridership, not increasing the cost to ride.
- Cost should include fees of highway and bridge maintenance.

### **What is the value of a good transit system?**

- Reference to Funkhouser remark on video previewed — transit would affect on density in the area.
- Provide great experiences.
- Create community interaction.
- Increase economic development.
- Affordable housing.
- Prestige: Kansas City would join the ranks of other cities that have good transportation systems.

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- Remove the embarrassment of not having a good transportation system.
- Increases the wealth of the community, which results in more disposable income.
- Kansas City spends 40 percent of income on transportation.
- The affects on environmental quality would include: fewer cars and better air quality (reference to Kansas City's recent violation of air quality standards).