

## Citizen Discussions: Transportation Outlook

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West Wyandotte Library  
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Kansas City, KS 66112



### WARM-UP QUESTIONS

*AW: First to get us warmed up and started, how do you get to the places you need to go?*

S: Public transportation. Metro

S: Car, walk

*AW: How do you get to where you need to go?*

S: Carpool and ride with other people.

S: Drive a car

Mostly "car" answers

Sometimes walk, hitchhike, bicycle.

*AW: What would you do if you didn't have a car?*

S: Fall back on public transportation, neighbor, family

S: Vanpool, public transit if available

S: One problem with public transportation is it is so far to get to the stops.

*AW: Described one mode of transportation, predominantly cars. What other things need to be in place?*

S: Taxes that subsidize roads, gasoline, parking lots, fossil fuels (asphalt pavement as well as car, maintenance)

S: Industries that build cars

S: Raw materials in transporting them and manufacturing and the people that make the cars

*AW: Resources to make possible driving to where you need to go?*

S: Insurance

S: Factory workers

S: Safe roads, laws, speeds, condition of the roads, law enforcement

S: Trained drivers with licenses.

*AW: Two separate things: Transportation modes and infrastructure — the things that make it possible to use the modes of transportation.*

S: Whatever happened to taxi cabs?

AW: Another mode of transportation.

Move into the breakout sessions, which are the second part of the session.

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## **BREAKOUT SESSIONS**

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### **DISCUSSION**

*AW: Thank you for that. We have had our warm-up questions and now for the discussion. This will be divided into a few distinct questions.*

*Transit will be a big part of that.*

*We will talk about development and growth, environment and equity.*

*Now to dig a little deeper*

*5,000 more residents estimated in the next 30 years and they have to live somewhere. If they lived in your neighborhood, what will the city have to do accommodate the 5,000?*

S: Fix the streets

S: Get eco-friendly vehicles

S: Employment and jobs

S: Housing needs

S: Appropriate choices for housing and the buys, rentals, etc.

*AW: More jobs, projected to be 3,000 more jobs, if in your neighborhood, what will have to be done?*

S: More parking.

S: How can you speak in general terms – neighborhoods are not exactly the same.

*AW: We're trying to get at your core values regarding how growth is managed. So from your neighborhood, what will it take to accommodate these people?*

S: Education, schools and workers will go where the schools are good for kids. But also training centers

S: Restaurants, grocery stores, shopping and good proximity to their place.

S: Hospital and health infrastructure

S: As far as the increase in population, you have to have stores and places that manufacture what those stores need.

*AW: What impact will these workers and residents will have?*

S: Insurance, hospital and any other type.

*AW: What other impacts will they have on the community?*

S: Economic development

S: Other infrastructure needs like fire, police, and first responders. It depends on how you conceive of that future. Would not spread them all over, more concentrated areas. Like European countries, have car hops – renting cars for a couple of hours. We can enumerate the different things that people need.

S: We always have more people, more demands for various kinds of goods. Possibilities to create a community where people don't have to travel so far. City and regional centers for various activities we need.

*AW: On question of impact, what do you think of the impact they might have on roads, air, housing, etc.?*

S: Establish rules to keep green space because of all the new homes.

S: Congestion on the highway, more people and drivers

S: More of all the good stuff and bad stuff and more and more.

S: More resources for governmental resources and taxes, depending on what they will do.

*AW: Join the conversation to be visionary and not reactionary. What is your vision for the people where we live? Where people would live?*

S: What has already been developed, Leavenworth, Lansing, Basehor will be blending – not that I want it to, but it will happen.

S: He is asking you to step out of the bounds and how you want to be and not the way you think it will be.

S: What I want it to be is take my 18 acres and keep them from moving onto them.

S: I have sense based on several factors: 2 million homeless, jobless and too much crime. How can you plan without eliminating the problems? I can't see planning for the future when people are living under a bridge when Larry Johnson has \$43 million.

*AW: There are issues of social equity that are caught up in the vision for the future. Let's hold up on that until we talk about equity.*

S: We are out of balance now.

*AW: Consider the natural environment as part of our community, what environmental factors should we take into consideration?*

S: So for me, looking holistically, sometimes when you stay narrowly focused, it will add up to what no one wants. We have seen that in other examples and the ecosystem report. For me, those scientists are warning us that those things are not sustainable and jeopardizing what is happening to our planet. That is the starting point of any decision about what we create. With global change and environmental issues and impact, half the animals are going to become extinct in our lifetime.

Everything we are doing piecemeal is not working. Scientists are telling us to put the brakes on, and that what we are doing now doesn't work. They are predicting the chemicals that we will run out of in our lifetime.

S: Instead of haphazard growth, we need to control some things.

*AW: We have to control our transportation issues over the next 30 years. What environmental issues to do we need to concentrate on?*

S: All the issues that we are talking about, the rationality of how to put it together and make it work is the problem. We have water problems, ozone pollution, everything ties into transportation problems. Everything ties directly into this. Planning for transportation, where we have to use less energy and be more efficient, we have to eliminate the worst of what we have right now. We have to tie it all together to make it work.

*AW: What other things need to be considered?*

S: Walkability and pedestrian access.

S: This area has been in such turmoil because of the rail system; train has priority and that speeds up transportation from A to B. Why couldn't it have a trail from Independence, KC, and the Legends – a rail system set on backburner for too long.

*AW: Why is it that rail comes to mind for environmental issues?*

S: Electrical driven, saves on emissions, faster and not have to go through local traffic. Some are terrible; we need more lanes, and still a primitive road and method of transportation.

*AW: Two competing things to describe. One concern about emissions and lanes ...*

S: That is over a period over time. I learned how to drive on I-70 when it was being built. It was primitive and stayed primitive. We didn't adapt, and now we have to look at something different. Over the years we could have done better.

*AW: What are your concerns around emissions?*

S: (Directed to other participants) Who lives in Wyandotte County? I definitely live in Wyandotte County, and have not seen any change whatsoever. Always looking for better transportation, and would like to see transportation in the greater Wyandotte County – not to outside it. I don't like to have people from outside of Wyandotte County to talk about here. I would like to see change in Wyandotte County. We can talk about the other issues, but we need better public transportation.

S: As a nation, in the reality we have been late in developing transportation in this area; we need to use that as a motivator. The cleaner and fewer miles we have to travel, the better we have – more opportunities and money to spend on other things. The air and commute and everything are locked in having an efficient transportation.

S: Emissions are based on fuel burns. Less emission and transportation to and from employment, but still need for pleasure and other reasons. Maybe create a mass transportation.

*AW: What are the transportation needs in your community? (Facilitator reminded group that they have a finite time. Most of the issues, we will get to, but focus on the specific question we are working with.)*

Where do you want to see and what additional modes of transportation in the next 30 years?

S: Add one more thing to environment, global warming and change is the most pressing and if we cap it right now, no matter what we design, we have to see it succeeds now. It has to be a high priority now.

*AW: Modes of transportation would you like to have more ease of access to in your community?*

S: In Wyandotte County, we have the UG mini bus. I would like to have the minibus on Quindaro, Wood, and Minnesota and other areas that they don't go to. They took them off of Minnesota and just have it on State. We need the minibus on these other areas.

S: Wyandotte County transportation for WC people to work in WC. Not enough of it because they don't have buses on the main thoroughfares in the areas where they can get the bus.

S: We need more transportation

S: I lived in Minneapolis and St. Paul – same like KCK and KCMO, the big buses did not discriminate where they ran. They traveled where they needed to go – they ran everywhere. We need to get out of the raggedy minibuses; we don't have the real buses running real routes. We have the raggedy buses running here and there. We do not have north-south routes. We should have a 38<sup>th</sup> St. bus. The UG buses are inadequate for WC. They government thinks for KCMO only. Instead of running in front of taking me to Indian Springs where there are no lights. We need better bus service and sick of the raggedy bus service. We need something that criss-crosses and that will take her (*referring to another participant*) where she needs to go.

S: I work for the City Hall. I have nothing against the state and metro bus, the small JOCO bus; I wish it would run all the time. I wish it was running all the time. I just wish it was more frequent. I have nothing against the UG bus.

S: Before you didn't have any distinction of communities.

S: I would like to have a mobile system that will enable me to walk to a light rail and compact development that will make a multi-development system. Bike paths and trails; advanced bus system similar to Curitiba, Brazil – 20 types of buses.

Most advanced bus system – bus rapid transit system. They looked at a design system and built it in 10 year increments – like the “right of way” and boarding the buses. People wait only six minutes at a bus stop. If we look regionally, environmentally and at other areas, we don't have to have our own cars.

*AW: I am going to ask you to choose as a group between two different options.*

Two roads – only funding for one

Shopping and new residential – which is more important?

There was no consensus.

*AW: For those of you who said shopping?*

S: For to go shopping and work and work to go shopping

*AW: We are not talking really about two roads, which one is more important? New commercial or new residential?*

*This time we got closer to a consensus around commercial. Why?*

S: Why can't we go from residential into commercial?

S: Sight the residential and commercial in close proximity

*AW: Be mindful that this is priority – identifying transportation needs for the next several years. There will have to be some connectivity between what also current exists. This is a difficult conversation right now. How much more difficult in the regional level? When talking about 6 million people.*

*AW: One more question on this issue of transportation, as you have driven around this region, have you ever had the experience and transportation projects, do you think they shouldn't be built or should be fixed? Have you had either experience?*

S: Grandview Triangle – they shouldn't have built this, contributing to the destruction of the urban core and using natural resources – the money they put into that, they should have served better regional needs for the long haul.

S: Hwy 71 – demonstrates the priorities, big patch of grass so it looks pretty, but those who live near get the fumes.

S: That should also have been an expressway, but they ran out of money.

*AW: The last series of question, the equity questions. A person of a different race than you living in your community, have equal access to your community's transportation?*

S: Two yes and one no

S: I say no, because of people of color was not allowed to have houses and jobs that work better. The white people have had some other things. It is an invisible redline ink – people of higher education have access to the higher extremities.

S: If they have a disability, they don't. I can't speak to the racial, but people with disabilities don't have as much good in transportation whereas in Brazil they do.

*AW: Do you think the surrounding communities developed equally in developing of transportation?*

S: Can't answer to that – don't know.

S: I lived and worked JOCO, they have a lot better development, but it costs a lot. If that is their transportation, it is great for them, but won't serve anyone outside of that area. If you want to have public transit, some of those resources they have spent on more and better highways and streets should go into public transportation.

S: That is why it should be a metro plan, and not just a regional plan. Just like in Minneapolis – the bus went from Minneapolis and St. Paul – the entire metropolitan area. It doesn't address the entire metro

area – metro system that deals with the metro area and not sectioned off like WYCO, and JOCO, and KCMO.

*AW: There are other areas addressed to equity. Anything else that needs to be taken into consideration.*

S: Each one of these systems is owned by a different local government. A lot of it is educated and appealing to local government to work and coordinate together. You are talking tax dollars crossing county lines. People need to talk to the commissioners and local government to get them to work together. They look at empty buses and coordination of different governments and jurisdiction.

S: Bad service and good service will depend on the riders. They did a poor job of previewing the change. There are a lot of WyCo people who don't know the bus has changed. What effort is allowing people to know more about it? If you don't have good service, why will you ride the bus?

S: Incentives that are hidden, they weight the public system for more affluent people – that is an issue of equity when parking is better for them. Keeps perpetuating the idea of transportation equals cars and vehicles. There are a lot of things that perpetuate this.