



## Open House Public Comments – June 3, 2009

Public comments captured from handouts where visitors were asked to rank transportation strategies based on priority and funding.

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### **ACCESSIBILITY**

"These are all so important."

#### **Fund expanded bike/pedestrian:**

"Provided these networks connect to work, play, etc., and are not just for recreation."

"Yes! I bike."

#### **Expand regional transit:**

"Buses"

"People will need transit to afford to live here"

#### **Eliminate barriers to transportation:**

"All the other strategies will help eliminate barriers"

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### **CLIMATE CHANGE & ENERGY USE**

"Reduce idling ASAP. Pass ordinances post signs everywhere educate on the new. So much information out there! Better to turn off your car even for two minutes, educate public on dangers of idling. Fast food is low-hanging fruit."

"Increase the gas tax and use the money for improvements — high priority"

#### **Reduce vehicle miles traveled:**

"Seems like this won't happen until we stop building roads to support suburban sprawl and stop avoiding the inner-city areas that need to be revitalized."

"Recognize that diesel-fueled buses are not much better for the environment."

"Through public transit."

#### **Improve transportation management:**

"Not sure what this looks like/must include walking transit and biking"

#### **Encourage fuel transition:**

"As long as that includes bicycles."



**Use transportation planning:**

"To include public transit."

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**ECONOMIC VITALITY**

"We need to support local economy. Locally grown food, etc. Less emphasis on freight, more emphasis on better transport in the city. Freight trains and diesel trucks are petroleum and coal suckers."

"It seems if you can accomplish some of the things addressed in climate change and energy use questions, some of this would be relieved,"

**Emphasize preservation:**

"Assuming existing routes support future."

**Implement system enhancements:**

"Only if it includes alternative modes."

"Use existing congesting to determine areas for mass transit, yes. More roads, no."

"Depends on what they consist of."

**Address bottlenecks:**

"Investigate why."

"We don't have congestion on roads...traffic management must include all modes. No more road widening and adding new roads...there are new models of traffic management."

"Evaluate system as to whether some existing roads are even needed. Encourage fewer cars and more walking, transit, biking and rail."

"Congestion will help get people to use alternative transportation. Congestion for rail, freight is high priority."

**Track return on investment:**

"If good economic assumptions."

"Other factors like the environment and community well-being need to be considered."

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**ENVIRONMENT**

**Linking environmental and transportation planning:**

"Equals better public transit and less highways."

"Trails as transportation."



**Funding and implementing MetroGreen®:**

"Recreational trails are nice but commuter trails are what we really need."

"Implement all of surrounding cities trails plans, not just MetroGreen®."

"Trails must be used for transportation purposes and connect to home, work, school, shopping, airline, rail, entertainment, and transit centers."

"The success of the Trolley Trail as well as all the trails in JoCo demonstrates that people will use trails both for recreation and transportation. I observed that during Bike Week on the Trolley Trail."

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**PLACE MAKING**

"It's okay to have suburban environments, but they need to be tighter-knit communities with their own public transit so suburbanites aren't driving down the highway to go to the grocery store!"

**Investing in projects that support successful, vibrant places:**

"Improve impoverished areas...consider multiples scales of travel and their purposes/activities...develop and connect nodes and corridors."

"Don't make the river a barrier."

"Must look at all places as vital. Build it and they will come along unused existing transit corridors will be less expensive and provide for more immediate growth and redevelopment!"

"Places like Prairie Village and Overland Park still have centers. Raytown struggles even though it once had a 'center.' Independence Square really struggles with all the competition on E. 39th Street, which can be reached (safely) by car only. We need to change this."

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**PUBLIC HEALTH**

**Encouraging development:**

"Right now this city is not very bike friendly. I rode my bike here and had to share the narrow downtown lanes with cars. Sidewalks are not an option: most are in rough condition and not wide enough for bikes. We need more commuter trails like the Trolley Trail that connects the Plaza to Waldo. I love that trail! Also, do not reward suburban sprawl by building more things farther apart. It makes it impossible to get places without getting in your car and driving somewhere. Everyone needs to get off their duffs."

"Do not support federal tax match for sprawl (e.g., new sewer/water line in non-urban core). Create an economic end to sprawl."

"If number one happens (expanding regional transit) then number two (encouraging development standards) happens naturally. Otherwise I'd give it a high priority."



"Another aspect that affects public health is the location of things like factories, power lines and substations in relation to residential neighborhoods."

**Expanding regional transit service:**

"To the level demanded/supported."

"Northland!"

"Let's get trails on the levees too. A combination of trails and signed streets opens up lots of commuting options."

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**SAFETY & SECURITY**

"Get people off the roads!"

"Safe routes to school."

**Engineer the transportation system for safety:**

"Not sure what this looks like. But studies have shown that systems that are perceived to make transportation safer actually encourage people to drive worse. More walking, transit and biking would make the system safer. Also, systems designed to move auto traffic over all other modes make it less safe for motorists, pedestrians and bicyclists. Drivers speed more and pay less attention to traffic details because they 'feel' safer."

"Especially for pedestrians and bicyclists."

"Engineering is already excellent."

"Design the transportation system for safety — engineers helped get us in this mess."

"Already done...mass transit is safer than cars?"

**Educate the public:**

"Especially laws about bicycling."

**Enforce traffic safety laws:**

"5 e's-equality"

"Crashes hurt lots of people and cost money."

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**SYSTEM CONDITION**

**Coordinate data collection:**



"Use local educational institutions (e.g., UMKC, KU) to use student talent and low budget. Students graduate with practical experience."

"Again, based on other initiatives, the need for money to maintain existing systems should decrease. There should be a balance between maintaining old/new systems based on coordinating data collection and asset management."

**Spend enough to keep transportation system maintained:**

"Unless can be served by other modes."

"Work with surrounding communities...a lot."

"We don't have congestion generally...quit building more roads to alleviate something we don't have."

"Complete Streets."

"Transportation includes transit."

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**SYSTEM PERFORMANCE**

**Increasing roadway capacity:**

"Don't feed the users need and justify low occupancy!"

"This has been proven to add more road users. This is a 1950s model that does not work — see California."

"Add transit."

"Congestion is good and encourages alternatives."

**Expanding technology and communication tools:**

"KC Scout is nice but doesn't really have a huge congestion issue comparatively."

**Access management:**

"What does this entail?"