

MEMORANDUM

TO: Jackson County Project Partnership Team
FROM: Shawn Dikes, Parsons Brinckerhoff
Patty Gentrup, Shockey Consulting Services
DATE: December 9, 2011
RE: Open House No. 2 Public Input

Introduction

To gain public input on how to best enhance transit service in the Kansas City metropolitan area, the Project Partnership Team for the Jackson County Commuter Corridors Alternatives Analysis (JCCCAA) hosted several opportunities for community comment during the week of November 28.

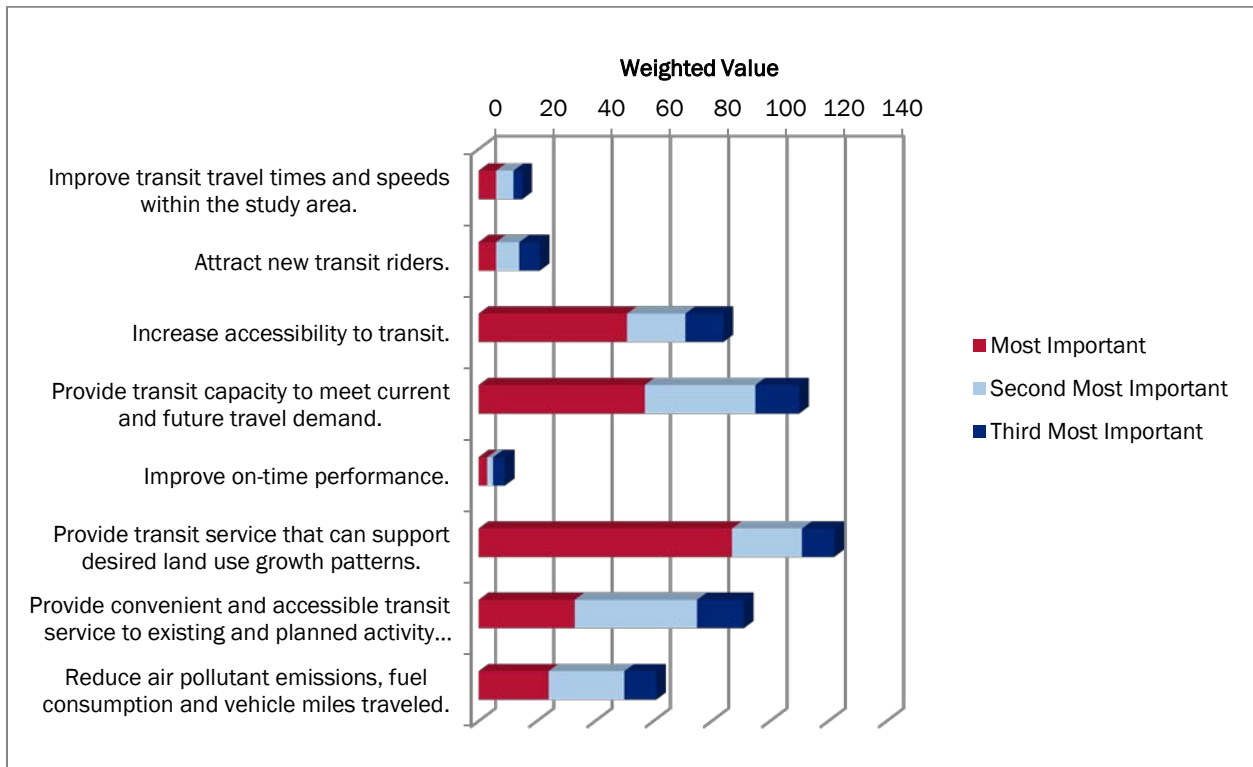
A formal open house was sponsored from 4 to 6 p.m. November 29 at the Gamber Center in Lee's Summit, MO. Two complementary open houses were then conducted; one was from 4 to 6 p.m. November 30 at the Blue Springs South Mid-Continent Public Library and the other was from 4 to 6 p.m. December 1 at the Southeast Community Center in Kansas City, Missouri.

About 150 people attended the open houses; about 25 of those appear to be either consultants or agency officials. During the open houses, participants were given an opportunity to indicate which measure of effectiveness was most important to them. They were also asked to complete a comment card indicating zip codes for where they lived and worked, how often they used transit service, whether alternatives were eliminated that should have been retained, and whether alternatives were retained that should not have been. Of those attending, 60 completed comment cards. Generally, however, the majority of respondents lived in Lee's Summit, worked in either Lee's Summit or Kansas City, and did not use transit service.



Effectiveness Measures

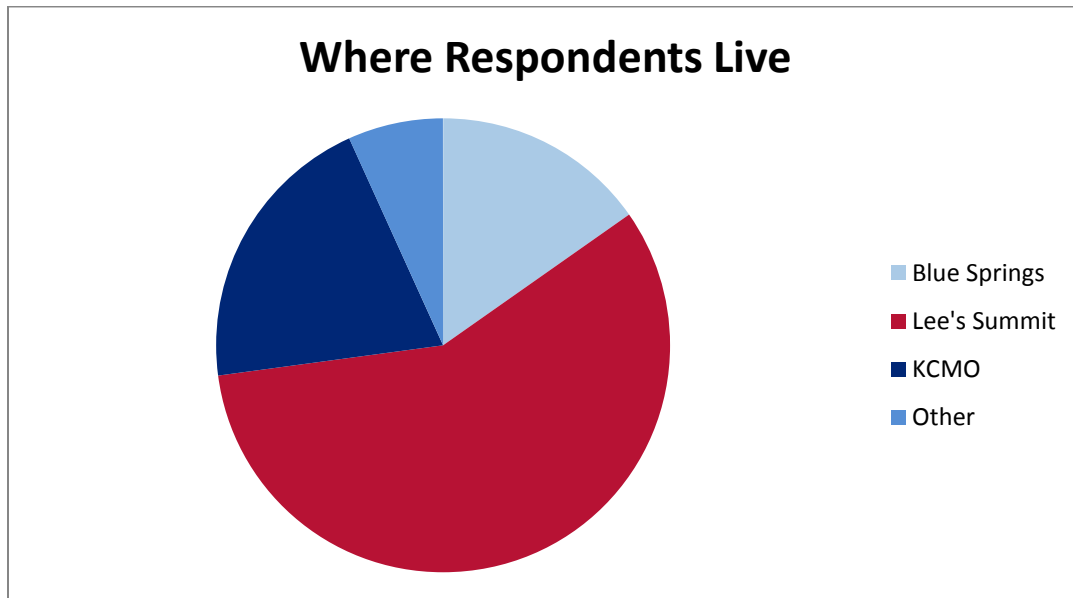
The chart below shows the results of the exercise in which open house participants were given the chance to indicate which measures of effectiveness were most important to them.



Comment Card Results

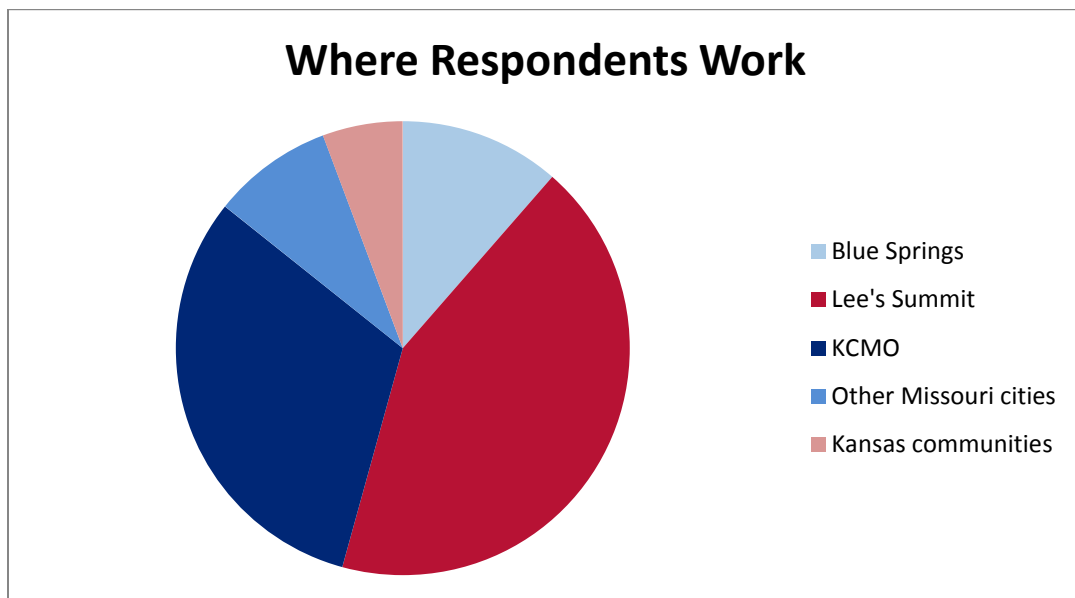
Where do respondents live?

As is illustrated in the following chart, 56 percent of the respondents live in Lee's Summit, 20 percent live in Kansas City, Missouri, 15 percent live in Blue Springs and the remaining 9 percent live in other Missouri communities.



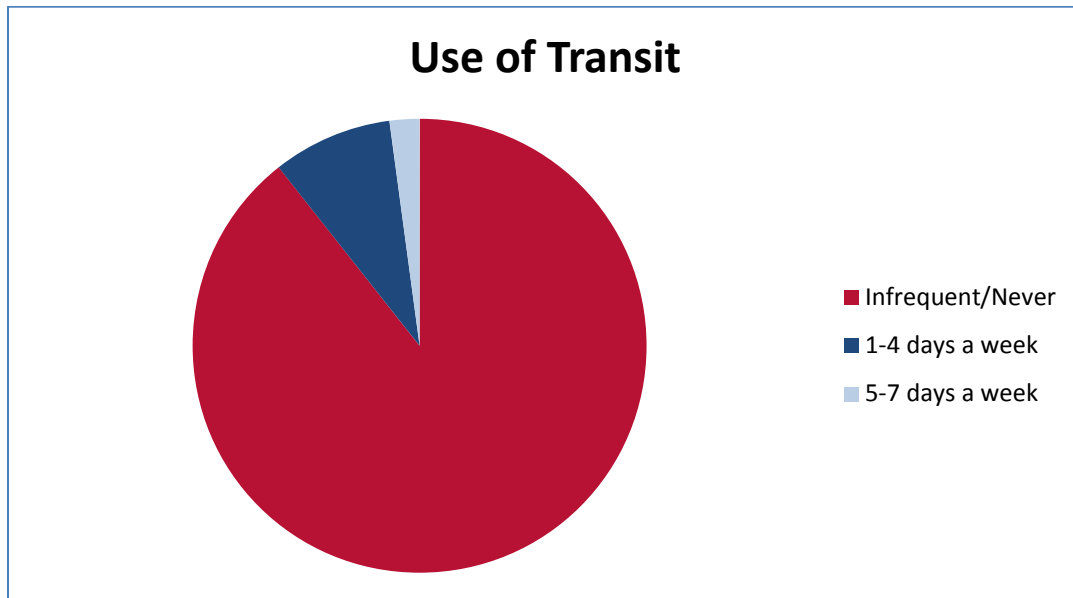
Where do respondents work?

As is illustrated in the following chart, 43 percent of the respondents work in Lee's Summit, 32 percent work in Kansas City, Mo., 11 percent work in Blue Springs, 9 percent work in other Missouri communities and 5 percent work in Kansas communities.



Use of Transit

Respondents were asked to let us know how often they used transit. Of the 57 people responding, one person used transit five to seven days a week; four used it one to four days a week. The remaining 52 respondents used transit infrequently or never.



Was an alternative eliminated that should have been kept?

Twenty-seven people responded to this question. Of those, 17 said that no alternatives were eliminated that should have been kept. There were two comments related to the Rock Island Railroad.

- Leave the Rock Island line alone. We do not want this in our neighborhood. Improve bus system.
- The Rock Island Corridor should be used as a trail. The cost to the city of Lee's Summit exceeds the benefits of any other use.

And one person suggested that more alternatives for bike and pedestrian facilities should be shown and one said there should be more options for full regional rail or some hybrid.



Was an alternative advanced that should not have been?

Of the 23 people that responded to this question, 13 said that no alternatives were advanced that should not have been.

However, four respondents questioned the viability of implementing alternatives in the suburban communities.

- The route proposed in alternative #5 on 40 highway does not seem like an effective/quick method to move through this part of the city.
- I am not opposed to mass transit for KC metro, but in suburbs like Lee's Summit you have the problem of development being built in very close proximity to the old rail line. Reactivating this line will have dramatic implications for property values, safety, neighborhood aesthetics, etc. Any plans that existed south of I- 470 will likely meet significant resistance by affected homeowners.
- Opening tracks close to homes valued \$750,000 - 1 million thereby devaluing real estate (Winterset Woods, Winterset Valley) less than 100 yards from homes on Ashurst.
- Rock Island - This abandoned rail bed runs through and very close to existing homes in Winterset Woods (within 200 yards). The capital and resulting damage to the environment should eliminate this alternative.

One person said that buses should not be considered: "Buses should not be an option. Bus lines do not spur development and will not be ridden by the majority of transit riders."

Other Comments

About two-thirds of the respondents took time to offer other comments. They are listed here.

- Good process - continue to press on. This is a must DO!
- A well-run process. I look forward to learning more details, especially on the Lee's Summit - Raytown line.
- I would prefer Rock Island Rail would become a hike/bike trail. Light Rail (or equivalent) - parallel to major highway arteries; seems more logical and would use.
- Have bus/rail lane in middle of highways. Impact on subdivisions too great. Would also disrupt wildlife. Areas are undeveloped for a reason - per builder and subdivision preferences.
- Please save the money. Don't start a new project.
- I have been a KCATA rider for over 5 years and use an express bus. I am happy with that service, anything better would be appreciated and more public transit options, days and times, into downtown, Sprint Center, Sports Complex, Zoo would be great.




- I prefer the Regional Rail & Light Rail transit/streetcar hybrid.
- I live close to the Rock Island RR line in Knobtown, 50 Highway Noland Rd Knobtown needs to be a TOD however Knobtown needs sanitary sewers and storm sewers first. Knobtown business owners need KCMO to make improvements. Knobtown needs redevelopment badly!!!!
- Need to get to more people. Not just civic gadflies. Those active in city/community organizations are usually somewhat aware on proposals. Get community volunteers to address homes associations etc. Thanks. Keep up the good work.
- Alternative #3 has the most potential for redevelopment of blighted areas of the city and is the simplest to understand.
- We would like to know if this system is only for weekday morning & afternoon use for employed commuters. Our main need is for transportation to KC downtown and Crown Center, Plaza and entertainment districts on weekend & evenings because as we and other baby boomers age we will no longer feel comfortable driving in the city traffic. So what is the proposed time table?
- I am concerned about the Rock Island Corridor. I support the mass transit initiative but know much of that line runs very close to houses. Hope that the study takes this into account. I also hope walking and bike trails are taken seriously into account. I also hope that not only speed and cost are considered when considering the best alternative but impact on the surrounding area.
- The line is in my backyard. Concerned about how it impacts my quality of life more so than the need.
- I commute SE to E, and it appears most traffic on 470/435 is going E & SE to Johnson County. It seems that the Federal Government would be more interested in where the need is - even across state lines. These plans all fall short of addressing the majority of commuters, due to limited imagination/excessive regulation state-to-state?
- Note: I believe very few of impacted homeowners are aware this initiative is being explored.
- Bus lines already exist in Lee's Summit to transport people to downtown. Expand that aspect and forget the rest.
- All routes would be beneficial but what really is needed in a lite rail to the airport.
- I don't support reactivation of Rock Island rail - One lane bridge should be removed - for traffic issues- safety - also rail line is in close proximity of many subdivisions - These would be disturbed by the commuter rail - feel low usage and a lot of \$\$ spend. Alternative routes Downtown more pressing. Brookside to Downtown.
- There needs to be full regional rail implemented to provide the most benefit in the Kansas City area. Alternative 3 provides the most benefit. The Rail Line needs to extend to the Jackson County eastern boundary limits (Oak Grove).
- Appreciate public comments and participation and the "no action" alternatives.
- In view of the economic condition of the KC area I would think government dollars could be better spent.



- Future congestion on roads should be stressed. It did wonders to I-70 congestion in St. Louis. What approach is a minimal cost/usage test? What about a rail U-shaped route with bus/etc to/from different centers inside KC?
- Very good process, getting citizen input, but of course this should be balanced against (with) expert opinion and progressive thinking. It is my hope that a bike lane or path will share space with the transportation corridor.
- Alternative 3, Regional Rail! In particular, the Rock Island Route is essential to move our city/community forward, I work in LS (over 500 employees) and many employees who do not live here have a difficult time commuting. Conversely, I almost never go downtown (KC) mostly because I hate the parking hassles. It would be a win-win for everyone involved! Thank you!
- Just do it!
- It might be useful to have some info about the downtown CID light rail "starter line" since relationship is not totally clear in displays.
- Did not see opportunities for bicycle traffic adjacent to the alternatives. Denver & Portland have these opportunities and they're very heavily used.
- The alternatives that require changing vehicles, transfers, are much less desirable.
- We desperately need mass transit; too bad thoughtful consideration can't be coupled with rapid completion.
- 3 years ago Longview Rd was supposed to be widened by the county - 1 mile. 40 years ago, the county was going to widen the road. Not 1 shovel of dirt has been moved yet.
- Please remember the Trail possibilities that need to be kept when planning in the Rock Island corridor.
- Please retain the Rock Island corridor for transit (any mode will do)
- I really support rapid transit from Eastern/Southeast JaCo to the urban core.
- Great process. Keep it up and let's move forward. Still in favor of light rail for outlying suburbs and streetcar for inner city alternative.
- We have a great transportation system in Germany. Observing the system in KC, I think the basics are there. What is needed is a more intertwined system, like Berlin or Paris. Meaning I should not have to go downtown from Blue Springs to get to the zoo. Right now it takes one 30 minutes by car to get to work, but it would take me two hours by bus. Also, buses need to run more frequently. Right now there is one bus in the morning and one at night. They need to run once an hour and during peak times more. Railway is too expensive to build and limited to a certain route. Just expand the bus system.
- I am not able to participate due to an earlier obligation, but I feel Alternatives 4 or 5 would improve both high congestion and serve Jackson County residents by opening us to businesses that would otherwise not be available.
- Alternative 5 seems the best, but alternative No. 2 is probably the only one affordable.
- Bus express routes to central train station, then use commuter rail to city routes.
- Kansas City is long overdue for regional rail transportation.



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- I need a faster, more efficient way to commute to KU Med from Blue Springs. I spend three hours a day riding the bus. I favor using existing rail to Union Station as a cost effective alternative.

