

Transportation Outlook 2040

Community Meetings – October 2008

MATRIX COMMENTS

Modes & Infrastructure

Maintain existing public transit (bus) services

R	1	Fix routes that can help keep service in my area
R	3	Have to maintain what's available to keep the area viable
R	1	Even expand
R	5	Expand routes & hours to all communities, as well as bus sizes.
R	1	This is an essential service
W	1	This is essential for the functioning of the region and for all low income and seniors and different-abled folks.
W	2	Only makes sense not to let fall apart what already have
W	1	Maintain to improve
W	2	Keep what we have
W	5	Keeping public transit where it is most needed
P	0	Not good enough, need more routes and buses
P	0	Needs improvement
P	1	Maintain should require less investment
P	1	Continue to run buses while adding on
P	1	Must maintain existing bus service but add to it
P	1	Keep bus system running as it is today. More efficient buses
P	1	Must keep existing system working
P	2	This transit service serves the folks that need it most
P	1	Provide bus service for transportation options
P	0	It should be taken care of by expanding transit
P	1	Need "local bus" concept for lightly populated corridors
P	3	No real chance of decrease auto use
P	0	We need to research the roads that need maintenance
P	1	Take care of what we have
P	2	Needed to maintain or increase ridership
P	1	Got to have it
P	1	Keep what we have and build from there

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MATRIX COMMENTS

P	1	Maintenance is required
M	3	Get Johnson County involved with ATA & make seamless routes throughout the metro
M	1	Demand exceeds service
M	2	Existing system requires support
M	0	Expand, don't maintain
M	0	What's there must be funded
M	1	Operation expenses to maintain
M	1	Have to maintain to expand
M	1	Must maintain
M	1	Existing bus services is good and don't want to lose it. Keep it in budget
M	1	Need for maintaining and expanding upon the public transit in the metro region. Twenty years or more behind progressive cities
M	0	Assume this will happen in put money into expansion
M	1	Promotes sustainability, conservation of resources
G	1	Important to serve light rail
G	1	Maintain and enhance
G	0	Maybe cut back services based on the amount of riders versus cost. Let riders pay more of the cost
G	1	Need to keep buses moving
G	2	Very important to maintain existing service because people depend on it
G	2	If not kept up ridership will fall
G	2	Necessary-keystone to whole system

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MATRIX COMMENTS

Expand public transit (bus) service

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|---|---|---|
| R | 9 | Make routes and times for everyone |
| R | 2 | More service is needed because there are jobs in areas that don't have service |
| R | 4 | Get car off roadway |
| R | 3 | Service is too limited now. Have been stranded downtown |
| R | 2 | People will use when hours are more convenient |
| R | 7 | The city of KCMO & cities to the east need better bus service. For too long this has been under funded. Raytown, Lee's Summit, Independence to fund more buses. |
| R | 3 | Routes to nodes & between nodes |
| R | 3 | This is the most feasible, both participant wise & economically |
| R | 5 | Connector routes to already existing ones |
| R | 2 | Transit must be made more convenient for everyday use |
| W | 3 | We should expand our ideas of what a "bus" system could be to be like that of Curitiba Brazil and marry with rail commuter, especially light rail. They have overcome all obstacles of "bus" transit (efficiency, rights of way, public perception, etc... it is a system which includes vans/shuttles/etc. of varying sizes to accommodate all the needs listed above; maintenance of existing roads is needed for the transition to a multi modal system; as well as for future vehicles of various types; a Curitiba type system could easily interface with rail/trolley/bicycle/ pedestrian in compact development ala new urbanism; |
| W | 1 | Needed to expand what already exist but not enough to keep up with possible growth |
| W | 2 | More hubs |
| W | 2 | Needs will increase |
| W | 3 | Get potential employees to jobs |
| W | 2 | Expanding public is always a must. The public need be able to get a bus when needed. |
| W | 3 | Need more routes and longer hours. Especially for working people |
| W | 3 | It is difficult for people who rely on public transportation to get around, expanding routes would benefit many people |
| P | 3 | The network isn't large enough, more routes and more frequent buses are needed for success |
| P | 3 | This is a efficient and affordable option for transportation that needs to be better utilized |
| P | 2 | Light rail costs \$800 million; Max costs \$19 million = more buses |
| P | 2 | Expansion is essential to promoting sustainable/transit development |
| P | 2 | Expand services, more stops, better bus stops |
| P | 2 | Expanded bus service is a must to make light rail accessible to more people & to make more parts of the city accessible via public transportation |

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MATRIX COMMENTS

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|---|---|---|
| P | 2 | To truly be effective, must have a broader, better networked, convenient, accessible system |
| P | 1 | Expand where needed |
| P | 2 | We really need more bus service, more routes, more frequent |
| P | 1 | Biggest barrier to adoption is convenience |
| P | 2 | People need to travel in the city after 11 p.m. and before 5 a.m. ME INCLUDED |
| P | 2 | Necessary to get more people to ride |
| P | 2 | Got to have it to serve growing center city population |
| P | 2 | Really 2 parts of same investment Add more MAX – rapid transit |
| P | 7 | New forms of energy efficient buses with operator coverage of entire city. Allow for entertainment & education at all hours |
| P | 2 | Expand starting with the basics not jump the gun to light rail |
| M | 3 | Added bus rapid transit lines to southwest and northeast |
| M | 1 | Demand |
| M | 2 | Public transit must expand and become a way of life for the community |
| M | 3 | Current system is badly inadequate |
| M | 2 | Keep what we have because many use this and expand programs to Kansas more |
| M | 3 | More efficient, provided transportation options for more people |
| M | 3 | Make it more attractive and easier to take transit to more places |
| M | 1 | Need better bus service between Kansas points and other communities |
| M | 2 | Along with rail is a must |
| M | 2 | More transit users, fewer cars- less pollution |
| M | 4 | The JO needs more routes to pick up more people & more times |
| M | 3 | More service is needed to create a more balanced transportation system |
| M | 3 | More demand from population |
| M | 1 | Limited services as is |
| M | 3 | Increase convenience and thus use |
| M | 3 | Not enough existing service especially in Johnson, Clay, Platte & Cass counties |
| M | 2 | Quickest way to reduce emissions (ozone) & reduce system transportation costs |
| M | 3 | More frequent runs along existing routes, expand to other areas |
| M | 3 | Build a regionally integrated transportation system |
| G | 1 | To enable more people to access light rail |

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MATRIX COMMENTS

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| G | 1 | K.C. seems to underserved by the bus system |
| G | 1 | Being able to catch a bus when you need it would encourage use |
| G | 2 | Saturday and evening across bridge |
| G | 2 | Services should last longer so people could work overtime, or go out at night |
| G | 1 | Combine with service to elderly and disabled to save cost |
| G | 3 | Bus service is most flexible |
| G | 2 | Region better suited for expanded public transit over light rail- more routes and times would prompt use |
| G | 2 | Later hours & weekends for Northland |
| G | 2 | As demand calls for service |
| G | 2 | Making public transportation more accessible and increasing awareness |

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MATRIX COMMENTS

Vans and Shuttles for the elderly & disabilities

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| R | 2 | More funding is needed in this area because of the aging population |
| R | 2 | Oats in the city would be fun. |
| R | 1 | This will be important, given our changing demographics |
| W | 2 | The baby boomers are coming to an age of more dependency & enables them to live a more independent life |
| W | 3 | Lack independence, ability to work, participate in economy w/o; Many this is core transportation |
| W | 3 | Keeping the elderly safe; shuttles is most needed. |
| W | 2 | This population would benefit greatly & be able to be more independent |
| W | 3 | They keep looking for elderly people |
| P | 1 | Important for society overall |
| P | 0 | More public transit so they don't need it |
| P | 1 | Can't leave our elderly and disabled behind as we have in car based culture |
| P | 0 | However, I would prefer to give ½ chip as it is much less expensive than road maintenance. |
| P | 1 | Needed service so elderly people have an option other than driving |
| P | 0 | They should be able to use buses, rail, and sidewalks |
| P | 0 | Encourage elderly and disabled to live communally or centrally |
| P | 1 | Population bubble of old people |
| P | 1 | Yes, we need it, but... |
| P | 1 | Increase in medical abilities will provide an older, more disabled public. Will need to include them in work force more than at present |
| M | 0.5 | Aging in place- elderly are an asset |
| M | 2 | Increasing demand & numbers |
| M | 1 | There are particular needs that should be met- medical etc. |
| M | 1 | Aging population needs better choices |
| M | 2 | We need to make sure the transportation is accessible to all |
| M | 0.5 | Population that needs increased service |
| M | 1 | Access to those with limited mobility |
| M | 3 | Higher population |
| M | 1 | I've had the opportunity to hear from members of the community with disabilities. Some have a very tough time traveling between cities, counties & over the state lines. |
| M | 1 | Reduce elderly isolation & increase safety of elderly |

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MATRIX COMMENTS

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|---|---|--|
| M | 2 | Not even close to enough service available today to meet the needs of the elderly & persons with disabilities |
| M | 1 | With boomers retiring, this is very important |
| M | 1 | Those unable to provide for themselves need to be taken care of |
| M | 1 | Eliminates need for existing facilities on other transportation forms-prevents delays for runs to deal with disabled |
| G | 1 | For door to door transit |
| G | 1 | It's important to have a way for them to get around |
| G | 2 | This will be very important in the future as the population gets older |
| G | 1 | People to doctors |
| G | 1 | Existing system slows down services and makes it harder to operate the bus on time |
| G | 2 | Services for elderly should be increased |
| G | 1 | As needed & possible |
| G | 1 | Growing population with limited transportation options |

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MATRIX COMMENTS

Maintenance/rehab. of existing roadways

R	3	Maintaining what we have is essential to our quality of life
R	1	Keep what we have in good shape
R	1	Badly needed
W	2	Need to maintain what already exists
W	2	Gotta happen
W	3	Existing roads need maintained. Cars probably won't go away soon
W	2	Some of the roadways are in bad condition and need repair
W	1	We have to maintain the present infrastructure, people need safe roads
P	1	Current roads suck! Need to quit building new and maintain what we have
P	1	Cars are a way of life and it isn't changing soon. We need to improve the current system; also necessary for buses
P	1	Maintain roads and highways
P	1	Must maintain existing infrastructure
P	2	Improve existing roadways in their ability to handle more dense traffic
P	1	This is on-going effort
P	2	Maintenance has been deferred for years/decades! Must fix what is already in place
P	1	Important for economics
P	2	Focus on urban core i.e. Kansas City
P	1	People will continue to drive and need safe streets for buses/bikes
P	2	Necessary & required; ease of driving
P	1	No real chance that auto use will fade
P	3	Still need roads to get to rail and for buses
P	2	Realistically, maintenance is going to require the largest part of our transportation budget
P	1	Must maintain what you have – cars aren't going away and time soon
P	1	Our roads need to be fixed
M	3	Rehab to include bike
M	1	Must maintain what we've already spent money on
M	1	Maintain what we have
M	4	Highways are aging and require maintenance
M	4	Need to focus on maintaining what we have and stop building new capacity

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MATRIX COMMENTS

M	3	We need to maintain what we have and stop expanding outward
M	2	What's there must be repaired
M	1	Must maintain
M	1	Maintain what we have, build less
M	3	Must maintain existing infrastructure
M	2	Keep in budget
M	1	Upkeep but start looking for alternative forms of transportation
M	1.5	Still important to maintain the existing roadway network
M	1	Will still need some can travel
M	2	Critical to a progressive...
M	3	Better pavement, shoulders and bike lanes
M	2	We need to maintain our existing roads & bridges and the already built environment
G	1	For safety
G	2	There seems to be a backlog of maintenance work
G	1	It's important but would require less maintenance if mass transportation was readily available and used.
G	4	Highest thing to do
G	2	Keep the pot holes fixed
G	1	Roads need maintenance
G	2	Significant money spent on repairs to vehicles because of poor roads
G	2	Makes for smoother tide
G	1	Current road conditions worse than most parts of the country

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MATRIX COMMENTS

New or expanded highways/streets

- R 2 Selective improvements will reduce congestion
- R 1 Improving existing highways
- R 0 There's enough funding for streets & highways/...need to explore other means of transportation
- R 0 Spending so much on this is how we got into this transportation and energy mess
- W 1 Do need to have some funds available for growth and new roads
- P 0 Building more highways to cure congestion is like loosening your belt to cure obesity
- P 0 Already too many roads with minimal build out- increase density & optimize infrastructure already in place
- P 1 Need for economic development in some cases
- P 0 No new
- P 0 No! We have too much capacity to maintain
- P 1 Add streets where population moves/changes
- P 1 No real chance auto use will fade much
- P 0 No. Let's plan not to need more
- P 1 Connector streets & infill streets in already incorporated areas
- M 0 Budget
- M 1 There are capacity needs that require expansion
- M 0 No new highways. We've got too much of this as it is. Expensive and inefficient
- M 0 Needs decrease due to rising costs of fuel and materials
- M 0 No more continuing suburban sprawl
- M 1 Keep in budget
- M 0 Use other modes of transportation
- M 0 Focus instead on improving public transportation – a shift in modes
- M 0 Will only encourage more sprawl and car use
- M 0 Plenty of roads right now
- G 1 To create alternative modes of transportation
- G 1 More thru streets
- G 1 Build to control development
- G 1 To give more routes to cause less traffic congestion
- G 2 Additional lanes where appropriate

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MATRIX COMMENTS

G 2 Need turn lanes & wider roads

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MATRIX COMMENTS

Walking/bike trails/bike lanes/sidewalks

- R 1 Will encourage health & small businesses to open. People will use when they know the benefits
- R 1 To encourage housing choices
- R 2 Trails & sidewalks also have health benefits, Private development must accommodate these & be at pedestrian scale
- W 1 More and Better (also horse trails)
- W 1 Need to encourage other modes
- W 1 Available for walking to bus stops
- W 2 Sidewalks promote accessibility to public transportation; fitness; economic development
- W 1 For safety for those that walk or ride bikes
- W 1 With additional convenient walking & bike trails, citizens may walk more and be more productive & healthier
- P 1 Important for health, environment and recreation
- P 1 Necessary and important for local travel and recreation
- P 3 Cheapest way to build capacity
- P 1 More, more, safe places to walk/bike
- P 1 Need north/south & east/west biking thoroughfares in KC. (crossing SW traffic way for example)
- P 1 Give bikes/walkers area for commuting to help alleviate some traffic from roadways
- P 1 Must promote alternative modes of transportation
- P 1 Encourage alternate transportation foot/bike
- P 3 Need more options! Sidewalks should be considered as transportation issue
- P 1 Must have connectivity to make them effective
- P 2 Reduces pollution, improves quality of life, improves city's desirability, reduces traffic – connectivity –
- P 3 Bike lanes can be dangerous, but they do promote awareness. Many people are not fully aware of the plausibility of non-auto transportation (not just bikes)
- P 1 Need it to enable more people to drive less and live more actively
- P 1 Bike lanes should be added to new roadways
- P 2 We need bike lanes and pedestrian access
- M 2 Integrated into all maintenance & rehab. Savings in health cost can pay for infrastructure
- M 1 Can't do enough to improve quality of life, personal fitness and recreational options
- M 1 Need these to help reduce congestion
- M 1 Creates sense of community & provides options for bike use as a mode & not just recreational

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MATRIX COMMENTS

M	2	Walking and biking needs to be supported for shorter trips and improve quality of life
M	3	Low-cost and low hanging fruit
M	2	Make communities more walkable, let people get on a bike and feel safe doing it through the city streets/pathways
M	2	More transportation options-People must have easy & safe access to transit.
M	2	Because less dependent on taking cars everywhere
M	0.5	Least expensive
M	2	Least expensive mode, least pollution mode, healthiest mode-helps address obesity/sedentary life issues
M	4	Need to start using an alternate source of fuel
M	1	For health/wellness & access to transit
M	1	Wow-KC is far behind. I'd like to see sidewalks on both sides of the streets-everywhere. Commuter bike trails & maybe within power line easements connected bike paths throughout the city
M	2	For leisure & travel for work, shopping & to increase health
M	0.5	These are great but not as important as other. Sidewalks must be maintained & expended to provide access to transit
M	1	A great alternative to driving cars
M	2	Probably least expensive-focus on fitness- cheap for user-almost all weather mode of transportation
M	1	This would tie together bus and rail systems and would increase the quality & amount of open spaces
G	1	For health
G	1	More bike lanes could make cycling safer
G	1	I like to walk but often there aren't even sidewalks. Sidewalks and available paths would be welcome
G	1	Cross the rivers, bluffs and industrial areas
G	2	Gives people more affordable way to get around
G	1	Necessary for outdoor walking, more healthful
G	1	Promote alternate forms of transportation- environment
G	2	Encourages active lifestyle. Usable in the peak pollution season

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MATRIX COMMENTS

Safety programs

W	1	Educating about the rules of the road
P	1	Prevention
P	1	Educate and re-think transport in society
P	0	Important, but I see as lower priority
P	1	Have Public safety officer at central hub (bus)
P	1	Yes, more education for drivers, pedestrians, and bikers
P	0	Plenty of programs exist
P	0	Important, but...
M	0.5	Create and enhance sense & perception of safety to encourage use of transit, bike and pedestrian.
M	0	Budget
M	1	Required for people to use new options
M	1	Education is always good
M	0.5	Must educate all on reasons for the sustainable needs
M	0	Would put some money here, but not \$2 million
M	1	For cars to deal with pedestrian and cyclists. For cyclists and pedestrians to deal with cars
G	1	For public Safety
G	1	Safety and engineering can help to avoid problems
G	0	Make a part of highway patrol/police
G	1	Education is important to prevent accidents- educate youth drivers

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MATRIX COMMENTS

Carpooling & bus Lanes on highways

R	0	I don't see carpooling used extensively due to our lifestyle
R	1	Need more bus routes along interstates
W	1	To improve the flow of traffic
P	1	Need to reduce air emissions, congestion and impact on system
P	2	I think people should be rewarded for making the effort to carpool/ride bus
P	1	Yes, should incentivize and reward this behavior with added convenience
P	1	Options are important
P	1	Improve travel times for individuals and transit
P	1	Proven to work in other cities
P	0	Important but doesn't need 10% of transportation resources
P	2	We need more highway bus transit and more carpooling
M	0	Include in all design
M	1	Especially BRT implemented on highways
M	1	Need to reduce congestion
M	0	Should be included in the expanded transit category
M	2	Makes buses more attractive and transit service quicker
M	1	Rising costs
M	1	With fewer cars, lanes become available for transit/car pool dedicated lanes
M	1	Reduce congestion & provide mobility options
M	1	Get on board KC
M	1	Bus lanes on highways is critical for the I-35 fixed guideway project
M	2	Great plan
M	0	Deals with limited "change" area access
G	2	Reversible HOV lanes can greatly improve
G	1	To expedite travel time
G	1	Absolutely would like to see and emphasis on carpooling and more buses
G	1	Like Dallas/St. Louis where your car can long distance fast
G	1	Helps keep congestion down
G	2	Energy savings

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MATRIX COMMENTS

- G 2 Would make bus worth riding, faster time
- G 2 Makes fullest vehicles on roadway faster

Light rail or commuter rail

- R 1 Need additional mass transit choices to buses
- R 3 Within 10 years. Only after the infrastructure & jobs have been created
- R 3 Basic that it includes both states
- R 1 Great idea. I'll vote for it
- R 3 Economic development
- R 3 Simply cost more
- W 2 Yes
- W 2 Commuter rail would be great if it traveled between major job sites where parking is limited. Example: Downtown KCMO, Village West
- P 2 If want to be successful metro area, we need more transit options
- P 1 I believe that it is a good idea but it is expensive & there isn't a ton of support
- P 2 More public transit
- P 2 Need to develop next steps for future, right now there is zero to build off of.
- P 4 Start light rail, continue to expand to surrounding counties
- P 5 Rail system that encompasses entire region
- P 8 We need a regional solution that is efficient, convenient mode to get people in the suburbs into the city center where the jobs are and other activities are. Also think this would be implemented as compliment to light rail...if it's ever built.
- P 2 It is very expensive, so needs a lot of money. Plus, fixed rail greatly influences higher density development to reinforce critical mass of people services and amenities.
- P 2 Needed to build momentum for transit
- P 1 From city i.e. Troost or Main to Airport – few stops
- P 2 Need to encourage density
- P 4 Electrically powered light and commuter rail is critical to elimination of pollution
- P 5 Bring KC into the new millennium! Reduce street traffic (cars, trucks, etc.) Brings neighborhoods together- reduce pollution. Brings in more business
- P 4 Proven to work in other cities
- P 4 Needed to get new commuters

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MATRIX COMMENTS

P	2	Need it as a conscious investment to revitalize/densify urban center
P	0	It pushes for expansion
M	3	Economic development, tie together the city and pull in the metro. Perceived to make it easier to get to center city
M	2	Need to provide spine for services connectivity
M	2	Commuter rail is probably a valuable or more than light rail, need both to improve efficiency of transit overall
M	2	High capacity nodes that serve a lot of people with high quality of life
M	2	Fixed rail promotes development and mode shift
M	2	This just needs to happen to get away from such an auto intensive community and region
M	2	Must be a component of expanded transit service in highest density corridors and between large major employment/population centers
M	1	Light Rail is sexier than buses
M	6	Need light rail-this would get most of many
M	3	Essential for economic development & life style changes
M	2	Planners hate cars-but keep people moving outside of car-sustainable
M	2	Rail hubs that connect with on street transportation modes-light rail & bus
M	1	Get Kansas City's started then the rest of the metro will want to tie in
M	1	Will take a long time, get started, but need something else in the mean time
M	3	Train and bus systems go together in order to build a regionally integrated transportation
G	3	The metro area desperately needs an alternative mode of public transit that expands both east/west & north/south from downtown to K7, blue Springs, KCI and Olathe
G	2	Getting started
G	3	L.R. or C.R. could redirect development and possibly solve multiple issues
G	2	Any way to get more people transported with less vehicles
G	2	O.K. for everyone
G	3	Need to begin light rail to move more people
G	2	Rebuild inter-urbans
G	4	Let people have more areas where they can work. More affordable transportation
G	1	Mixed with carpooling could reduce bridge/highway demands

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MATRIX COMMENTS

Transportation technology

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|---|-----|--|
| R | 1 | Maintaining traffic flow is essential to reducing fuel consumption |
| R | 1 | Very helpful |
| W | 1 | Need to control flow of traffic and awareness of surroundings |
| W | 1 | Message boards are great & help drivers prepare for road construction & exit highway and use alternative routes |
| P | 0 | If create alternative options, won't [have] to spend so much on this item |
| P | 1 | Do more with less |
| P | 2 | Keep developing safe roads & intersections |
| P | 0 | Important, but I see as a lower priority, good for improved air quality, however less expensive than most of what I feel are higher priorities |
| P | 1 | Helps move efficiently, use existing transportation infrastructure |
| P | 1 | Signal sync will improve traffic flow and bus travel times |
| P | 2 | Necessary to reduce pollution & travel times |
| P | 0 | Helpful to do, but not 10%... |
| M | 1 | Improve flow of traffic on busy roads |
| M | 1 | Move traffic more efficiently |
| M | 1 | Allows us to use our existing infrastructure better. |
| M | 1 | Fuel economy, climate change |
| M | 0.5 | Must update as needed |
| M | 0 | Not needed if # of cars is decreased |
| G | 1 | Making roads smarter could improve flow of traffic |
| G | 1 | Signs to work good |
| G | 1 | Helps move traffic along |
| G | 1 | Expand Scout to streets entering the system |
| G | 1 | Moves traffic along smoother |
| G | 2 | Smoother traffic flow |
| G | 2 | Significant amount of time spent at traffic signals- coordination will save dollars and reduce air pollution. |

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MATRIX COMMENTS

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MATRIX COMMENTS

Carpool & vanpool programs

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| R | 1 | Works a lot of places |
| R | 1 | Existing but don't match up with others who want to carpool & work hours varies widely |
| W | 1 | Computerized "spot ride" system, car co-ops |
| P | 1 | Currently we're so dependent on our cars, we need options for commuting until transit comes into play. Important for suburb to suburb commuters |
| P | 2 | Cars are a way of life and we need to make it easier to combine a few. |
| P | 1 | Inexpensive and effective way to alleviate congestion |
| P | 0 | Vanpools should be privately funded; carpools are ineffective |
| P | 2 | Will limit auto use |
| P | 0 | Useful, but doesn't require 10% of transportation resources |
| M | 0 | Included in expanded transit category |
| M | 1 | Transit not efficient in all areas |
| M | 1 | There is one more way to move people about no off hours |
| M | 0 | Not convenient |
| G | 1 | Carpooling and vanpools could lessen the traffic loads |
| G | 2 | Absolutely would like to see an emphasis on carpooling and more buses |
| G | 0 | Chambers of Commerce should sponsor |
| G | 1 | Gives people more accessible opportunity to save money |
| G | 2 | Make more available awareness |

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MATRIX COMMENTS

Other

R	0	Mindset change
W	3	Education! In order to achieve the above... transportation is now viewed as cars & roads for the affluent folks and buses for poor/sick folks. A mass-scale education program is required to get buy-in for a true multi-modal, regional, sustainable transportation system. Car co-ops; shared bikes, etc.
W	1	Car Co-ops; neighborhood shuttles to transit/shopping hubs
W	0	Better environments problem; car designs
W	1	Improve availability of fixed route
W	1	Training of transit staff (especially to work with person with disabilities)
P	2	Density/sustainable development
P	1	Working with local businesses/schools to offer incentives to people who use transit/ carpool/lessen their foot print.
P	1	Need to develop, promote land use development policies that incent & reward infill development and discourage sprawl-type development that defeats many of goals stated elsewhere
P	3	Encourage through <u>tax credit</u> people moving back into urban core, Improve schools to lower crime
P	10	Rapid-Troost, Linwood, Prospect, Cleaver II, N. Oak, Metcalf. 22 hour service. AKA: Smart Moves
P	1	Get regional development patterns to evolve so more of us can walk/use transit and so we need few (or no) new streets/highways – and so that VMT declines
P	0	Metro area is too large for a mode- public transport must be intermodal- rail-bus-trolley-carpool lanes, etc.
P	1	Modern street cars- not light rail
M	2	Invest in local economies and green economy food, energy, building efficiency workforce. New local economies will be less reliant on transported goods and energy
M	1	Slow moving electric vehicles for street transportation
M	1	Motorcycles are more fuel efficient than cars (assuming one rider per car) and would be more safe in less traffic
M	1	Land Use planning – You need to better integrate into transit planning
G	4	Start replacing older infrastructure in the parts of the cities that need it before spending money on transportation