

**City of Jefferson
Transit Development Plan**

**Public Involvement Summary
March 9, 2006**

As per the Public Involvement Plan, the following public involvement activities have been completed:

Public Involvement Component	Date Completed
Passenger Survey	27-Apr-05
Stakeholder Meeting	10-May-05
Transit Riders Focus Group	10-May-05
Employees Focus Group	10-May-05
Public Meeting	14-Jun-05
Public Meeting Survey	14-Jun-05
Public Comments (via phone, email or mail)	Through March 9, 2006
Community Survey	Aug-05
Final Public Meeting	20-Sep-05

The findings from each of the aforementioned are summarized on the matrix that follows. Complete summaries of each meeting have been submitted.

The City has added the summary from each public involvement component to its web site (<http://www.jeffcity.net/transit/>) to solicit further input by the community as well as to keep the public up to date regarding the status of the Transit Development Plan.

	General Comments	Expanded Service Hours	Schedules & Service Levels	Expanded Coverage and More Bus Stops	Central Transfer Center	Fares	Funding Ideas
Stakeholder Focus Group Summary	<ul style="list-style-type: none"> Be sure routes are designed to meet the needs of the people. Marketing is a big, big, issue. Need for diverse, all inclusive options for public transportation. Need to make it easier for citizens to walk to work or to walk to a bus stop. 				<ul style="list-style-type: none"> The Greyhound station is too isolated. Assuming that it would be manned, air conditioned and have rest rooms it would be a vast improvement. As long as space could be opened up with a big enough turn area. Inter-city buses could use it – we could sell tickets for them. Concern about the impact on downtown. 		<ul style="list-style-type: none"> Move from purchasing buses on an 80-20 to a 50-50 basis. Dedicated transportation tax. Use property tax for those with developmental disabilities as do 85 out of 140 Missouri counties. Need an overview of what kinds of dedicated taxes are available. Illinois uses general revenue and spends 20 times per capita what Missouri does. That would take the pressure off of localities trying to match funds.
Transit Rider Focus Group	<ul style="list-style-type: none"> Keep service the same but add weekends. Obtain information from this study and then, most importantly, move into implementation. Public transportation is very important. Don't let this issue die – keep up the dialogue. 				<ul style="list-style-type: none"> Concern about the buses not having room to turn around at Greyhound. If the transfer location is moved the opportunity for shopping between buses would be eliminated. Air conditioning at Greyhound would be good. Traffic from state parking lots may interfere with buses Concern about drainage from heavy rains around the building "Wherever it is, we will get used to it." 	<ul style="list-style-type: none"> Everyone believes excellent value is received for the fare. 7 out of 8 participants indicated that they would be willing to pay up to \$1. None of the participants indicated that they would be willing to pay more than \$2. 	<ul style="list-style-type: none"> Suggested that the age of children who ride free should be changed from 7 to 5.
Employee Focus Group	<ul style="list-style-type: none"> Rest Facilities need to be provided along the routes. Vehicle storage facilities are needed. New buses are generally larger than the current buses. Install bike racks. 	<ul style="list-style-type: none"> Generally not in favor of extending service hours. Ridership would be limited, particularly late in the month. Extend hours into the evening one or two days a week. Extend service by 30 minutes in morning and in the evening. Drivers are already working 40 hours with considerable overtime. Security issues associated with handling change and passes during evening hours. 	<ul style="list-style-type: none"> Route schedules have too little time resulting in drivers rushing to maintain schedules. Missed transfer connections due to buses being late. Renn Addition (very tight schedule – suggestion to eliminate one pass by Lincoln University) 	<ul style="list-style-type: none"> The Scholastic area (Algoa) Service to the prisons (Algoa) Service to DNR Elm Street facility by an extended state route shuttle Large apartment complex being built by the Jefferson City Medical Group at Edgewood and Stadium. New St. Mary's Hospital New Wal-Mart on the east side next to Gerbes Superstore Extending High Street West Route further out to area with low-income housing Area north of river along Summit Dr. Lewis & Clark Middle School 	<ul style="list-style-type: none"> Relocating transfer location to old Greyhound station would be a positive move. Current location in downtown is too tight for buses and some turns can't easily be made, resulting in delays. Concerns about the adequacy of the Greyhound site to accommodate all of the buses. The move would generally be positive for riders, although some may be inconvenienced. Downtown location allows shopping. Intersection of Bolivar and McCarty should be made into a four-way stop to avoid possible conflicts at the railroad crossing. Potential conflict from vehicles at state parking lots adjacent to the Greyhound facility. 		
Community Survey	<ul style="list-style-type: none"> 36% of those surveyed indicated that they would be very or somewhat likely to use public transportation if their employer provided incentives to use public transportation. 		<ul style="list-style-type: none"> 35% of those surveyed indicated that they would be very or somewhat likely to use public transportation if buses arrived at stops more frequently. 20% of those surveyed indicated that they would use public transportation at least four days per week if the service were convenient to use. 				<ul style="list-style-type: none"> 92% of those surveyed thought it was very or somewhat important for the City of Jefferson City to fund public transportation; only 2% did not think it was important, and 6% did not have an opinion. 70% of those surveyed indicated that they would be very or somewhat supportive of a slight tax increase to fund improved public transportation services in Jefferson City.

Table Continues/

/Table Continued

	General Comments	Expanded Service Hours	Schedules & Service Levels	Expanded Coverage and More Bus Stops	Central Transfer Center	Fares	Funding Ideas
<p>Public Meetings</p>	<ul style="list-style-type: none"> ▪ The overwhelming opinion expressed that JEFFTRAN's services are very good but limited. ▪ Negative comments were mostly directed at the limits of the service. ▪ One individual stated that she often felt harassed due to her disability. ▪ One individual noted that she did not ride the bus because the routes and schedules are confusing. 	<ul style="list-style-type: none"> ▪ Expand service hours to include evenings and weekends for both fixed route service and Handi Wheels. ▪ Extension to 8 – 9 p.m. would be sufficient. ▪ Service could be extended later on select days to reduce costs. ▪ Most attendees said they did not travel when bus service was unavailable. ▪ Between expanded service hours, Saturday service and evening service, Saturday service was rated highest, with expansion of the base service hours a close second. 	<ul style="list-style-type: none"> ▪ Service frequency is adequate. ▪ Change service frequency to 40-minute intervals if transfers are made and routes are timed to arrive and depart based on work schedules. ▪ Concern that the change to 40-minute headways would make it more difficult to remember bus schedules. ▪ Posting schedules at key stops and making printed schedules available would offset the inconvenience. ▪ Use of the radio system helps passengers make transfer connections. 	<ul style="list-style-type: none"> ▪ Request to extend service on the Capital Mall route to better service Thomas Jefferson Middle School. Lack of transit service makes attendance at after-school activities difficult. ▪ Extension of the Missouri Blvd. route was requested. ▪ Concern expressed about the length and circuitry of some of the routes. ▪ Create secondary transfer centers. ▪ A Shuttle from Amtrak to the prison. 	<ul style="list-style-type: none"> ▪ Prevailing opinion was that it doesn't matter where the transfer connections are made as long as they are convenient. ▪ Support for the former Greyhound station that would afford interior air conditioned and heated waiting area and restroom facilities. ▪ Overwhelmingly in favor of the move to the bus station, with 18 individuals responding yes, no one responding no and seven responding "not sure." 	<ul style="list-style-type: none"> ▪ Most would be willing to pay more \$1-\$1.50 per trip, particularly if there were service improvements. ▪ It was noted that many people paid \$.25 per trip under JEFFTRAN's reduced fare program. ▪ Issue unlimited monthly ride pass. ▪ Support a fare increase to 75 cents, but are not supportive of an increase to \$1.00. 	<ul style="list-style-type: none"> ▪ Advertising on the buses. ▪ Allow businesses to purchase audible advertisements. ▪ Partnerships with businesses. ▪ Private businesses help fund service on at least one Saturday a month. ▪ Cooperative agreement with University to allow student ID use to access transit. ▪ Fundraisers ▪ State subsidies for bus passes. ▪ Solicit participation by key businesses to help pay for shelters and amenities. ▪ Survey major employers to assess interest and support