

## **Transit Action Network KCMO 2015 Election**

### **Part Two: Pedestrian and Special Transportation Issues, and Funding Current Transit Operations**

#### **A. Pedestrian issue**

1. City Council adopted the Walkability Plan in 2003 as part of the *FOCUS Kansas City Plan*. However, the Walkability Plan was never integrated into the Development Code, except for a Walkability Study being triggered when a Traffic Study is required. Therefore, contrary to the intent of the plan, Walkability issues are rarely addressed with new developments.

**Do you favor implementing recommendations from the Walkability Plan into the Development Code?**

YES or NO

#### **B. Special Transportation**

2. Demand for special transportation services (like Share-A-Fare) is growing rapidly as demographics change, such as an ageing population. Current service levels may not meet the demand in the medium term.

**Do you support the efforts of KCATA, MARC's Regional Transit Coordinating Council and the MARC's Mobility Advisory Committee to create a seamless, regional Special Transportation system to better serve the whole community and meet increasing demand?**

YES or NO

3. Easter Seals provides multiple resources for issues related to people with disabilities. Last year they released "*Effective Snow Removal for Pathways and Transit Stops*", which discusses best practices from other cities for snow and ice removal to insure accessibility for people with disabilities.

**Will you support implementing best practices in areas where the city may fall short of these snow removal practices, therefore increasing safety and accessibility in winter for people with disabilities?**

YES, or NO

#### **C. Funding Current Transit Operations**

4. Twice Kansas City voters passed an additional 3/8 percent transit sales tax in addition to the 1/2 cent transportation sales tax to fund area transit.

However, since 2003, Kansas City has diverted \$52 million from the 1/2 cent transportation sales tax to pay for road projects. In the current FY15-16 budget, \$6 million is going to roadwork from this revenue source. Failure to provide the sales tax revenue to KCATA has delayed restoration of the 9.5% service cut made in 2009 due to the recession and implementation of improvements such as the Prospect and North Oak MAX lines.

**Will you commit to following Ordinance 130796 and pay KCATA “no less than 95% of proceeds derived” from the 1/2 percent transportation sales tax, as calculated in the ordinance? This means the KCATA payment would be re-calculated if the actual sales tax revenue is higher than budgeted.**

YES or NO

**RESPONSES Questions 1-4**

	<b>1. Pedestrian</b>	<b>2. Special Trans.</b>	<b>3. Special Trans.</b>	<b>4. Funding Current Oper.</b>
	Put Walkability Plan into Development Code	Support efforts to create regional Special Transportation system	Implement best practices for snow and ice removal	Pay KCATA 95% of actual sales tax revenue as calculated in Ordinance 130796
Sly James, Mayor	YES	YES	YES	YES
Scott Wagner, 1 <sup>st</sup> At Large	YES	YES	YES	YES
Dick Davis, 1st Dist,	YES	YES	YES	YES
Jason Hodges, 2nd	YES	***	YES– but I am not familiar with the study	***

At Large			at this time.	
Dan Fowler, 2 <sup>nd</sup> Dist,	YES	YES	YES	YES
Katheryn Shields, 4 <sup>th</sup> At Large	YES	YES	YES	YES
Dennis Anthony, 5 <sup>th</sup> at Large	YES	YES	YES	I follow the laws of KCMO ordinances
Lee Barnes, Jr., 5 <sup>th</sup> At large	YES	YES	YES	YES
Ken Bacchus, 5 <sup>th</sup> Dist.	YES	YES	YES	YES
Terrence Nash 6 <sup>th</sup> Dist.	YES	YES	YES	YES
Kevin McManus, 6 <sup>th</sup> Dist.	YES	YES	YES	YES

\*\*\* See comments on this question

**5. Additional comments on the above topics**

A. Pedestrian issues

B. Special Transportation issues

C. Funding Current Transit Operations

**Sly James, Mayor** - Q5. *Additional Comments* - Regarding question 4, I support the ordinance and voted for it.

I have been a strong supporter of a comprehensive multi-modal approach to transportation for many years and my first term has advanced this cause. We have more work to do; however, I'm confident we can continue to use our budget effectively to address the transportation needs of all our citizens. I would emphasize that we have to be aggressive, but realistic given our budget restrictions in Kansas City.

I would also mention that the transit and transportation taxes are geared for a multi-modal transportation system. That does include more than KCATA's current oversight. We need to work aggressively to develop a more seamless transportation system region wide. I'm confident that the new leadership of KCATA shares this view and I look forward to making it happen in the next four years.

**Dick Davis, 1st Dist.**, - *Q5. Additional Comments -*

*A. Pedestrian Issues:* While the Walkability Plan is not part of the City's Development Code, it is very much a way of life within our City Development Department. Walkability has become a feature of all area and corridor planning and is incorporated into the final plans approved by the City Council.

*B. Special Transportation issues:* I serve on MARC's Regional Transit Coordinating Council. As General manager of the ATA for 23 years, I consistently supported the Share-A-Fare program as well as modification of buses to better accommodate those with special needs. During this term on the City Council, I have frequently called on the ATA to improve the safety and accessibility of existing bus stops. ATA regularly removes snow from bus stops. Under City Manager Troy Schulte, the City has greatly improved overall snow removal, including on residential streets. Adding sidewalks to the snow removal task would be extremely labor-intensive and cost-prohibitive at this time. Moreover, maintenance of residential sidewalks (including snow removal) remains the responsibility of adjacent home owners.

*C. Funding Current Transit Operations:* I will abide with Ordinance 130796

**Jason Hodges, 2nd At Large** - *Q2. Special Transportation-Support Regional Efforts* - I cannot answer this question without more information and understanding of the issue. When a statement is made that "current service levels may not meet the demand, that tells me that we need to find the answers and then make decisions.

*Q4. Funding Current Operation* - This is not a yes or no answer question. This complex and deep. I would say yes but the truth is we will have to get knee deep before I am 100% comfortable with this.

**Dan Fowler, 2<sup>nd</sup> Dist.** - *Q5. Additional comments* - I also believe that we need to improve Kansas City's approach to multiple transportation systems, such as Bicycles. We have a good start, but more needs to be done, especially with encouraging businesses to install bike racks.

**Katheryn Shields, 4<sup>th</sup> At Large, Q5. Additional Comments -**

*A. Pedestrian Issues:* We need to make this city safe for pedestrians. This includes upgrading traffic crossings with timed pedestrian lights, clearly marking crosswalks and teaching driving etiquette to our city drivers (and ticketing those who will not learn). We also need to complete the metro green plan connecting walking trails across the region. Since the City takes the position the Plans are only advisory, it is imperative that the Walkability Plan be included into the Development Code.

*B. Special Transportation issues:* I have always supported the Whole Person and their initiatives to make this city more user friendly for persons with disabilities. However, this January I had a temporary disability that required the use of a scooter for 8 weeks. I saw our city thru different eyes when I had to traverse our broken sidewalks and ill placed curb cuts on a scooter. We need to do so much better than we are.

*C. Funding Current Transit Operations:* We must not divert our dedicated 1/2cent and 3/8cent transit taxes from their intended purposes. We must expand the Max bus line to include Prospect Avenue, and if ridership is sufficient, to North Oak.

**Dennis Anthony, 5<sup>th</sup> at Large, Q5. Additional Comments - A. Pedestrian Issues** ...I would like to have several more pedestrian friendly plazas opened up ...let us close a few seldom used roads and seal them off to motorized traffic and open only for walking and bicycles

**Lee Barnes, Jr., 5<sup>th</sup> At Large, - Q5. Additional comments -**

*A. Pedestrian issues -* I believe it is imperative that the city adhere to any ordinances or policies that were developed for ease of passage for all pedestrians. Ensuring efficient snow removal on streets as well as sidewalks will be a priority.

*B. Special Transportation Issues-* I need to study this issue more before developing an opinion.

*C. Funding Current Transit Operations-* I will work to ensure that dollars that are earmarked for transportation are spent for transportation. If an ordinance calls for 95% of a tax to be spent for KCATA, I will commit to that.

**Ken Bacchus, 5<sup>th</sup> Dist, Q5. Additional Comments –**

*A. Pedestrian Issues -* Since there has been virtually no movement on the 2003 Walkability Plan, I wish to work with colleagues on the City Council and the various organizational advocates to determine where should we start and begin the process before a new fiscal year begins.

*B. Special Transportation Issues* - As baby boomers continue to turn 65 years of age at an alarming rate over the next number of years (we have fourteen more years to go at a rate of about 10,000 a day), special and better planned transit options must be identified.

*C. Funding Current Transit Operations* - Yes, I do agree with the 95% payment as outlined in the Ordinance. I believe the KCATA will be able to complete planned bus shelters, remove snow from shelters and other improvements necessary for an improved experience by the public.

**Kevin McManus, 6<sup>th</sup> Dist.**- *Q5. Additional Comments* - Walkability issues are important to the health, mobility and quality of life of our residents. To improve the walkability of our neighborhoods, we need to ensure our neighborhoods have sidewalks that are in working condition. The city needs to make it a budget priority to develop sidewalks in neighborhoods that do not presently have them, and the City needs an overall strategy to increase funding for neighborhood services and infrastructure repair for our streets, sidewalks, curbs and crosswalks. Walkability is important to both our young families and senior citizens. It is critical that we continue to advocate for a regional special transportation system that will ensure transit options for our senior and disabled residents. The council needs to maintain its commitment to transit and fund it as approved by the voters.