

Transit Action Network KCMO 2015 Election

Part Three: Regional Transit, Transit Oriented Development and Streetcar Extensions

D. Regional Transit

6. Which two regional transit issues do you feel are the most important to the region and want Kansas City to take a leadership role?

- A. Purchase the Rock Island Rail Corridor for use as an extension of the Katy Trail and possible future transit corridor.
- B. Creation of a seamless coordinated regional Special Transportation system for seniors and people with disabilities
- C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist.
- D. Establishing the goal of doubling access to jobs available by transit over the next 10 years
- E. Building a Commuter Rail system throughout Jackson County
- F. Creation of a regional financing mechanism for transit
- G. Other: _____

Choices 1. _____ 2. _____

6. Most important Regional Transit Issues	
Two Top Regional Choices	
Sly James, Mayor	C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist. G. <i>Other</i> - Creation of a true multi-model regional system opening access to jobs and supporting those with mobility issues due to age and/or disabilities.
Scott Wagner, 1 st At Large	F. Creation of a regional financing mechanism for transit C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist.
Dick Davis, 1st Dist,	F. Creation of a regional financing mechanism for transit E. Building a Commuter Rail system throughout Jackson County
Jason Hodges, 2nd At Large	C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist. D. Establishing the goal of doubling access to jobs available by transit over the next 10 years
Dan Fowler, 2 nd Dist.	D. Establishing the goal of doubling access to jobs available by transit over the next 10 years

Dan Fowler, 2 nd Dist.	D. Establishing the goal of doubling access to jobs available by transit over the next 10 years C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist.
Katheryn Shields, 4 th At Large	E. Building a Commuter Rail system throughout Jackson County C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist
Dennis Anthony, 5 th at Large	all are important issues to collaborate on and will have my attention to come to fruition in the next four years.
Lee Barnes, Jr., 5 th At Large	A, Purchase the Rock Island Rail Corridor for use as an extension of the Katy Trail and possible future transit corridor. E. Building a Commuter Rail system throughout Jackson County
Ken Bacchus, 5 th Dist.	C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist. F. Creation of a regional financing mechanism for transit
Terrence Nash 6 th Dist.	C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist. D. Establishing the goal of doubling access to jobs available by transit over the next 10 years
Kevin McManus, 6 th Dist.	C. Creation of a seamless regional bus system that fills the huge regional service gaps that exist. F. Creation of a regional financing mechanism for transit

E. Transit Oriented Development

7. Do you support the creation of designated transit corridors with enhanced transit services (BRT or rail), zoned for mixed-use, higher density development, reduced parking requirements; and designed around "complete-streets" concepts, while offering broad financial incentives for developers?

YES or NO

	7. Transit Oriented Development Establish TOD corridors and Codes
Sly James, Mayor	YES
Scott Wagner, 1 st At Large	YES

Scott Wagner, 1 st At Large	YES
Dick Davis, 1st Dist,	YES
Jason Hodges, 2nd At Large	YES– but where? How?
Dan Fowler, 2 nd Dist.	NO
Katheryn Shields, 4 th At Large	YES
Dennis Anthony, 5th at Large	Yes, with limited financial incentives, since those incentives are getting out of control. We are giving away too much in incentives and the schools are suffering because of it.
Lee Barnes, Jr., 5 th At Large	I will need to do further analysis on this topic.
Ken Bacchus, 5 th Dist.	YES
Terrence Nash 6 th Dist.	YES. MAX buslines

8. Besides the present downtown streetcar corridor, which one or two transit corridors do you support being rezoned for Transit Oriented Development along the lines suggested above.

1. _____ 2. _____

	8 Potential TOD corridors
	Corridor Suggestions
Sly James, Mayor	1. Extension of downtown corridor to UMKC 2. Development of Prospect Corridor, likely through MAX
Scott Wagner, 1 st At	1. Main Street

Scott Wagner, 1 st At Large	1. Main Street 2. Independence Avenue
Dick Davis, 1st Dist,	1. Main Street – Downtown Loop to UMKC 2. East/West – Linwood Boulevard/31st Street to the Sports Complex
Jason Hodges, 2nd At Large	1. Brookside/Waldo/ SouthKC 2. Troost, Paseo, Independence Ave
Dan Fowler, 2 nd Dist.	See Response to Q7.
Katheryn Shields, 4 th At Large	1. Union Station south thru Brookside/Waldo to at least the future Cerner project between 87th and 95th Streets
Dennis Anthony, 5th at Large	1. Blue Ridge Blvd, 2. Prospect
Lee Barnes, Jr., 5 th At Large	Not sure
Ken Bacchus, 5 th Dist.	1. Prospect Avenue BRW Corridor (47 th Street south to I-435 area) 2. Main Street Crown Center to 47 th Street area
Terrence Nash 6 th Dist.	1. 75th Street (East-West) 2. 95th Street (East-West)
Kevin McManus, 6 th Dist.	1. Main Street to Plaza/UMKC. 2. Troost Corridor - However, there are a number of other corridors that may make sense, and I'd like to see more data before choosing just these two options.

F. Streetcar Extensions

9a. Do you support extending the streetcar to the Plaza/UMKC Area?

YES or NO

9b. The main reasons for your answer: pick two from the appropriate column

YES: choices _____, _____	NO: choices _____, _____
A. Economic Development B. "Everything is Up to Date in Kansas City" C. Attracts Millennials to the city D. Ability to compete with other cities E. Great transit upgrade for riders F. Other (provide one or two words)	1 Too Expensive 2 Not needed, buses can do the job 3. Too slow in mixed traffic 4 Touristy Frou Frou 5. Need light rail instead 6. Other (provide one or two words)

9A and 9B Streetcar Extensions	
Support extending streetcar and 2 main reasons	
Sly James, Mayor	YES D. Ability to compete with other cities A. Economic Development
Scott Wagner, 1 st At Large	YES A. Economic Development C. Attracts Millennials to the city
Dick Davis, 1st Dist,	YES A. Economic Development E. Great transit upgrade for riders
Jason Hodges, 2nd At Large	YES, A. Economic Development D. Ability to compete with other cities E. Great transit upgrade for riders
Dan Fowler, 2 nd Dist.	NO 1 Too Expensive 6. <i>Other</i> - We need to wait
Katheryn Shields, 4 th At Large	YES A. Economic Development C. Attracts Millennials to the city
Dennis Anthony, 5th at Large	Ask me in December 2016 after we have seen a few months results from the existing line. <i>Reasons</i> - Will review this fully in late 2016 to decide what to do next that makes good sense for kcmo.

Dennis Anthony, 5th at Large	Ask me in December 2016 after we have seen a few months results from the existing line. <i>Reasons</i> - Will review this fully in late 2016 to decide what to do next that makes good sense for kcmo.
Lee Barnes, Jr., 5th At Large	NO 1 Too Expensive 6. <i>Other</i> - need results of existing street car
Ken Bacchus, 5th Dist.	YES, eventually. C. Attracts Millennials to the city D. Ability to compete with other cities
Terrence Nash 6th Dist.	NO 1 Too Expensive 2 Not needed, buses can do the job
Kevin McManus, 6th Dist.	I support the development and implementation of a regional transit plan that provides residents with a variety of transit options, whether it is car, bus, rail, bike or foot. I favor waiting until the starter line is operational so we can measure the level of public support and determine how it best fits into a regional transit plan. Of all the potential routes, the one down Main Street to Plaza/UMKC appears to make the most sense.

10. Funding a streetcar extension: The city takes over \$2 million yearly from the city-wide ½ cent transportation sales tax, which normally funds the bus system, to pay for the Downtown Streetcar. That amounts to \$50 million toward the 24-year bond re-payment, or about half of the base cost of the Downtown Streetcar.

Would you accept a streetcar extension financing plan that takes additional money from the bus system out of the ½ cent transportation sales tax?

YES or NO

	10. Funding streetcar extension
	Accept financing plan taking more money from ½ cent sales tax
Sly James, Mayor	NO
Scott Wagner, 1st At Large	YES

Dick Davis, 1st Dist,	NO
Jason Hodges, 2nd At Large	Like C4, this is deep. I am not certain. I am not certain that the public will support the taking of funds from a bus service that needs it and then reapplying it. I think a solution will need to be taking both of these issues and creating a solution at the same time that moves this ball forward. Otherwise people will be livid and neither will move forward.
Dan Fowler, 2 nd Dist.	NO
Katheryn Shields, 4 th At Large	NO; we need to preserve our bus system.
Dennis Anthony, 5th at Large	Not likely, but the entire streetcar situation needs to be reviewed in late 2016 to see intended and unintended consequences of our actions.
Lee Barnes, Jr., 5 th At Large	NO
Ken Bacchus, 5 th Dist.	NO
Terrence Nash 6 th Dist.	NO
Kevin McManus, 6 th Dist.	NO

11. Additional comments on the above topics

A. Regional Transit initiatives

B. Transit Oriented Development

C. Kansas City streetcar extensions.

Sly James, Mayor – Q11. *Additional Comments* - I find the premise of Question 10 misleading. While it is true that over the life of the bonds the portion for the transit tax is equal to approximately \$50mm, you can't compare that alone to just the

construction costs. In fact, operational costs over the period will be just as much, if not more. So in reality that \$50mm is only paying a quarter or less of the overall costs. The TDD and federal sources fund the rest. Additionally, no one wants to see our bus system move backward. We need to move it forward. Studies show that having a multimodal system actually brings more users to the bus system, thus providing them with additional ridership revenue. The streetcar and other rail initiatives are part of a long-term plan to create a regional and multi-model transportation system that will do just that. Different modes of transportation today and in the future will call for funding and will shift priorities on what we fund. We too often look at divisions within public transportation. I believe we need to break down the walls and focus on what's important – moving people to where they need to go and meeting the needs of our entire city

Scott Wagner, 1st At Large - Q11. Additional Comments - Kansas City streetcar extensions - The reason why the City currently funds the Downtown Street Car is that it has buildings and properties within the streetcar TDD. To not provide some funding would mean the private sector would subsidize the public. To the extent that the City has other property within any extension area it should be expected to financially participate in some fashion. If it has no property and a TDD is used as the financial mechanism then I would see no need to be involved, let alone utilize the transportation sales tax.

Dick Davis, 1st Dist., Q11. Additional Comments -

A. Regional Transit initiatives: The most daunting requirement for regional transit is a funding structure equitably distributed among regional counties and municipalities. Kansas City cannot continue to provide more 90% of the funding while other jurisdictions get a free ride.

Kansas City should fully support Jackson County's commuter rail initiative. It offers the most cost-efficient (by using existing track beds) promise for moving people to jobs while tying together our major regional transit hubs.

B. Transit Oriented Development: Other cities have time and again proven that fixed rail transit creates economic development opportunity. The Downtown starter line, even before the streetcars begin to roll, has already generated plans for millions of dollars in projects for locations along the streetcar loop. These mixed use and residential projects will create a Downtown density not seen since the World War II era.

C. Kansas City streetcar extensions. The Transit Development (TDD) is the best option for the first series of streetcar line extensions. The TDDs tax those who most benefit from the extension and do not divert funds from the bus system which is for weaving buses, streetcars and commuter rail into a unified regional transit system.

Dan Fowler, 2nd Dist. - *Q11. Additional Comments* - E (TOD) is a very complex issue. Certain parts of town may lend themselves to high density development, but others do not. I believe the course of development will dictate that, not the city's desires.

I am not in favor of expansion of the street car at this time. We need to see whether and how successful the starter line is, then determine if expansion is warranted.

Katheryn Shields, 4th At Large - *Q11. Additional Comments* -

A. Regional Transit initiatives: Transit should be planned with a regional perspective and should be funded regionally.

B. Transit Oriented Development: One has only to go to Portland to see how successful transit oriented development can be. All that they talked about in the 1980's and 90's has come to fruition.

C. Kansas City streetcar extensions: If the River Market to Union Station streetcar project is successful, I believe that other areas of the city will want it expanded into their areas. The most likely next step is extending it to Plaza/UMKC area.

Lee Barnes, Jr., 5th At Large - *Q11. Additional Comments* -

A. Regional Transit initiatives - I believe that we should explore the development of a regional transportation system that can move people to jobs in the outer core of the metropolitan area. A regional system can also entice residence from the outlining areas of the Metropolitan area to visit the entertainment districts within the core of the city.

C. Kansas City streetcar extensions. - I believe we should analyze the results of our current streetcar system before we commit additional dollars to this costly form of public transportation.

Ken Bacchus, 5th Dist.,- *Q11. Additional Comments* -

A. Regional Transit initiatives - We must identify a regional approach that will work for the greater Kansas City Region that is more realistic than an extended and costly streetcar approach.

B. Transit Oriented Development - TOD can be achieved by incenting local residents to own, rehabilitate and build new homes and businesses along the commercial corridors in Kansas City in close proximity to major residential areas. The transit system must be easier to use and able to be in place without a major cost to taxpayers. It is highly unrealistic to assume regional taxpayers will vote to pay for such an expensive alternative as streetcar any time soon. If they are interested, the system must be affordable.

C. Kansas City streetcar extensions. - As a transit advocate, it will be great to have a streetcar in place from MCI through downtown, plaza, and east to BRW right-of-way and to 87th Street Parkway tol-435 and Hillcrest Road. Reality of this happening is difficult to imagine without a major incentive from the federal government.

Kevin McManus, 6th Dist. - *Q11. Regional Transit Initiatives* - As stated above, I support the development and implementation of a regional transit system for our metro area. A robust regional transit system needs to provide residents with a variety of options and multiple modes and linkages so folks can get to where they need to go whether by car, bus, rail, bike or foot. Our residents need to move seamlessly across city, county and state boundaries everyday. For this reason, I believe we ultimately need to develop a regional financing mechanism for transit so our transit system serves our residents well regardless of where they need to go in our metro area.