



Part One: How important do you think a good transit system is to Kansas City? (150 word maximum)

A good transit system is very important to Kansas City as it is able to provide options for many individuals and families as they attempt to make important decisions for their livelihood on a daily basis. A good transit system provides multiple options for the users, including a planned bus system with optional day and peak systems, hopefully a dedicated rail system (Streetcar, light rail or heavy commuter rail) appropriate park and ride options and a system with good regional partner governments or a regional taxing authority to create a seamless system. It is very important for the traveling public who cannot or do not wish to own multiple automobiles to have options for mobility. A good transit system reduces carbon monoxide and other emissions into the environment and helps keep our air clean for current and future generations.

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, I do.



B. Special Transportation

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.

2. 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, I do.

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*" (see attached), 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, I do

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 (see attachment) from the 1/2 cent transportation sales tax to pay for road projects. In the current FY15-16 budget, \$6 million is going to

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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 ½ percent transportation sales tax, as calculated in the ordinance? This means the KCATA payment would be re-calculated if the actual sales tax is higher than budgeted.

YES , I do.

5. Additional comments on the above topics (Total 250 word maximum for all three topics combined)

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.

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. C 2. F

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

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.

When and if Streetcar is expanded, I support a southern route

1. Prospect Avenue BRW Corridor (47th Street south to I-435 area)

2. Main Street Crown Center to 47th Street area

F. Streetcar Extensions

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

YES, eventually

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

YES: choices <u>C</u> , <u>D</u>	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)

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.

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

NO

11. Additional comments on the above topics (Total 250 word maximum for all three topics combined)

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.

Thank you!