



2015 KCMO CITY COUNCIL
CANDIDATE QUESTIONNAIRE

Scott Wagner
1st District At-Large

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Many of the city's adopted and draft area plans place significant emphasis on increasing walkability. What is your idea of a more walkable KCMO? Why do you feel it is important to have a more walkable KCMO, council district?

My idea of a more walkable KCMO is one that places emphasis on pedestrian friendly infrastructure and development that is more welcoming to pedestrians. This is important to build density, provide amenities that improve and maintain property values, and promotes health within the City.

Do you believe that active transportation should be part of a larger strategy to increase mobility in Kansas City? Why or why not?

It would seem to be a natural progression from our current bike/ped and trails planning. The key though is in wrapping this into a strategy that impacts both infrastructure development and economic development planning.

Do you believe that investing in walking and biking infrastructure is a way to create more equitable transportation options. Why or why not?

It can be, but for it to be an equitable transportation option it must be partnered with job development within proximity of the population that desires a non-auto option. Otherwise walking and biking infrastructure will go unused.

KCMO currently has a Livable Streets resolution that acknowledges the benefits of active transportation investment but has no path toward implementation. What steps would you take to improve this policy? What do you feel a Livable Streets policy should accomplish?

A Livable Streets policy should accomplish investments and policy direction that creates linkages for residents to the places they live, work and play. I believe there comes a point where active transportation investment will deliver a diminished return either because those linkages are too far apart, or the investment required is not cost effective. Therefore, I would propose a collaboration between our City Planning Department, Area Plan Implementation Committees and Public Works to identify potential candidates for active transportation investment. These candidates may be those who were awarded Creating Sustainable Places grants from the Mid-America Regional Council. Through working with these groups we can identify good candidates, identify needed investments that can be requested through PIAC, change zoning codes, modify parking requirements and set up a menu of incentives that may create investors for these opportunities.



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City Council recently adopted a “Road Diet” resolution that evaluated of all of the city’s multi-lane streets to pilot one or more lane reductions. This is a proven method by which cities can significantly increase safety for all road users and make room for bike lanes at minimal cost above routine street resurfacing – Would you support expanding this program? What steps would you take in making this part of KCMO transportation policy?

We expect an early Road Diet to occur along Grand Boulevard. The key element in the expansion of this system is working with Public Works to schedule its street resurfacing program with those multi-lane streets that have been identified as Road Diet prospects. If they have not been identified then I would ask for them to be and a schedule established that puts priority on those streets to be resurfaced first.

What would be your next step in implementing and/or improving the city’s existing bike plan?

Take the previous answer. Beyond that the 1st District has been very aggressive in pursuing Federal funds for expanded bike infrastructure through matching programs that would require the use of 1st District PIAC Funds. We would continue that commitment to look for opportunities to close up gaps between corridors.

Scott Wagner
Councilman, 1st District At-Large