



**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?**

I firmly believe that walkable neighborhoods are a must for all areas of Kansas City. They improve overall health, neighborhood connectivity and reduce crime because people have the opportunity to know each other and are outside seeing what is happening in their neighborhoods. The most expedient way to increase walkability is to keep sidewalks in good repair and to put sidewalks in those areas where they are lacking.

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

Yes. We need as many alternative forms of transportation as possible, including bicycle and walking. It improves individual health and reduces the stress on roads and the resulting infrastructure cost of vehicular transportation.

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

Yes, such an investment provides a cost effective alternative to cars, buses and other forms of motorized transportation.

**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?**

See my responses to the previous questions. In addition I believe that bicycle transportation would be greatly improved by the simple expedient of installing more bicycle racks to allow for temporary storage while cyclists patronize businesses or go to work. We also need to improve adherence to traffic laws when bicyclists and pedestrians are involved. I am not a particular fan of bike lanes for a variety of reasons. However, increased use of “sharrows” (see what has been done in North Kansas City for example) and share the road signs would be very helpful. Finally, while there are available maps of cycling and walking routes, the routes are not otherwise well publicized and many of the routes do not connect.

**City Council recently adopted a “Road Diet” resolution that evaluated of all of the city’s**



2015 KCMO CITY COUNCIL  
CANDIDATE QUESTIONNAIRE

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**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?**

The road diet plan makes abundant good sense. It reduces wear and tear on roads and facilitates the use of alternative transportation methods. The council should adopt a policy of a total analysis of its road system to look for areas where the Road Diet makes sense to implement.

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

Place and install more bike racks, better publicize existing bike friendly routes and trails and connect the routes and trails so that they are a true transportation system instead of a list of disjointed, unconnected routes.