



**1. 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?**

You are correct. Beginning with the 1997 FOCUS Kansas City Master Plan, all area and corridor plans emphasize walkability in both our neighborhoods and commercial districts. Walkability is obviously promoted through safe, well-maintained bike and pedestrian trails and sidewalks, but also through well marked crosswalks, vehicular traffic control, and proper street lighting. An overarching walkability factor is the perception and reality of safety and security in residential and commercial enclaves. Walkability is very important for a number of reasons:

- Walking provides regular exercise and overall health benefits.
- Walking and biking save energy.
- Walkability is an outward sign of the vitality and energy of a healthy neighborhood.
- Walkability provides a great opportunity to get people away from their televisions, computers and patios to get to know their neighbors—an essential element in building strong, cohesive neighborhoods.

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

I spent many years in transportation planning as executive director of the Mid-America Regional Council (MARC) and as general manager of the Area Transportation Authority (ATA). In fact, during my watch at ATA, we transformed the old Country Club right-of-way into the highly successful Trolley Trail, one of the first major trails in Kansas City. I have long believed in multi-modal transportation: streets, highways, boulevards, parkways, rail transit supported by a vigorous bus feeder system, and active pedestrian transportation. Simply put, there are places and experiences that are best enjoyed on foot or on a bike. Surveys in Kansas City and other municipalities within the Northland repeatedly reveal that sidewalks and trails are high on the priority list of our citizenry.

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

Yes. This kind of investment provides a high return in the form of better health, better energy conservation, and better neighborhoods...at a fraction of the cost of conventional transportation infrastructure. As individuals and families increasingly choose active transportation, they should have the infrastructure needed to support these choices.

- 4. 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?**

I believe that every street or parkway project should dedicate a portion of the construction budget to active pedestrian transportation. Following an aggressive plan for a metropolitan trails system, we have made incremental progress on building and connecting the elements of this system. Due to the enormous area encompassed by Kansas City, progress has been slower than any of us would prefer. However, a recent and exemplary project, the Chouteau Parkway in the 1<sup>st</sup> District, shows what can be accomplished when trails and marked bike lanes are included in project planning from the get-go. An additional approach would be to accelerate work on improving old sidewalks throughout the city and adding new sidewalks in older annexed areas (such as the southern Clay County portion of the Northland) which never have enjoyed this amenity. A Livable Streets policy should accomplish all the elements I have outlined in this questionnaire.

- 5. 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?**



I would support expansion of this program within the restraints of our current budget. I also support continuation and expansion of use of economic development policy to provide developer-financed pedestrian transportation features in residential and commercial projects that receive public subsidies. I would work with the Mayor and fellow Council members to incorporate these features into KCMO transportation policy.

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

I would first call for an inventory of successful implementations of our existing bike plan. I am convinced that, when the Council becomes fully mindful of the cost/benefit of bike and pedestrian transportation options, policy enhancement and creative financing would follow.

In summary, I greatly appreciate BikeWalkKC's advocacy on behalf of this important issue. Together, we can create a more walkable, more livable city.