

1. Please share your vision for the future of transportation mobility in KCMO and how walking/biking/public transit would be important strategies to achieving that vision.

I firmly believe that we need to improve access to public transportation throughout Kansas City is necessary for future mobility. KCATA needs to do a better job of linking residential areas to job centers. It needs to be more aware of this need and encouraged to meet it. Simultaneously our existing alternative transportation routes, specifically bike and pedestrian routes, need to be linked and directed to access job centers. Bike, scooter and pedestrian transportation can provide “last mile” transportation from transit centers to job centers.

2. The arrival of scooters has shown now more than ever that there are many diverse and growing demands on limited public space for pedestrians, cyclists, and cars. How do you think the city should balance all of these needs to ensure safety and accessibility for everyone using public space?

Yes.

3. Affordable housing and multimodal transportation are inextricably tied to one another. For many households, transportation is just as expensive, if not more, than housing. How should the City Council work to ensure an abundance of both without hindering one issue to make progress on the other?

If affordable transportation is not available, then housing is not affordable. The current housing plan allows some non-financial incentives for locating affordable housing to transit centers. We need to prioritize multimodal routes in areas of affordable housing and put routes in locations that will run between those areas and job centers.

One measure we can take is to encourage active transportation, specifically biking, is to encourage existing businesses to place bike racks on private property and make it easier to put racks on the public right-of-way. The latter is more a staff issue than a policy issue, but the policy makers can push staff and we need to do so.

4. KCMO recently updated its Bike Plan. It is both an ambitious and practical plan to connect the city, while supporting the City’s goals for mobility, health, housing, equity, economic development, and sustainability. Residents are frustrated that previous plans have sat on the shelf due to lack of funding and prioritization, and the City has struggled to deliver funded projects. How would you align City budgets, policies, staff, and procedures to ensure the new bike plan hits the ground running with tangible, rapid results?

The easiest measure will be to evaluate any road resurfacing project for bike lanes. On major road improvements, the Complete Streets ordinance also now requires multimodal routes be included. As we improve and build out our road infrastructure the inclusion of multimodal transportation routes is probably the most cost-effective way to

proceed. This is something of a piecemeal approach but should be fruitful over time. Federal funds can also be used to help finance new trails, as has been done in the Northland. The bike plan goes a long way to plan and map routes to financing.

5. Active transportation is increasingly important across the KC metro area and around the country to support goals for connectivity, public health, economic development, equity, quality of life, and climate protection. As the economic and cultural hub of our region, KCMO is key to all of these goals. How would you use the City's position to provide regional leadership on transportation and mobility for the entire metro area?

If we put our plans into action, we will automatically provide leadership to surrounding communities. In other words, we can lead by example. Simultaneously we need to publicize our actions so that other communities can see what we are doing, how we are doing it and that it provides value to the city.

6. Since the passage of the GO Bond, Kansas City has worked to address the backlog of requests to fix broken sidewalks. However, the City has had issues with regards to transparency of this process and ensuring funds are used where they are needed most, especially on the East Side. If elected, how will you work to ensure greater transparency and a process that pushes more dollars into these underserved communities?

We need to rethink our priority system for sidewalks. It is complicated and may need to be refocused with an eye to the needs of lower income areas. Then we need to clearly explain to the public how the system works. The information is there already, but not well enunciated.

7. With regards to multimodal transportation, what is one project you would like to see completed in your district?

As soon as the Englewood Road project is completed, we need to do a Complete Streets rebuild of Waukomis Drive from Englewood Apartments north to 68th Street then north to Green Hills Road and finish Green Hills Road north to Barry Road.

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