

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.

In all our planning decisions, we must prioritize safety at every step. For too long we have prioritized new development around the use of personal vehicles. This has created a reality in which it is unsafe for individuals to walk or bike to where they are going.

This is not a path we should stay on. When we require parking minimums, add additional lanes to roadways, subsidize parking garages, when we continue to expand outward when we should be seeking to create a denser city, we are doing a disservice to the people of Kansas City and creating an unsafe built environment.

I am running for office to advocate for the people of Kansas City. I believe that the policies that get voted on now will impact what our city looks like 20, 30, 40 years from now. It is important to me that those decisions be centered on a belief in equity and inclusion. To do that requires a full embrace of multimodal transportation services.

When I think about transportation mobility, I envision a city where every resident is within a ten minute walk to some form of rapid-transit system. I envision a city where there are no pedestrian or cyclist deaths. I envision a city where we center new development around major transit corridors that connect people to quality jobs and neighborhood amenities. I envision a multimodal transportation system that continues to build and grow, a system that becomes more equitable and accessible to all residents in Kansas City.

Walking, biking, bus, streetcar, scooter, all of these methods of transportation play a critical part in my vision for Kansas City as a whole and I look forward to being a strong advocate for transportation mobility as a member of the city council.

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?

Recently, the council adopted an ordinance that moved fees collected from the scooter companies and directed them to be used for affordable housing. Now, I firmly believe that affordable housing — housing in general — should be a major priority for the next council. But I disagree that using scooter fees to fund affordable housing development is the right path. There simply aren't enough revenue collected from scooters to make an impact on housing affordability. Instead, I would have preferred those revenues be utilized to expand the infrastructure on our roads to make it safer for scooter users, cyclists, and others to utilize public space.

For decades, our planning decisions have revolved only around making space for vehicles. We will never reach our sustainability goals or eliminate pedestrian or cyclist deaths if we continue only making space for cars.

We've spent enormous sums of money creating a built environment for vehicles. The way we balance the scales and ensure safety and accessibility for everyone is by stopping that and supporting strong investments in pedestrian, bicycle, and public transportation infrastructure.

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?

Parking requirements make housing more expensive. Subsidies for parking garages make housing more expensive. Addressing the growing crisis of affordable housing in Kansas City is going to require addressing how individuals and their family move around the city. And it does not necessarily need to be by car. It shouldn't have to be by car.

It's important that we encourage dense development along major transit corridors that connect to the jobs centers in Kansas City. Less than 20% of jobs in Kansas City are accessible by public transit. Moving people away from their cars and into the public transportation system is going to require allowing for dense development along these major transit lines. And where no rapid transit system exists, we have a responsibility to expand access to those services.

Housing and transportation are linked together. Therefore, we cannot address the affordable housing crisis in Kansas City without also tying it to a discussion on transportation and equity. That is why I've advocated for eliminating parking minimums, ending subsidies for parking garages, making the entire transit system free and not just the streetcar, and eliminating single family zoning codes to encourage denser development. These are not opposing issues. Instead, they must be addressed together.

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?

There are a number of measures I would advocate for as a member of the council to ensure that the new updated Bike Plan is implemented quickly with tangible results. First, I believe we must establish new staff positions tasked with implementing the plan. Particularly, we should hire a new engineer and planner whose only responsibilities will be the design and implementation of the Bike Plan.

As roads are resurfaced, it is also important that we have the ability to prioritize those routes that are in the Bike Plan, so that we can see the expansion of bike infrastructure in Kansas City faster than we would if we continued on the path we are currently on.

Funding is going to be important for implementing the Bike Plan as well. We must be serious about putting the Bike Plan in the 5 Year Capitol Improvement Budget and identify steady, long-term funding resources including the citywide PIAC funds, GO Bonds, or other revenue sources. Without funding to back up the plan, we can't implement it. This is one avenue in which I see an opportunity to ensure that we have the resources available to implement the plan effectively and expeditiously.

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?

It is imperative that we have a regional discussion on public transportation. Kansas City is one of the largest cities in the country that does not have a regional funding source for transit. I recognize that we are a regional city. Individuals who live outside of Kansas City come daily for work or entertainment. Kansas City, as the largest city in the region, has a great opportunity to start conversations about public transportation and mobility with elected leaders. I have had the opportunity to meet with many elected officials on the Missouri and Kansas side. Those relationships are key to determining the best path forward to create a plan to support the transportation and mobility needs of the region.

MARC is a great regional resource to be able to start these conversations as well. We already have a regional MetroGreen Regional Greenway plan to connect trails and greenways throughout the metro area. This provides an opportunity to work with our regional partners to implement that plan, expand access to green space and trails, and build conversations to other forms of mobility or transit needs.

But we must also model best practices. Oftentimes, our surrounding cities look to us to determine what the best path forward is and we must exhibit that when it comes to transportation and mobility. The newly updated Bike Plan is one example of how we can model best practices as it relates to bicyclist needs. When we model to our neighbors the best methods of addressing transportation and mobility needs, when we focus on equity and inclusion, when we integrate community dialogue at every step of the planning process, we show our colleagues across the region how they too can implement these plans in their communities.

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 know that neighborhoods in the East Side of Kansas City experience a higher mortality rate than on the West Side. We know that rates of diabetes and heart disease are higher. Part of this is inextricably linked to a lack of healthy food options and health care resources. But it is also due to the severe lack of sidewalk and mobility options in neighborhoods.

I would argue that we should link sidewalk investments to specific health outcomes. When people are able to walk around safely in their neighborhood, they have better health outcomes. Therefore, I support linking GO Bond funding for sidewalk repairs to those zip codes with the highest health disparities.

In my campaign I have advocated that the council also adopt a racial impact analysis system that would analyze every new ordinance, every new budget, anything the council would adopt or vote on to determine how it would impact communities of color and low income neighborhoods. We know that the GO Bonds have not been equitably distributed to the entire city, particularly on the east and southeast

sides of Kansas City. A racial impact analysis would determine how communities of color would be impacted — positively and negatively — by the distribution of funding, either through the GO Bonds or the annual budget.

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

Specific to the 4th District, the Main Street streetcar extension is well underway. I look forward to working with key stakeholders in the community to see the extension to UMKC finally completed. The streetcar has proven transformative for downtown. No doubt the same will be true when the streetcar extension is completed.

There are other areas within the 4th District that I believe deserve being strongly advocated for as well, including the expansion of the MAX bus-rapid transit system down Independence Avenue. In Briarcliff, there are some wonderful trail systems that need to be extended to connect surrounding residents to the neighboring Waterworks Park and Briarcliff Elementary.

And since I am running at-large, it affords me the opportunity to think about how we can create greater access to multimodal transportation across the entire city. Communities in Kansas City north of the river and in South Kansas City could benefit from a bus-rapid transportation line that connects to the broader system as well.