

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 visio

I am committed to expanding our public transit abilities regionally, working across the state line for a regional transit plan that is robust, accessible, and effective for all citizens. I support the streetcar expansion and other forms of in-fill transit that decrease our overall city carbon emissions. Increasing alternative forms of transit is good for our citizens, as it gets them moving, and is good for the environment. Mobility is freedom, and walking, biking, busing can help our citizen be healthy and help them access jobs.

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?

First and foremost, our city must embrace modern economies especially when they are filling a need. I also believe in growing and learning by studying other cities who have successfully navigated these types of reimagining public space. Data should always drive our decision making and our implementation. Safety is a must and educating those integrating new transit modes.

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?

Some of our most vulnerable citizens are in need of working affordable housing strategies. The threat of ongoing property tax assessments is sometimes escalated due to the impact of 'trending neighborhoods'. Freezing property taxes for those on fixed incomes, especially those who are less mobile, would have minimal impact on the city and be a win for these citizens. I would also push to re-establish state subsidies for affordable housing, as well as looking for potential local incentives that could be adjusted for this purpose. And we must look at creating a regional transit expansion plan. I am confident that our city leaders will work to put these issues at the forefront because we can't all move forward together as a city unless we are acting on behalf of all our citizens.

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?

I fully support improvements to our bicycle and pedestrian environment. I would like to expand the Complete Streets Ordinance that was currently adopted and will support the City's Bicycle Master plan that is on it's way to being adopted. I will also make sure that we are implementing the annual GO Bond sidewalk

program in all parts of the city. I support the work done by BikeWalk KC and appreciate the proactive role they've played working with the City. If we prioritize and align our efforts as a Council with the Mayor's office to focus on these dove-tail issues, we can expect tangible results.

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?

The city has an opportunity right now to leverage our momentum of population growth and transit successes like the Streetcar expansion, and combine this with our regional data supported by MARC, to lead a regional transit initiative. We are ready as a region to lead this initiative to increase mobility and access to jobs. This plan aligns with and supports so many of our common goals, and I know the right leadership can make it happen.

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?

I've spent my life working with kids and families on the East side. I have always advocated for those most in need and have seen the rewards from investment in young people. Not only is it a priority to provide the basic infrastructure needs to this area, which is also where I reside, I also want to make sure that the Eastside workforce is readied and will be represented in the implementation of these improvements.

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

As an At-Large Candidate I will work for the entire city regarding the issues we face. For the Fifth District, I would like to focus on a health-oriented streetscape that includes more and repaired sidewalks as well as bike lanes with an increased focus on using them! I will also make sure that bus services are increased and made more efficient to get folks to the jobs they need to support themselves and their families. The bus system needs to be more efficient in 5th District, especially as we work to bring more jobs to the area.