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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.

Like all of your members, I have a vision of Kansas City as a place that holds equal opportunity for all as a non-negotiable value that we must as a community strive for every day. An effective transportation system that is accessible by and effective for all citizens is a core component of creating equity for all. In addition, we must be creating a system that satisfies both immediate needs, and ensures a positive, long-term economic and environmental impact.

We must utilize all the tools of modern technology including vehicles, energy production and storage, and data to make smart decisions. We have done well with this in the past few years, however we have also made some choices that were not the best for achieving the equitable transportation system we need.

We need to connect communities that have for too long been disconnected by geography, social status, and economics. Using transportation first and foremost as a means of moving people and not as an economic driver, will in the long-run prove to be the smarter choice.

We also need to realize that while the idea of people living, playing, and working in the same place is a reality for some, we are in fact still one of the most geographically spread-out cities in America. And as such we cannot afford to discount parts of a transportation ecosystem that are still crucial to so many people's lives.

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?

I take bicycle usage and safety seriously, as I had a friend die after being struck by a car while on his bike on Independence Avenue a couple years ago. I have a fundamental issue with bikes and cars being in such close proximity to each other, with the hope being that in this age of constant distraction and lack of attention (by both car drivers and bike riders) that accidents won't happen. But they do. Therefore, I want us to research and develop new coexistence options for these modes of transit, be it having barriers that separate the them, or redesigning certain traffic flows so that their interaction is minimal. Yes, this will likely require a lot of investment and time, but I think that is how we will address the competing realities that while we

want to be a more walk and bike city, we are so geographically spread out that motorized transportation usage will still be prominent for a long time.

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?

We must recognize that access to affordable housing and the costs associated with transportation are linked and form a huge portion of the average citizen's living expenses. As such we need to ensure that there are not pockets of the city where one or both of these vital necessities are limited.

In addition ,we need to dramatically refocus our efforts on parts of the city that have not seen the type of economic incentive-laden development that the part of town where I live has.

This again requires political will as there is nothing prohibiting the Council from adopting a more fair and equitable policy surrounding TIF and economic incentives. IN addition, for publicly subsidized projects we must demand that portions of the projects have carve outs for affordable housing. Simply asking for money to build housing elsewhere has been part of the reason why we have areas in downtown and elsewhere, almost completely void of the rich diversity of economic and social classes.

This is not the sustainable approach a city that wants to be viewed as a leader in quality of life and equality of opportunity would undertake. And as such we must change the people that are making these decisions and remove the influence of money and political dealings from those decisions.

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?

We must recognize that to execute such a comprehensive and important plan, it again requires political will. This is an example where the words spoken by councilmembers are truly not being backed up their actions. As such we need to put more accountability measures in place to ensure that budgets get approved with the necessary allocations to execute the plan. Furthermore, we need to do a better job at communicating with stakeholders in a way that truly "connects the dots" between mobility, quality of life, economics, and environmental impact. Elsewhere on this survey I speak on these various elements, but they must be viewed holistically and implemented as such.

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?

Transportation is the at the forefront of most impactful force in our eroding climate situation. At the same time the reliance on fossil fuels for transportation adversely effects our air quality. And the reliance on fossil fuel production damages our water supply and our farmland. So, my focus will be multi-faceted, first reducing our overall carbon footprint through more clean energy public transportation and development of more walkable living places, to reduce the use of motorized transportation in general.

And while it may seem crude to mention economics in the same breath as global calamity, the fact is, there is huge potential for new businesses and new markets to open up if we focus on what I call the "Clean Three" described a minute ago. More interest in buying goods and services that aid in that effort, combined with targeted tax incentives can bring about a "Green Renaissance" in KC while also greatly boosting our economics. This includes expenditures for transportation and construction of walkable spaces.

Combine that with more "green jobs" training, and you now have an entire ecosystem of sustainable living and economics. That combined with innovative transit programs can boost our leadership both regionally and globally as a smart, sustainable 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?

Ensuring greater transparency is truly not a difficult thing to do, if you have people on the Council who genuinely care about such a thing. There is nothing prohibiting the current Council from being more forthright in how they make decisions and being more willing to listen to the needs of constituents. I realize I keep saying this, but it really is a matter of political will, and the willingness to change the culture and behavior at City Hall. Sadly, there comes a time when professional politicians grow complacent with, or worse, entitled to the jobs they have and no longer feel making such an outreach to the public is necessary. I am afraid we are that point now, and as such am asking for your willingness to bring new people onto the council, including in this 4th District At-Large seat.

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

I am record as saying that public transportation first and foremost must exist to provide the most efficient and meaningful movement of people who need it most and will benefit the most from it. The fact is that at the huge cost and environmental impact of construction, streetcar expansion is less efficient than investing in a fleet of electric buses and charging stations that can be strategically placed where they will be needed most and moved as demands change in the future. A streetcar offers none of that flexibility.

Therefore, my focus is on providing a more robust system of transit, that utilizes the tools I have just mentioned and that allows for easier access to east/west transit routes.