

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.

Equitable investments in transportation can improve the economic and health outcomes of every neighborhood in our city. I want to live in a city where every resident is a 15 minute wait from from a no-transfer (or limited transfer) ride to work, school and essential community services. I want a city that goes beyond resolutions, policies and goals and starts to prioritize funding, planning and infrastructure that is safe, equitable and accessible, no matter how you move throughout the city.

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?

We can ensure safety and accessibility by working with all stakeholders to create safe, complete streets and providing the funding and policies that support accessibility for everyone using public space. As supporters of multi-modal transportation and infrastructure we need to understand that these improvements provide a shock to many, who find the new frameworks confusing. Everything we can do to familiarize the public before we propose street-level changes makes it easier to complete and successfully implement the improvements and enforcement of accompanying regulations.

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?

I strongly agree with the recognized connection between affordable housing and multimodal transportation policy. The availability of housing stock is not the only part of the affordable housing crisis in Kansas City – some affordable housing sits outside the system of affordable transportation.

In addition, in the absence of a low-cost citywide transportation system, many wage-earners choose to spend money on a car, fuel, maintenance and insurance to get to work and that leaves little money for a place to live.

Furthermore, some businesses in Kansas City suffer because they either have trouble recruiting employees or welcoming customers because public transport proves difficult to use or too expensive. The lost productive capability and sales represent a silent tax that we charge on Kansas City business-owners and employees.

Under my administration, I will establish mayoral staff who will coordinate housing and transportation policy.

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?

As a former state senator and city council member, my experience building coalitions will aid in achieving implementation of the plan. My record of getting things done, leadership style and passion for transportation issues will help ensure that we accomplish the goals we have drafted.

To accomplish this, we need to create a local Department of Transportation to improve the development and coordination of budgets, policies, staff, and procedures related to transportation issues, and lessen the chance of good plans becoming lost in bureaucratic closets.

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?

One of my first priorities will be to start a regional conversation about regional transit funding and planning. We are lucky to have legislative authority in the form of the KCATA. We need to start moving toward a transit authority that governs all the ways we move around the city and one that is funded by the entire region.

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?

One aspect of the transparency problem arises from the scattered distribution of responsibility for transportation-related budgets and activities. This situation makes it difficult for stakeholders, and some city officials, to monitor transportation-related budgets and spending. Moving forward

with a local Department of Transportation will ensure that we have a transparent, comprehensive, and equitable use of all infrastructure dollars.

As a councilmember, I fought to pass the GO Bond package, a complete streets ordinance, transit-oriented development policy and fought for the development of the new Bike KC master plan that is currently under consideration. These are all great tools, but they will all be wasted opportunities if we do not dramatically improve our coordination when it comes to planning and implementation.

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

If I could find the revenue stream to support free Bus Rapid Transit, I would jump on it. I'm running citywide, so the first thing I will do is make sure we start the conversation about regional transit funding. I will also work with councilmembers and city staff to complete the stalled multimodal projects in their districts (including, for very selfish reasons, protected bike lanes on Grand).