



Name: Dona Brady

Ward: Ward 11

Do you agree with the goals outlined in the active transportation vision?

Yes

What components of the vision would you make a priority and how would you implement them?

I believe that reducing dependence on motor vehicles should be strongly encouraged and supported. I think pedestrian and bicycling are great options and I work to increase safe routes and passages for these alternate modes of transportation. I've argued with RTA on behalf of my residents and have held public meetings regarding their cuts in services. I have 2 Rapid Stations in my ward (Madison at W. 117 and West Blvd.). I have voted for all of the legislation that has come before city council in the last 18 years. That includes the showers, the towpath trail, bike boxes and the bicycle lane striping. I work with the city to stripe new streets on bike routes to increase safety for pedestrians, cyclists and vehicles. This requires a joint effort to provide the utmost enjoyment and safety for all, while preserving the delicate balance between the needs and concerns of Bike Cleveland and merchants seeking to provide parking along our heavily traveled local retail districts. Additionally, I agree that bicycling and walking are important for our society as we work toward a healthier Cleveland.

Bicycling/walking and safe bike/pedestrian infrastructure enhances quality of life and addresses issues such as affordability, equity, access, health, and the safety of our streets. In your view, what can the City of Cleveland and you as a member of city council do to actively encourage more people to bike and walk?

Continue to provide safe bike lanes, repair our sidewalks through affordable programs and educate all about transportation laws for safe walking, riding and motoring.

About 25 percent of Cleveland households have no access to an automobile, and are dependent on affordable transportation like biking and walking in addition to transit. Have you ever been transit-dependent or car-free? How do you understand the experiences of residents who don't have the option to drive, particularly children, seniors, and people with a disability? Please describe your vision for non-motorized transportation.

Of course, like everyone else, I was dependent on bus transportation, walking and riding my bicycle until I was old enough to obtain a drivers license. At that time, all children were taught bicycle safety measures such as hand signaling and riding with traffic. In my first years of college, I walked to campus, which was quite a distance. I experienced the comfortable and uncomfortable climate

changes we experience in Cleveland. People with disabilities are particularly vulnerable. That is why I participate in Transportation Connection. I encourage my senior residents to sign up and use it as well as Paratransit. I have fought for restoring the bus stop that RTA took from the largest handicapped CMHA building in my ward. I am very sensitive to the needs of all people for accessible and affordable transportation

We are at the point now where increasing on-street infrastructure like bike lanes will require some difficult decisions, which will not please everyone. A classic example is the struggle between installing bike lanes, sometimes at the expense of on-street parking. Give us some insight into your decision making process and how you plan to balance the opinions of residents who may be at odds.

I have already done that on Lorain Avenue. In the end, the City did both - create bike lanes and preserve parking.

The UHBikes Bike Share program, launched in 2016, is a low-cost transportation solution for trips that are too far to walk, yet too short to take transit or drive. Have you used this service and what are your thoughts? What ideas do you have to help increase the accessibility of bike share, especially in lower income communities?

I haven't used it, but I have been to many major cities here and in Europe that use this Bike Share program very successfully. I believe it will just take time for people to realize the convenience of renting these bikes. Unlike in Europe, people in Cleveland can't yet conceive the idea of riding a bicycle in work clothing such as suits and dresses. This is common in other major metropolitan cities.

People bike when it's safe, comfortable, and connects to the places they need to go. Cleveland's bike infrastructure, while it's come a long way, is still disjointed. In your opinion, what steps do we need to take to close these gaps?

I think Bike Cleveland and its members are the best ones to advise us of that.

Do you have a biking or walking related story you'd like to tell? Tell us your favorite bike ride or walk through the community?

My major mode of transportation while visiting other cities is walking and using public transportation such as subways and trains. It is the best way to really experience your adventure and see how other people transport themselves so easily without vehicles.

Are you aware of the Midway Protected Bike Lane plan recently completed by the Cleveland City Planning Commission? Are you supportive of the plan?

Yes. It's very interesting. I have not seen the City Planning Commission's Midway Plan.

Would you as an elected official hold those making decisions about street design, engineering and construction engineering, accountable for the way they design roadways for all road users?

I will continue to work with them toward that goal.

Bike Cleveland supports Vision Zero, the principle that transportation should focus on safety of all road users (cyclists, pedestrians and motorists) as a foundation, and that the only acceptable number of deaths on the road is zero. 2015 was a very dangerous year for Ohio cyclists, with more deaths than in the last 40 years. Do you agree with Vision Zero and prioritizing safety over speed? How would you implement Vision Zero as an elected official?

Of Course I agree with Vision Zero. I think education is the key for all road users.

Why do you think people who care about street safety and/or bicycling and walking issues should vote for you?

Because I am aware of the issues and have two major streets in my ward that have dedicated bike lanes combined with parking. There will be more coming in the near future. I have first hand experience working with our city engineers to create safe streets. I will continue to protect and serve the needs and concerns of all of those who use our public right of ways. Thank you.