



Name: Michele Burk

Ward: Ward 13

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?

All components should be a priority. Developing safer green routes and defined bike/pedestrian lanes is a great start. I would look at the models in which cities that have successful green routes. I would adapt the successful practices and policies to Cleveland. Also, bringing back the commission mentioned in the vision is important. As I was reading the vision I was thinking that we need to take the vision past City policies. In our times of less funding from the state we need to develop alternative funding streams. We have so many pro athletes. why not appeal to some of them to assist funding through foundations (like the Labron James foundation) that funds lower income families to get bikes for their children. We should teach our young to appreciate the value of biking and developing greener healthier habits.

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?

We can promote campaigns about the benefits of biking and walking as a citywide initiative. Neighborhood clubs that bring folks together to share routes, stories and how walking//biking has helped. maybe competitions between clubs. We can set milestones to achieve to give folks a sense of personal accomplishment. This can also bring more of community in our neighborhoods.

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.

We must work with RTA in developing new routes, not reducing them as has been happening. We must not only work with RTA we need to educate the driving public of the benefits of non-motorized transportation. I have road my bicycle to work. I found it challenging in so much that when I got to work I was sweating and not work appropriate. It would be great if there were some sort of facility to

"freshen up" to become work appropriate. I also wear skirts and dresses so I have to ride with a backpack to carry my work clothes. there are just two hurdles I found as I use my bike for work. If we can identify the challenges and provide methods to remove them I think we can be successful in shifting the mindset of people if we can eliminate these barriers.

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.

For this I would need to look at cities that have successful programs and acclimate their model to what might work in Cleveland. No matter what decisions are made there will always be residents who oppose. We need to find a balance since we all must share the roads.

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 have seen the stations in several places but I have never used them. I do not know where the stations are either. The only places I have seen them is downtown, the flats and University Circle. When I have come across the stations I am either on my bike or the bikes are not a feasible option for where I am going. I do not see the bike stations in our neighborhood. I think it is in neighborhoods that the program be more effective. Before I read your mission I considered the bike stations just a new trend, not for any specific purpose as to assist those with few options for transportation.

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?

We need to find funding that can connect the disjointed parts and pieces.

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?

I love to ride the tow path. It is an accomplishment that I can ride up the Steelyard hill after completing a ride to Rockside Road.

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

I am not aware of this but I am in support of plans to improve the biking in Cleveland.

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?

Yes. All users must have viable routes.

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?

I agree with Vision Zero. I would need to research on methods to provide access and safety.

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

I am a bike rider myself. I have to use city streets that are not designed to motor car/bike traffic to get from my home to a safer bike riding trail. I also think that we need to educate drivers on sharing the road and I would seek to implement this level of education in order to achieve this. Even if I need to go to the state level and lobby for safety education. People should vote for me because I believe the BikeCleveland vision and want to start to make it a reality.