



Name: Rocco Crisafi

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?

With the creation of access for bike transportation it would be a great idea to get more non-profits involved to supply teens with bikes to ride to and from school. Encourage more family activities to use the bike lanes along with some type of signs pointing out places of interests.

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?

Use the bike and walking lanes, create activities for families to explore while biking and or walking. Personally having maps drawn up for places to go and see would entice more people to use them. A type of shopping, eating and places of interests destination map for biking and walking in and around 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.

I can understand and relate to such situations in my life as to not being car-free or being transit-dependent. Those where not too long ago but as I am more car-dependent and transit-independent I see more bike / walking lanes appearing which encourages me to get on my bike and ride it more often.

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'm sure other cities have explored and experienced this situation, I would explore what solutions were found by these cities prior to implementation of any decisions made by myself or others.

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 enjoyed these UHBikes downtown and found them to be a great addition to exploring and enjoying the Downtown area. As for helping increase the accessibility of bike sharing in low income communities, again I would encourage more non-profits to donate such bikes. I also would work with the schools to encourage students to ride bikes to and from school.

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 would have to look at the master plane of the bike infrastructure and see where the joined and disjointed areas are before I could answer this question.

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?

Again, I have enjoyed using and exploring downtown on a UHBike and found that to be a great place to get accustom to using the bike lane and enjoying downtown, the flats and Tremont areas.

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....100%

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....100% along with input from your group and community groups...

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?

Education...education and more education to the safety of all users of the road..the state of ohio should adopt more education on safety for all who use the roads. This type of education can be done when you get your drivers license renewed and or when you purchase tags for your car.

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

I'm clear cut on the issue, I support biking. I have contributed my thoughts on biking. Working together as community to make biking safe n enjoyable is a good healthy connection to be enjoyed by oneself, with family or to explore the world around you.