



Name: Brian Cummins

Ward: Ward 14

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?

1) Maintenance of bicycle and pedestrian facilities. I commit to work through Council's Municipal Services & Properties Committee to advocate for better maintenance and periodic reporting to Council on progress.

2) Inform safe street designs and infrastructure decisions with data and analysis. Make accurate crash and safety data consistently publicly available. Ground decision-making in data, not anecdotes. Give residents the ability to easily report issues and service requests, and provide data on the fulfillment of these requests. I commit to continue to work with the Mayor's Administration and other organizations and stakeholders in promoting the use of open data and civic technology solutions to improve communications and civic engagement, provide data on issues pertaining to the City's infrastructure, crash and safety data and planning and expenditures of funds related to transportation, traffic and engineering and the City's Sustainable Transportation initiative.

3) Review speed limits on all city streets to support safe travel of all road users on our roadways. Pilot lowering speeds

below 25MPH on select streets and around schools, parks, and recreation and community centers. Continue implementing the Safe Routes to School Travel Plan to ensure there are zero injury and fatality crashes of within a two-mile radius of all CMSD schools. I commit to a Ward 14 review of speed limits, road conditions and bike and pedestrian amenities near and at City and School facilities and to work to improve conditions and safety for these areas as well as connections to all portions of the Ward to other parts of the City.

3) Advocate for funding public transit at the local, state, and federal levels. Support the growth of open streets activities, such as ciCLEvia, to encourage more people to engage in active transportation. I commit to continuing to advocate for funding for public transit at the local, state and federal levels and continue to support innovative open streets activities as I have done in serving as a primary funder and organizer of the our local ciCLEvia events.

4) Incorporate air quality and public health considerations into transportation planning (e.g., prioritize vegetated buffers to mitigate mobile emissions). I commit to continuing to improve public health and air quality through my role as Chair of the Council's Health and Human Services Committee and in taking actions like my office has in planning and funding more than 200 tree plantings on the Denison

Avenue corridor and other measures such as planted median strips and investment in public art for our public spaces and parks where pedestrians and cyclists can enjoy quality pedestrian and bike amenities.

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?

Advocate and encourage cycling, walking and active living activities like my office has through partnerships with our local hospitals and health agencies by supporting events such as ciCLEVia, the Stockyard Neighborhood Bike-A-Thon, bike rodeo with Ohio City Bicycle Co-op, Safe Routes To Schools with CMSD and and community health fairs.

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 have been transit-dependent while in college and have also utilized by bicycle for up to a year as a primary source of transportation to work from 1999-2001. I have close friends that are wheel-chair bound and have to depend on safe and ADA compliant sidewalks to ensure they can get around and that services they need are accessible.

My vision for non-motorized transportation begins at the home and extends to the public spaces and infrastructure. Any housing or commercial project that receives City assistance should take into consideration the needs of pedestrians and cyclists in providing bike storage, racks and amenities and benefits to encourage cycling walking and active living. Programs such as safe-routes, to schools ciCLEVia, development and good maintenance of transit oriented designed transit stations and waiting areas and promoting cycling, walking, running and workout routes through maps and other events can help encourage and demonstrate the benefits and feasibility.

Also integrating on-street, off-street bike amenities and connecting them to the towpath trail and our local, regional and national parks through collaboration with Canalway Partners as my office has done with projects such as the Treadway Creek Trail Connector and the work I have done in exploring connections to the neighborhoods to the Lower Big Creek and Train Avenue Trail & Greenway.

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 am and will continue to support installation of bike lanes where possible. As an example, the Denison Avenue project between Lorain and Pearl Road was able to implement bike lanes for the majority of the

corridor with a few exceptions where vehicular traffic and congestion made it difficult to do so, i.e., the I-71 ramp area. In terms of balancing on-street parking and bike lanes, there is a need for a thorough analysis of the off-street parking capacity, signage for off-street parking lots and public education as to how other cities and neighborhoods have been able to make the transition to better support for bikes while also catering to the need of vehicles and 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 have only used the UHBikes Bike Share program in its demonstration phase although I have used bike share programs in cities such as Nashville and Washington DC. My office is working with larger institutions and we plan on working with small to large businesses in our community to work on a plan for promoting our community's commercial hubs or nodes and improving way-finding signage and public amenities for locations where we can promote the bike share program and its bikes. Digital inclusion and digital literacy is also needed in terms of potential users knowing how to access the phone app and being comfortable in navigating the program.

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?

A review of the City's major initiatives regarding this includes the Bikeway Implementation Plan and City's work as related to our Complete and Green Streets ordinance, and the impacts and success of our Bicycle Transportation Safety ordinance and revised and updates made for bicycling parking. I'd like to see more work done by our administration in supporting and marketing better with CMSD the safe routes to school initiative and looking at ways to increase ridership and amenities in our lower-income neighborhoods together with our major Educational and Medical institutions and job centers.

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?

Over the years I have done a lot of riding with my family. My two most enjoyable rides include a similar route. My family rode from our house in Brooklyn Centre to the Rockside Scenic Rail stop. We rode the train down to Akron and rode to Peninsula and then back to Cleveland. My children were fairly young at the time and they found a great sense of accomplishment, as I did, in their completion of the ride.

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, I am familiar with the Midway plan and am supportive of implementing the pilot and developing plans and funding sources for implementing the plan city-wide.

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. I will actively support efforts such as internal meetings and public meetings and field visits and work and review with the Mayor's Administration to ensure implementation of our related ordinances and laws.

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 will continue my work in interacting and communicating with the Mayor's Administration and agencies such as NOACA and ODOT in reviewing safety data and supporting the use of open data and public information that can be used to focus the City's resources on the most dangerous roadways and intersections for the purposes of improving safety for all modes of transportation.

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

I have demonstrated throughout my career as an elected official and in my position as an Executive Director of a local development corporation an interest in cycling, greenways. I have worked over the years on projects that have helped connect our urban center neighborhoods with pedestrian and cycling amenities that can add value in resident's quality of life and values of property. My interests in these areas continue and evolve to support new events such as ciCLEvia and for working to support exciting projects such as the Midway and the more basic work of ensuring our complete and green streets ordinance is carried out and we add as much bike lane mileage and other amenities as possible.