



Name: Matt Zone

Ward: Ward 15

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?

At the core of Bike Cleveland's Active Transportation Vision, is the concept of equity planning. Too often, equity is left out when governments look at how they design cities, and particularly the infrastructure and housing.

As the current president of the National League of Cities, I have chosen to focus my term on raising the awareness around Economic Mobility and Opportunity. Now more than ever, the economic well-being of our families is at risk, and we, as local officials, can be the key instruments of change and economic mobility.

As we plan for more opportunities that will promote economic mobility, it is important to learn from, and exchange ideas with key stakeholders, and advocacy organizations like, Bike Cleveland.

For some context, let me begin by defining "economic mobility" and "economic opportunities."

"Economic mobility is the ability of individuals and families to move up the income ladder, which is a fundamental value that defines the American Dream.

"Economic opportunities enable individuals and families to become economically mobile, such as jobs, training, and transportation.

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?

As a cyclist, driver, runner and pedestrian, I believe there's always more to do to make our streets safe " and everyone has to do their part. I've worked closely with Bike Cleveland over the years, to build a city-wide educational campaign to help educate residents on how they can significantly reduce pedestrian and cyclist accidents. Unfortunately, there have been a number of tragic fatalities that have occurred in NE Ohio, and work is far from over.

My office commits to continue building key relationships with stakeholders through education and hosting community wide events to increase awareness. My office was a founding member of the Stockyard Neighborhood Bike-A-Thon, now in it's 12th year, which was created to provide an opportunity for youth in the Stockyard neighborhood to learn more about bicycle safety and education, meet with the Police that work in the neighborhood, and build community by having fun.

I've worked with Ward 15 resident, Calley Mersmann, on the Safe Routes to Schools program, educating parents and students how to safely get to and from school. We have worked together to improved the physical infrastructure and signage around several Ward 15 schools. I'm also a funder and supporter of ciCLEvia. On August 20th, CiCLEvia West, will connect the Ohio City and Detroit Shoreway neighborhoods along Detroit Avenue. It's always exciting to see so many people walking, biking, skating, and dancing down our amazing street.

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.

While attending Cleveland State University, public transit was my main source of transportation, in fact, I didn't own my first car until I was 21.

City officials across America, are finding that building bicycling infrastructure is a much greater bang for the municipal buck than car infrastructure: for example, the national average cost to construct an above-ground car parking structure is \$16,000 - \$20,000 per space, while on-street bicycling parking runs closer to \$150 per bike and is more space-efficient, as 10-12 bikes can fit in one car space. Adding bike lanes to an existing road can cost between \$5,000 and \$60,000 per mile, including engineering, design, paint and signage, based on the typology of the roadway.

Constructing a new two-lane undivided urban road costs \$4-5 million per mile, an urban freeway in Michigan costs \$39 million per mile, and the I-710 freeway tunnel in Los Angeles cost a staggering \$290 million per mile. Bike lanes are even more cost-effective than at first glance, since they can accommodate 7 to 12 times more people per hour than car lanes, reducing congestion while inflicting significantly less wear and tear on the roads, with zero carbon emissions.

Bicycling also saves individuals money on car-related expenses such as the initial vehicle purchase, maintenance, insurance, gasoline and parking. The American Automobile Association estimates the annual cost of operating a mid-size sedan to be \$9,159 and an SUV to be \$12,410.

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.

A strength of mine has always been my ability to engage residents in the decision making process. Through this method, my office has been able to educate residents on the current initiative that the city

or council office is undertaking. It's nearly impossible to reach unanimous consensus, but through genuine active engagement, it's been my finding that those who don't agree, will respect the process, and ultimately support the initiative that the community embraces.

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?

Yes, love the convenient use of this program, and looking forward to the expansion in our city.

I was one of only two council members who committed funding for the previous bike share program, prior to the UHBikes. I funded a station next to the Happy Dog tavern at W.58th & Detroit, along with a Bike Box.

Bikeshare systems are sprouting up across the U.S. at a heartening pace. Most are motivated by a combination of factors — including rising oil prices that discourage automobile use, public health concerns and a desire to increase physical activity, efforts to reduce greenhouse gas emissions and air pollution, and the need to more efficiently use urban space — cities and towns are recognizing bicycling as a viable mode of transportation.

Bikeshare systems are a natural extension of the shift in mentality that prioritizes the efficient movement of people rather than vehicles. These automated, public bicycle rental programs are considered a form of public transit, complementing bus routes and the rapid line, by giving commuters a flexible travel mode.

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?

Local elected leaders can act as role models and champions for walking, cycling, active lifestyles and community designs. In my capacity as a council member, I serve as an advocate for improving our disjointed infrastructure system. My office has, continues to be, one of Bike Cleveland's primary advocates, working between sectors of various city departments to correct mistakes made by the city.

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 most memorable bike ride occurred over seas in Sweden. I had the opportunity to bike in the cities of Malmo and Stockholm, Sweden. While visiting Malmo, we went on an all day bike ride. After several hours of riding the trail, my bike suffered a flat tire. An amazing local saw me in distressed, took time out to help me change the tire. I will never forget the kindness of this person.

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'm a huge fan of the Midway Protected Bike Lane plan and support full implementation of this critical infrastructure. The Midway traverses through some of Cleveland's poorest neighborhoods. If we want to create true economic mobility, for the some of the neediest in our community, this project needs to be fully funded.

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.

As previously stated, when Bike Cleveland convenes a meeting with the city's Engineering and Construction department, I'm usually in the room advocating for Bike Cleveland's position.

Additionally, I've been a reliable advocate when working with NOACA and ODOT. In fact, I led the community planning process for the West Shoreway project, and advocated for a continuous off-road path the entire section of this stretch of roadway. Rebuilding two tunnels at W.65th & W.76th, north of the train tracks leading in to Edgewater Park.

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?

Yes

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

I have consistently demonstrated throughout my career as a council member my commitment to creating safe streets. I've led several TLCI initiatives, to improve the safety of our city streets. In fact, this fall, we will begin another TLCI process to improve the conditions along Franklin Blvd., with the end goal of lowering the speed limit, and building traffic calming improvements to this stretch of the roadway.

As the author of the City of Cleveland's Complete and Green Streets ordinance, I realized early on in my career, that regardless of age, ability, income, race, or ethnicity, every person ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. We have too many of our city streets that are designed only for speeding cars. We need to systematically work on making sure that all modes of transportation are treated equally when designing or redesigning streets.