



Name: Ellen Cleary

Ward: Ward 16

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 think that in the short term, analysis of the network is probably the easiest issue to reach majority on in the chamber.

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?

I think that the first thing that anyone can do is lead by example. After that, I think this city is long overdue for an information campaign aimed at promoting sharing the road safely. Additionally, fixing our decrepit streets will go a long way to making the city bicycle-friendly.

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 I was in college I was dependent on my bicycle, and public transportation, so I'm certainly no stranger to the task of getting around without a car.

Lack of an automobile (especially in Cleveland) makes keeping one's schedule much more difficult during times of transit delay or inclement weather. And given how many of our residents are dependent on public transportation, we need to do all we can to keep it cheap, reliable, and safe.

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 certainly think that a balance can be struck by taking into consideration the amount of use the road gets, the number of businesses on the road, proximity to schools, public parks and transit stations, as well as the demographic information on the surrounding neighborhoods.

While this will not be easy, I think that the task of balancing these considerations will ease in the future, as car ownership among city-dwellers declines and a higher percentage of vehicles on the road become autonomous.

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 not personally used this service, though I am familiar with it and others like it and think that they are a terrific resource.

One of the keys to increasing access and ridership is installing more bike stations. I think it seems pretty straightforward that if we add more nodes, more people will use the system.

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 before any changes are made to bicycle infrastructure, a survey should be undertaken to see what the needs of the community are. In order to get the most out of this, the city needs to know how many people ride, where, how often, and what concerns those commuters have.

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?

No one story stands out, however I would recommend taking a bike ride down to the lakefront for anyone who hasn't.

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 aware of the plan and in support of it.

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, roads are safest when they are designed with everyone in mind.

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?

While there is certainly a utility to lowering speed limits, it is not a fix-all. Part of the problem is speed, part of the problem is poorly designed or maintained roads and infrastructure, and part of the problem is public education. Moving towards this ambitious goal necessitates a multi-faceted approach.

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

Because the Council has proven unwilling to make these issues a real priority. As a cyclist, and frequent pedestrian myself, I care about these issues and promise to make them a priority.