



Name: John Kelly

Ward: Ward 17

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?

Ward 17 in Cleveland includes the Old Lorain Road, which goes down into the Metroparks behind Fairview Hospital. The road is unsafe for pedestrians and bicyclists. I would make it a priority to make changes to this route.

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?

Provide a safe entry point into the Metroparks via Old Lorain Road. Also, look to extend bike lane on Puritas Road so it goes west of Rocky River Drive and enters into the Metroparks. Better access will encourage people.

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 was car-free when I lived in California, opting for a motorcycle. As to people that have limited mobility, we should as a society help them via deliveries, share-a-ride programs and reliable public transportation.

I am surprised to learn that 25 percent of Cleveland households have no access to an automobile and now see it as an issue worthy of discussion.

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.

Safety first has always been a mantra in our household and I'd carry that into the public arena. So if a proposed route or change was questionable from a safety standpoint, I'd oppose it. If deemed safe I'd try to represent the majority of citizens' opinions with my vote.

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 used the UH Bikes program. I have seen a few people utilizing the bikes and think it'll be some time before one can assess how effective this program is in improving our city. I do not have any ideas to increase accessibility of bike share at this time.

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?

Create a safe passage down into the Metroparks on Old Lorain Road.

On public transport, make it possible to take one bus from Kamm's Corners to Progressive Field/Cleveland Browns Stadium

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 live near to Kamm's Corners that I routinely walk to do some shopping or for a night on the town.

I once walked from the Flats in Cleveland to John Carroll University during my sophomore year.

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 was not aware of this plan. I looked it up briefly and do not know at this time if I'm supportive.

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?

Safety first. Acknowledge changes in transportation - new trends and new vehicles. Plan accordingly.

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 support Vision Zero. I think someone in a City Council position could best support that vision by first and foremost simply educating people about the sanctity of crosswalks. Respect for pedestrians and bicyclists alike would increase.

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

This is my first run at elected office. As to your organization, I would hope to earn votes there by asserting that I'm an open-minded person that has traveled extensively across the United States and would hope to bring new ideas to the city. And please do believe that my kids have heard the term "safety first" at least 1,000 times.

Thank you.

John F. Kelly

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