



Name: Kerry McCormack

Ward: Ward 3

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?

Although the entire document and vision is important, I believe the top three issues that I would like to prioritize are the Complete and Green streets legislation, the idea of a Department of Transportation in Cleveland, and buffered bike infrastructure.

- 1. To start, the City of Cleveland needs to focus on doing a better job implementing the Complete and Green streets ordinance, as well as make any changes to improve the goals of the law. Every single newly paved street is an opportunity to rethink that transportation space. This does not necessarily mean a streetscape costing millions of dollars, but could be as simple as shrinking the size of painted vehicular lanes and installing a buffered bike lane. High quality streetscape have a very positive impact on neighborhoods and we need to champion them, but cheaper and easier solutions can also be implemented on a large number of streets that would improve multimodal transportation.*
- 2. I believe that the City of Cleveland should study the idea of creating a department of transportation. We know how important safely moving people around urban spaces is to the quality of a city. Quality multimodal transportation is an issue that transcends communities and addresses issues of economic development, equity, job creating and retention, disability access, traffic congestion, environmental issues and much more. This is a very important pillar to continue building a great city.*
- 3. Painted bike lanes don't work. As a cyclist, I appreciate any infrastructure beyond a sharrow, but from my experience drivers do not respect or notice painted bike lanes. We've got to take the safety of cyclists more seriously and invest in buffered infrastructure that separated bikes from cars. Yes, I understand there are some super awesome cyclists who ride 25 mph and run with the Cadillac's and Honda's in their sweet bike gear over the Detroit/Superior bridge, but for the rest of us quality safe buffered infrastructure is critical.*

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?

More people will choose to bike and walk when the city is more friendly to such activities. We have made progress in Cleveland, but we need to continue to push project, large and small, that make our city a safer and friendly place to bike and walk.

I am 100% committed to continuing pushing for better adherence to the complete and green streets legislation, to the addition of buffered bike lanes to our streets, to the widening of sidewalks and human-friendly space, the shrinking of vehicular lanes to calm traffic and more.

Cleveland is ripe for significant change in our infrastructure that will make for a safer multimodal travel environments, spur economic development and connect people to oportunities.

More people will be encouraged to bike and walk when its more comfortable and safe to do so.

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.

Yes. I lived for two years in Madrid, Spain without a car. Madrid has a great transit system, but it was the option I had to travel from the city center where I lived, to the public school I worked in the suburbs. Anytime there was an interruption in the service, I felt it. With that said, I was not a person with children, a dissabililty, a senior citizen etc.

In addition to my time in Europe, I grew up with a younger brother who is severely cognitively disabled. Even thoguh he is a beautiful person, my younger brother is restricted to a wheelchair, cannot walk or talk. He has relyed on transit to get him to school and other places. Ensuring that transit, streets and other forms of transporation are accessible is extremely important.

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.

Any person in elected office that strives to please everyone will get nothing done. As a good friend once said "you've got to break some eggs to bake a cake." I am a beleiver that with civic decisions, it's important to actively work with your community, gather as much information as possible and keep everyone in the loop on what's going on. Not everyone will agree with you at the end of the day, but as long as they are a part of the process and you are taking their feedback seriously, you've run and inclusive process. In addition, setting the expectations up front so that everyone involved understand that they may not get 100% of what they want, but the final product will be a large improvement.

Moreover, Cleveland is not the first city in the world to face these decisions. We should seek best practices from around the world of how to balance transportation needs in our community and learn from what did and did not work in other cities.

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. I have had a very positive experience.

The first critical step is to build trust in the community in which you are working in and understand what their needs and wants are. Terrible urban planning comes when "smart" people enter "other" people's neighborhoods and tell them what they need and want. We should find out what/where/when are the needs of a community when it comes to bike share and transportation needs and work from there.

If/when a lower income community agrees that a change is needed, the City should work with UHBikes and other partners to fundraise and help install expanded bike share.

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?

Enforce and improve existing complete and green street legislation, create low-cost/high impact infrastructure changes for broad implementation throughout the city, create a working group inside of city hall to study and address multimodal transportation in Cleveland, educate community members not the benefits of diverse transportation options.

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 love riding my bike from my house on West 38th through Gordon Square and down to Edgewater Beach. This ride is a great mix of environments and ends at the stunning shores of Lake Erie.

For a longer ride, biking from Cleveland to Peninsula is absolutely stunning.

Other great options are biking to the cultural gardens and through the Glenville and University circle areas, all of the new trail systems throughout Downtown Cleveland and much more!

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 and 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. This needs to be a community effort led by elected officials.

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?

Absolutely. Safety for all road users requires the planning and prioritizing of safe, multimodal transportation infrastructure. When balanced roads and transportation options are implemented, safety, health, economic development and access to opportunity increases. This has already been proven over and over again across the world.

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

One of the most important attributes of being successful in public service is maintaining an open mind to different viewpoints at all times. Maintaining an open mind to learn and grow your perspective is critical and I am committed every single day to stay that way.

Through my life experiences growing up with a disabled brother who required various forms of accessible transportation options, living car free and relying on transit and working with residents of all different backgrounds and socioeconomic statuses as a community organizer in Ohio City, I understand the complexities and needs of moving people around an urban center.

Whether it was working with residents of public housing advocating for better bus service (81/Lakeview, Tremont Pointe), my personal experience as a cyclist and pedestrian or the many stories about getting around Cleveland, improving transportation is a passion of mine.

We have so much work to do and I want folks to know that it will very much involve City Hall, but at the same time, it will require a strong community effort. We need residents, advocacy groups, businesses and beyond to join in ensuring that Cleveland transforms our viewpoint on transportation in our great city.

I'm excited about working with a broad array of community members to make real progress on these critical issues.