



Name: Xavier Allen

Ward: Ward 6

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?

Items 6, 7, and 8. I choose these because they are most fundamental to our work here in Cleveland, and they are the only objectives whose creation produces flows of additional outcomes. I will locate and analyze whatever data is currently available, translate it into plain language, and use it to assist in the formation of the Bicycle-Pedestrian Advisory Committee and a unified Office of Transportation. These objectives can occur concurrently, however, any obstruction is best dealt with quantitatively, and my skills in the mathematical sciences can be formidable in pushing this work forward. I will also use the council seat to make certain this information gets out to the community in meaningful and accessible messages. My experience as an educator will be especially useful because my objective is to create many more community advocates through information sharing and community education.

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?

Exemplify it as a personal choice, first and foremost, and be very public in my choice to walk and bike. In addition, the bike/walk lifestyle needs to be promoted and marketed to the community. Its merits should be repeated and presented in the context of the lives the residents live. Also, the safety of bikers and pedestrians should be prioritized dramatically, and significant noise needs to be made when that safety is compromised.

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 functioned without a car at various times in my life. When I was a young child and our family navigated the city, we were reliant on the RTA. Later, during my teen years, my friends and I rode the RTA so effectively that we had bus schedules memorized. At the same time, I had been biking since a

child and when I earned the freedom to go further than my block, I began to explore the county. I'd often bike to school or work, and continued this habit into college and my teaching jobs, even though I had a car. I outfitted my bike with mudflaps and continued to ride through rain and winter snow.

When you don't have a car, your life is determined in large part by access to transportation. In a town like ours, you must be able to cover a lot of ground. In fact, our lack of a more expansive rail system has been one of my qualms with Cleveland's investment in our people. It is my opinion that greater rail service will move people faster and increase their productivity, as well as promote cross-pollination of our neighborhoods, especially through the youth. When you don't have a car, you lose flexibility in lifestyle and your productivity can suffer. You also endure a second-class citizenship because our community doesn't respect or elevate pedestrians and bikers. Non-drivers are often just tolerated in the public travelways.

I envision our city having ample bike parking, bike rental stations, more accommodating roadways and laws to protect them. I see more enlightened traffic control, more use of one way streets, and reduced traffic pollution through residential areas. I also envision more charging ports for electric operated vehicles.

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 listen to the various perspectives and encourage people to fully disclose their concerns and fears and hopes. I frame solutions in accordance with what proposes the longer term solution and the best use of funds. I also believe there are at least 10 solutions to every challenge and I push to find them. The last 2 or 3 may be very difficult, but they do exist. Pushing all stakeholders to craft solutions that are not readily apparent can offer unique solutions and paths forward.

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, but it's valuable. However, I think these programs can work in challenged communities. Because there are social-cultural issues, it may be wise to implement the program with supplemental strategies that take into consideration the differences that exist in these communities and the behaviors that manifest as a result. Biometrics and GPS tracking can be useful if deployed strategically.

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?

Push the information through the community! Community advocates increase people power. When the people speak loudly, they get what they want. Particularly when the right councilperson is in office representing their interests.

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 favorite...just biking through Cuyahoga county and discovering new places. Biking always allowed me take it in and savor it all, unlike driving which moves too quickly.

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. I think it's a great start point. I support it, and I hope thoughtful and creative dialogue can continue to make it turns into all it can be and maximizes the funds invested vs utility to the public.

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?

Of course. They are the ones entrusted with the design of our roadways, as far as I understand. Roadways are for the public, walking or driving.

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?

In principle, I do. However, it is my opinion that every user of the roadways has a responsibility to their safety and the safety of other users.

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

Because I'm not talking rhetoric. I've been having these conversations with people for years. It's one of the reasons I'm running for this seat now---I can't sit around talking to computer screens and neighbors, when I have the intelligence, experience and skill to actually get a lot done. I'm stepping up, so let's be excellence and get the work done..