



Name: Robert Kilo
Mayoral Candidate

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?

Make transit in Cleveland world-class. A. Advocate for funding public transit at the local, state, and federal levels. B. Perform a holistic system audit and, if necessary, a whole-system, grid-based redesign to allow for citywide access to frequent, reliable transit. We define frequent and reliable as having every Cleveland resident within a 10-minute walk of transit—rail or bus—that runs every 15 minutes or more. Prioritize active transportation through improved coordination and decision-making.

Coordination and alignment with local, state and federal levels is a key aspect of our plan to attract investment and resources to Cleveland and the Northeast Ohio region. As someone who has engaged in advocacy and government relations at City Hall, Cuyahoga County, the Ohio StateHouse and Capitol Hill, I realize the strong necessity for all stakeholders to be on the same page with a vision such as Bike Cleveland.

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 Mayor do to actively encourage more people to bike and walk?

I believe that bicycling/walking initiatives could be aligned with a Healthy Cleveland initiative. Healthy Cleveland exists but your initiatives could expand and enhance its impact. I believe strongly in preventive solutions to our health care system and active lifestyles go a long way in creating stronger quality of life outcomes for our citizens.

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 understand that Cleveland's transit infrastructure currently lacks a comprehensive and collaborative vision and time table for achievement. One of my key campaign team leaders and I have frequently discussed the necessity for there to be affordable and accessible transportation options. We would like to work with experts such as Bike Cleveland to make sure Cleveland and the Northeast Ohio region embraces the collective voice of non-motorized transportation experts.

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.

My sense is the reason there has been tension here is like other issues facing our city, we do not have a big enough vision to attract resources to fund both. I believe that with the right vision, local, state and national stakeholders, both public and private, would invest resources with a clear time table.

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 UHBikes Bike Share program but it is a good idea. Regarding increasing accessibility of bike share for lower income communities, it is essential to actively engage local and national foundations. Certainly, there are grants that could be utilized to open up greater access.

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?

1. Make it a priority within City Hall's overall transportation/city planning agenda. 2. Cast a vision that attracts diverse and significant public and private stakeholders and resources. 3. Learn from best practices in other urban cities.

4. Establish clear expectations and deadlines and then hold the coalition accountable to exceeding those expectations and deadlines.

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 to walk/run in the Cleveland Metroparks. Our city and region are blessed with a natural landscape that is incredible and scenic. My most memorable bike ride was the MS-150 Pedal to the Point in the early 90's.

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 and it certainly seems like the time to catch up with other cities like Pittsburgh that are way ahead of us on this issue. The key will be funding, but per my previous comments on a needed comprehensive vision for Cleveland's future, my sense is that I would be 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?

Yes. The foundation of my campaign is about serving all of the citizens of Cleveland and all road users should be represented equally with excellence.

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?

Safety should always be the top priority for City Hall in this area and in every area. I believe the primary responsibility of the Mayor of Cleveland is to make sure the citizens are safe. I support safety over speed and it should be a goal of City Hall that no Cleveland citizen dies before their time, in traffic deaths or in homicides. To implement Vision Zero is to first have it as a priority and it makes sense for it to be one. My previous comments indicate my approach to leadership.

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

I am a strong believer that the safety of the citizens of Cleveland should always be the top priority of the Mayor of Cleveland, including street safety. My wife Leah and I are both deeply passionate about wellness and health initiatives for Clevelanders and bicycling and walking for individuals helps create strong quality of life outcomes. I believe Team Kilo represents a new era of servant leadership in Cleveland. Bike Cleveland would certainly have a seat at the table in helping to shape the transportation outcomes for our great city.