



Name: Frank G. Jackson
Mayoral Candidate

Do you agree with the goals outlined in the active transportation vision?

Yes, we agree with the overall vision, including the goals of connectivity, health, access, safety, and equity.

Over time, we have developed a vision for transportation rooted in community input as outlined in several of my initiatives that include the [Connecting Cleveland 2020 Citywide Plan](#), [Bikeway Master Plan](#), Complete Streets Manual, and Bicycle Implementation Plan. The vision, goals, and policies expressed in each of these initiatives are a testament to the efforts we have engaged in thus far.

We look forward to working with all organizations supporting this vision as we update the Bikeway Plan over the next year.

Note: The Active Transportation Vision states Cleveland ranks 41st out of 50 by Bicycling Magazine. Bicycling Magazine actually reviews more than 100 cities and just lists the top 50 cycling cities in the country.

What components of the vision would you make a priority and how would you implement them?

Our priority is to not separate the different goals, but continue to ensure connectivity, health, access, safety, equity, as well as cost-effectiveness are all considered when we work on streets. Some priority components include:

- Update the bikeway plan in 2017-18 to not only keep up with the latest standards and design best practices, but to go beyond in creating a coordinated approach that works for Cleveland. This update will include a process of prioritizing streets throughout the city for different types of bike infrastructure, including separated facilities. Examples of proposed projects with separated/protected facilities include Lorain Avenue, Detroit Superior Bridge, Irishtown Bend, and the Midway project.*
- Continue the Tree Damaged Sidewalk (TDS) program, which repairs and replaces broken sidewalks within neighborhoods to encourage walking and safe passage.*
- Continue partnering with GCRTA on transformative projects, such as the two BRT systems along Euclid Avenue and Clifton boulevard and one currently in development along West 25th Street.*
- Planning efforts along Opportunity Corridor, **Thrive East** 105th/93rd BRT Plan, and Lakefront West are great examples of multimodal facilities the City is in process of implementing and planning.*

Finally, with regard to walkability, we will continue to ensure that our investments in neighborhoods promote walkability. For example, zoning is a tool we use to ensure that buildings are designed in a way that creates a walkable environment. Instead of properties having parking in front, we require development projects in designated districts to have parking in the rear. We have invested in mixed use development with a combination of office housing and retail all in one structure. Our goal is to create neighborhoods that have a mix of uses in a walkable distance to decrease car dependency. We will continue to work with residents and agencies that promote, advocate, and educate everyone of the merits of walking and cycling.

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?

In 2005, during my first campaign for Mayor, I laid out this vision for Cleveland’s economy: “Public-private partnerships will help finance neighborhood streetscape, greening, and beautification projects. The City must work with community councils, business improvement districts, the Greater Cleveland Partnership, and neighborhood groups to develop streetscape projects that accentuate the character of neighborhoods, encourage pedestrian traffic, and enhance the beauty of our streets.”

Over the last 12 years, we have followed through on this approach. Recent results can be seen in the [2016 Complete and Green Streets report](#).

Streetscape Projects Enhance Walkability

Streetscape projects allow neighborhoods to develop unique identities. Crosswalk and sidewalk improvements make it easier for pedestrians to travel to and from area businesses. When these streetscape investments are coupled with storefront renovations, the improved appearance of the area attracts shoppers and visitors, leading to a stronger economy.

“Walk Score” is one way of measuring walkable access to urban amenities in these areas and the scores can serve as performance indicators for the walkability of neighborhoods before and after streetscape investments. The table below lists Walk Scores in some districts where my administration has made significant streetscape investments in the last decade.

NAME OF DISTRICT	2015 WALKSCORES		DISTRICT’S HOST NEIGHBORHOOD
	DISTRICT	NEIGHBORHOOD	
Gordon Square Arts	86	74	Detroit-Shoreway
Kamms Corners	74	47	West Park
Waterloo Arts	57	53	North Collinwood
Broadway/Third Federal	77	58	Slavic Village
Fleet Avenue	67	58	Slavic Village

<i>Larchmere</i>	<i>80</i>	<i>73</i>	<i>Buckeye-Shaker</i>
<i>Professor Avenue</i>	<i>80</i>	<i>71</i>	<i>Tremont</i>
<i>Clifton Boulevard</i>	<i>72</i>	<i>65</i>	<i>Edgewater</i>
<i>East 22nd Street</i>	<i>82</i>	<i>67</i>	<i>Central</i>
<i>Lorain/Variety Theater</i>	<i>83</i>	<i>65</i>	<i>West Boulevard</i>
<i>Cedar</i>	<i>76</i>	<i>63</i>	<i>Fairfax</i>

Cleveland's overall Walk Score has recently improved to 60, making us the 17th most walkable large city in the country. Districts where streetscape improvements were constructed score higher than Cleveland's average score.

Neighborhood Streetscape Expenditures in the Last Decade

We have made streetscape expenditures in practically every Cleveland neighborhood, with City dollars often leveraging significant outside funding. Some major projects are listed in the following table:

<i>STREETSCAPE PROJECT</i>	<i>CITY GO BOND \$</i>	<i>TOTAL PROJECT \$</i>
<i>The Avenue</i>	<i>4,800,000</i>	<i>8,071,000</i>
<i>East 14th Street</i>	<i>100,000</i>	<i>1,774,000</i>
<i>Gordon Square</i>	<i>4,022,653</i>	<i>5,726,653</i>
<i>Kamms</i>	<i>5,900,499</i>	<i>6,400,499</i>
<i>Waterloo</i>	<i>720,000</i>	<i>4,763,241</i>
<i>Broadway</i>	<i>860,000</i>	<i>10,601,790</i>
<i>Fleet</i>	<i>1,600,000</i>	<i>7,982,080</i>
<i>Larchmere</i>	<i>585,000</i>	<i>3,300,000</i>
<i>Professor</i>	<i>385,000</i>	<i>1,175,000</i>
<i>West 6th</i>	<i>385,000</i>	<i>1,090,000</i>
<i>West 130</i>	<i>1,000,000</i>	<i>7,176,000</i>
<i>Clifton</i>	<i>750</i>	<i>9,457,000</i>
<i>East 22nd</i>	<i>1,240,000</i>	<i>5,865,000</i>
<i>Lorain W117-W150</i>	<i>800,000</i>	<i>9,351,356</i>
<i>Lorain W20- W45</i>	<i>1,000,000</i>	<i>10,000,000</i>

<i>Cedar E55- E89</i>	<i>800,000</i>	<i>6,081,200</i>
<i>West 3rd</i>	<i>1,000,000</i>	<i>1,000,000</i>
<i>TOTAL 2006-2016</i>	<i>25,948,152</i>	<i>99,814,819</i>

My Administration will continue making these types of investments throughout the City of Cleveland to encourage more people to bike, walk, and enjoy their neighborhood.

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.

Growing up in the Central neighborhood, I am no stranger to public transit. Linking education, shopping, housing, and various modes of transit are important for residents in my neighborhood and across the City.

This foundational understanding is rooted in the City of Cleveland's Complete and Green Streets ordinance, passed in September 2011. It requires implementation of sustainable policies and guidelines in all construction projects within the public right of way. This ordinance is helping create a walking, biking and public transportation-friendly city while reducing environmental impact by incorporating green infrastructure. Some characteristics of Complete and Green Streets include enhanced transit waiting environments, bicycle lanes and signs, pedestrian refuges, public art, waste containers, crosswalk enhancements, ADA accessibility, way-finding signage, permeable pavement, green space and trees.

Regarding seniors, we are proud that Cleveland has recently been named an "age-friendly city". A big reason for this is the [Age-Friendly Cleveland Action Plan 2017-2019](#), which includes seven actions that incorporate transportation for seniors:

- *Age-Friendly Event Planning Guide*
- *Transit-Oriented Development for Aging in Place*
- *Safe Biking Classes for Older Riders and Drivers*
- *ADA/Accessible Vehicle Listing*
- *Address Safety Concerns of Older Adults*
- *Supporting Other Initiatives*
- *Sustain the Age-Friendly Cleveland Initiative*

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.

Since passage of the Complete and Green Streets Ordinance and development of the Bikeway Implementation Plan, we've been working hard to balance the opinions of residents by working with the community.

As a result, many roadways have seen a lane reduction or had parking removed to install bike lanes. This has been done only after careful consideration, listening to residents, and using subject matter experts that can evaluate streets to meet the intent of the Complete and Green Streets ordinance.

No matter how difficult the decision, we are confident the optimal solution can be achieved if we continue to use this process.

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?

Bike sharing in urban areas positively affects how residents, employees, and visitors experience a city, while also meeting active transportation goals. Bike sharing allows more people to access cycling for short trips, replaces vehicle use, provides for fitness and recreation, and is beneficial for tourists and residents alike to explore a city.

In 2013, Cleveland's Bike Share Task Force, with funding from the City of Cleveland and YMCA, completed a bike share feasibility study and implementation plan for operating a system in the city. Since then, the City has partnered with Bike Cleveland, Cuyahoga County, NOACA, University Hospitals, and other stakeholders to implement. To say the least, we were excited when UH Bikes officially launched in 2016 during the Mayor's 8th Annual Sustainable Cleveland Summit. This launch included \$30,000 from the City, as well as support with locating and permitting stations.

Over the last year we've continued to work with all partners on implementation and expansion. This includes a recent 2017 TLCI application, where the City has committed an additional \$250,000 match to ensure the system is equitable as it expands. This investment will be focused in neighborhoods where a large percentage of residents do not have access to a car.

In terms of equity, the City will also continue to work with partners to ensure all Clevelanders can access the system. For those Clevelanders currently "unbanked", we see bike share as an opportunity to help some of them build their credit while also taking advantage of 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?

Cleveland has been moving to ensure that our streets include the options for multiple modes of transportation over the last decade. We have incorporated bike lanes into many of the streetscape projects that have been implemented and have ensured that major roadway investments, such as Opportunity Corridor and Euclid Corridor, contain these options.

In addition, major recreational trail investments, such as the Towpath Trail, have been made that connect neighborhood investments with our park system. In 2016 we set a record for new bike infrastructure in the city, and this year we're looking to break that record. The result is a bike network that's starting to be much more connected across the city.

We however are not stopping there, as we have been planning to invest in protected bike facilities in several areas of our city. Protected facilities have been analyzed as part of several new planning initiatives. These efforts include the Detroit Superior Bridge, Midway Protected Facilities, the Lorain Avenue Cycle Track, Irishtown Bend, and the new Thrive East 105th-East 93rd Street Corridor. This begins to illustrate the potential for a protected scenario linking all segments of the population to our larger network, but of course, gaps remain.

To look more comprehensively, the City will be working with the community to update the Bikeway Plan in 2017-18. This update will include a process of prioritizing streets throughout the city for different types of bike infrastructure, including separated facilities, while also incorporating the relative cost-benefit of different options. This plan will be integrated into the City's Capital Improvement Plan, helping to guide where and how future investments are made. The result will be a series of connected streets throughout the city where residents feel safe to ride a bike, whether they are 8 years old or 80.

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?

As Mayor, I actually instituted Neighborhood Walks during my first administration and this was a time where I and members of my Cabinet would actually collaborate with the community to walk individual neighborhoods so that I could hear from the citizens directly. Since then, we have not only continued the Neighborhood Walks, but have done some specifically based on the concerns or visions identified by the Community, ie., Safety, Economic Development, Education, etc., Walking the neighborhoods of Cleveland and connecting directly with our citizens has been and will continue to be important to me as Mayor.

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, I supported this analysis and believe it was thorough. The Midway further advances our goal for transportation which is to: Provide a variety of transportation options that serve residents of all income levels and that promote economic development while protecting the quality of life in neighborhoods.

Initiatives such as the Midway offer a unique opportunity for protected infrastructure that takes advantage of our wide streets and place cyclist in the center of the road, protecting them from traffic. However, it all boils down to cost and clearly understanding how the intersections will function.

The next step is to work with the community to create a funding plan, while also updating the Bikeway Plan to understand where other forms of lower cost protected bike infrastructure can complement the Midway approach.

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?

I have always held my Administration accountable and as many may know and while, not always popular, safety and accountability are central to the way we approach roadway design and implementation. I will continue to hold my team accountable, but the community plays a role in this accountability as well and hope that we can collectively continue to work together when making decisions about our infrastructure in Cleveland.

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?

Yes, I do support the vision of a roadway system that has no fatalities or serious injuries involving roadway traffic. Our objective has always been to decrease the likelihood of accidents occurring in our streets and highways. Much of the work we are doing in expanding bike infrastructure and efforts such as Bike Training with Students as part of Safe Routes to Schools helps to change the culture and create conditions that will move us toward the goal of Vision Zero. Working with partners like NOACA, I want to continue ramping up efforts that improve safety through a series of approaches, such as traffic calming, speed limit reduction, and protected bike infrastructure. To achieve the goal of Vision Zero, it will take the entire system working together.

One of the ways we can move toward the vision is to focus on changing the mindset of drivers and cyclist through educating them about how to co-exist. This can be most effectively done through driver's education. If people are more educated and the infrastructure is present, new drivers will understand how to navigate with cyclists and other users.

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

Creating a healthy, equitable, and sustainable Cleveland is something that I am passionate about. To this end, I am deeply committed to make Cleveland more bikeable, walkable, and safer. I have a long record of developing policies, programs, and projects that offer the transportation choices Clevelanders desire.

I understand that best practices in creating complete and green streets continue to evolve, and that the City's approach to safe streets must continue to evolve as well. In 2013, I recognized the need to greatly expand our on-street bike infrastructure to complement our growing system of trails. The result has been nearly 70 miles of bike infrastructure installed in just 4 years. Considering our city's size, that's one of the faster paces in the country. We are providing cycling amenities in every Cleveland neighborhood.

Like all transformations, this change has required time and commitment from a lot of people, including the cycling community, NOACA and a number of City departments, including Planning, Capital Projects, Sustainability, Streets, and Traffic Engineering.

At the same time, as it became clear that world-class cities need a bike share system, we worked with many partners to launch UH Bikes. I'm excited to expand the system in 2018 to reach more neighborhoods and residents, including those most in need of active transportation options.

Finally, as the benefits of protected or separated bike facilities become clear, I look forward to expanding our bike network to ensure all users, including driver and cyclists, feel safer on our streets. We will do this by working with residents and experts to update our Bikeway Plan. In Cleveland, making significant progress requires the entire community to get on board. This is increasingly happening with cycling, and we look forward to seeing what we can accomplish in the next four years, together.