Name: Terrell Pruitt
Ward: Ward 1

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?

Expansion of the complete and green streets programs

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?

The expansion of the bike lane network, and enforcement of the sidewalk code will create and less hostile environment for bikers and walkers.

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 transit depend when I was student traveling across the city for school, and thus I have a sensitive eye for hostile transit environments for the most venerable in our city. Protected bike where necessary, and sidewalks and bridges clear of debris are required to improve our city.

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.

On street parking is appropriate in parts of the city were there are no other options to support the business district. However I am strong proponent of the bike lanes and throughout the city.

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 services, and I am disappointed that the program has not been expanded into low and mod income neighborhood throughout the city, especially on the eastside.

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?

The bike infrastructure needs to follow the street and road improvement program in the city. As streets are repaired and replaced bike infrastructure needs to be installed.

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 enjoy participating in the critical mass events with my friends and family.

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,Yes.

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.

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

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

Yes