



Candidate Name: Marc Crosby

Office Seeking: Ward 1

Q1. Bicycling/walking and bike/pedestrian infrastructure enhances quality of life and addresses issues such as affordability, equity, access, health, and the safety of our streets. What can the City of Cleveland and you as an elected official do to actively encourage more people to bike and walk?

A1. Lead by example, I will encourage my Ward by walking, biking and jogging in my community to encourage others to do the same. I would like to see trails in our areas, bike stands in public places and a community walking map to highlight the hidden sites that are in our community.

Q2. People bike and walk when it's safe, comfortable, and connects to the places they need to go. Cleveland's bike infrastructure is still disjointed. In your opinion, where are the most urgent gaps in our bike network and what steps do we need to take to close these gaps?

A2. Yes, I do believe that the bike infrastructure is disjointed, we have created lanes for bikers but, the laws were not created nor the signage made available to identify the lanes for bikers. I believe that if we create and enforce the laws for bikers safety then we will be able to close the gap. We also need to identify and place signage in all areas of the City.

Q3. Cities across the country are installing protected bike lanes, bike lanes with physical separation between bike and automobile traffic, to encourage more people to ride and make roadways safer for all users. Do you support the installation of protected bike lanes on Cleveland's streets? Please explain why.

A3. Yes, I would support the installation of protected bike lanes on Cleveland's streets. Doing so will provide protection for the biker. I also believe that providing signage and flashing lights will alert drivers of the lanes ahead.

Q4. People take public transit when it's frequent, fast, reliable, safe, clean, and comfortable. The NextGen bus system redesign goes a long way to improving on this, but there is still much to be done. In your opinion, what steps do we need to take to close these gaps?

A4. Make sure that schedules are posted at each location and that they are available at all public places. From my research I believe that NextGen is meeting the needs of the community.

Q5. Public transportation riders want a safe and comfortable place to wait for their bus or train and easy access to get there. Yet, often a bus stop is little more than a sign and pole stuck in the middle of a treelawn. How would you work to improve bus shelters and train stations and the sidewalks and pathways to get there?

A5. I believe that providing signage that is visible, digital and lighted should be available at all bus stops. We should also have bus shelters at each location shelter can be in the form of steel sitting, steel umbrellas with digital cameras attached to monitor all bus stops.

Q6. About 25 percent of Cleveland households have no access to an automobile, and are dependent on public transportation/biking/walking. Peer cities are advancing multimodal transportation to improve safety, access to jobs, community health, the environment, and attract population. Have you ever been transit-dependent or car-free? What's your vision for public transportation and increased active transportation in Cleveland, how will you advance it, and how will you keep it functional year around?

A6. Yes, I have been transit-dependent and without a car, there have been times when I depend on family members, friends and neighbors to provide transportation to and from work or other places. Public transportation is needed in all of our communities, and I will work with the public to find ways to improve the services and to make sure that these services are available and functional year around.

Q7. Fare revenue makes up about 10% of all funding for GCRTA while the agency spends \$1.8 million on police fare enforcement. Meanwhile, agencies like LA Metro and Kansas City are exploring free fares and other systems such as in Pittsburgh have introduced low-income fare discount programs. How much would you personally pay to ride public transit to work? How fast would you expect the trip to be door-to-door?

A7. I would pay the rates that are listed because I believe that those who set the rates are knowledgeable about what is fair and affordable for the public. I understand that each route is designed to get each rider from point A to point B as quickly as possible and I would have to study and review the times that are listed to make sure that I map out my schedule to get where I need to be on time.

Q8. Vision Zero is the principle that transportation should focus on safety of all road users (cyclists, pedestrians, transit users, and motorists) as a foundation, and that the only acceptable number of deaths on the road is zero. The City of Cleveland is in the process of creating a Vision Zero Action Plan and committing to eliminating all serious injury and fatal crashes in the City. Do you see Vision Zero as a priority and how will you advance it?

A8. Yes, this has to be a priority, I would advance it by creating stricter laws for those who don't abide by the laws of the City and those who cause serious injury and fatal crashes in the City by suspending licenses and fining those who do not obey the laws.

Q9. The HealthLine, as originally planned and operated, used what's called a “proof-of-payment” fare collection system, which GCRTA enforced with armed police until the practice was declared unconstitutional in 2017. In response, CPT has called for the creation of a transit ambassador program consisting of unarmed, non-deputized civilians to conduct fare enforcement but also to serve as another set of eyes on the ground and a smiling face to help guide riders, similar to the Downtown Cleveland Alliance Ambassadors. Do you support the creation of a transit ambassador program as CPT has proposed?

A9. Yes

Q10. Fare evasion is currently a 4th degree criminal misdemeanor, punishable up to 30 days in jail and up to \$250 fine while parking tickets are treated as civil offenses, not criminal offenses, with a small fee and no jail time. Do you support decriminalizing fare evasion?

A10. Yes

Q11. There was a racial reckoning in 2020. How do you envision working toward safe streets for biking, walking and public transportation users while also reducing the dependence on armed officers to enforce traffic laws?

A11. I believe that for the safety of our citizens that we should bring back armed officers to enforce traffic laws, these officers can be assisted by unarmed individuals to assist with enforcing the traffic laws.

Q12. Do you oppose or support a property tax levy in Cuyahoga County to raise additional funding for GCRTA?

A12. Oppose

Q13. Do you oppose or support a sales tax levy in Cuyahoga County to raise additional funding for GCRTA?

A13. Oppose

Q14. What should GCRTA's top priority be with any additional funding secured?

A14. I am not familiar with the total budget of GCRTA so, I do not think it would be wise to voice my opinion.

Q15. Suburban sprawl has been a major theme in greater Cleveland's decades of decline, and as the population spreads out, maintaining transit service becomes less efficient. How will you proactively integrate land use policies into your transportation agenda?

A15. Answering this question would require research that I have not completed, I do not believe that I have the knowledge that is needed to make a sound decision on this question.

Q16. The current GCRTA board president and city of Cleveland appointee, Rev. Charles Lucas, is a regular paratransit rider and the newest member of the board and Cuyahoga County appointee, Roberta Duarte, is a regular bus rider. CPT believes it is important that these voices are represented on the board of trustees and would like to see more riders appointed to the board. The city of Cleveland has the largest share (4) of appointments to the 10-member board. Will you commit to appointing more riders to the GCRTA board?

A16. Yes I would because the riders are the ones that use the service and they have first hand knowledge of what improvements that are needed.

Q17. People care about street safety and bicycling, transit and walking issues. Why should these voters vote for you?

A17. I believe that the Voters should Vote for me because I care about those issues also. I believe that our streets should be safe for all bicyclist by providing lanes that are identified "for bicycling only" these lanes should have barriers to prevent cars from entering them, signs should be posted and all cars should be ticketed "by camera" if they are caught riding in those lanes. Walking is essential for all ages, I believe that each community should have a walking trial, one that is secure, lighted and protected for the residents to feel safe in their communities. Transit should be available for all resident with or without a vehicle. Transit should be safe for the riders, bus stops should be identifiable and the areas should be kept clean for the safety of the riders and the community that the bus stop are located in. A Vote for me Marc Crosby will be a Vote to provide transit safety in our neighborhoods.