



Candidate Name: Anthony Brancatelli

Office Seeking: Ward 12

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. I will continue to work with Bike Cleveland to promote and market bike and pedestrian experiences. I will also continue to promote in my newsletters, publications and paid ads the advantages and benefits of trails, bike lanes and pedestrian access.

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. I will continue to work with Bike Cleveland to update the City's Master Plan. In Ward 12 the Downtown Connector is an urgent project for connecting the East Side.

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. I fully support protected bike lanes and continue to advocate for and will provide resources for them for Ward 12 infrastructure projects.

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. I will continue to work with Bike Cleveland and other civic organizations to advocate our State Public Officials to appropriately fund Public Transportation.

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 will continue to work with Bike Cleveland and other local Community Development Corporations to help locate appropriate locations for shelters and also help provide resources to construct them as we have on Broadway and will do on Fleet Avenue.

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. I was public transportation defendant for a time while I was a student at Cleveland State University. It was during those times that I gained a true appreciation of the importance of quality, safe and reliable public transportation. I will continue to work with Bike Cleveland to promote a master plan that improves the quality of the public Transportation systems.

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. GCRTA police are an important part of keeping riders safe and providing a positive experience while using public transportation. I fully support the concept of free fares where appropriate and have experienced first hand the advantages and convenience of free fare while using public transportation in other cities. I have not done a fare analysis of how much I would pay for public transportation nor a trip analysis of what may be an appropriate 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. I will continue to be engaged when possible with the Vision Zero plan and fully support its implementation.

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. This question requires a much more involved discussion to get into the nuance of it.

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. Increasing property taxes and sales taxes are regressive and punish lower income families disproportionately. I fully support as stated earlier, working with Bike Cleveland and other civic organizations to lobby the State to appropriately fund public transportation.

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. While serving on the NOACA Board of Trustees I have actively advocated against suburban sprawl by voting against new roadways that consume farm land and green space which creates sprawl.

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

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

A17. I have a track record of supporting public transportation, additional bike lanes, pedestrian trails and connectors and have been a strong advocate for Bike Cleveland and other similar organizations.