



**Candidate Name:** Kate Warren

**Office Seeking:** Ward 13

**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.** In order to encourage more people to bike and walk, we need to make it safe and accessible to do so. Many bicyclists do not feel safe biking on the roads of Cleveland, and for good reason. We have a long way to go in improving bicycle facilities on our roadways such that average riders would feel comfortable bicycling for transportation. Similarly, being a pedestrian in Cleveland comes with safety challenges. Making sure there are enough crosswalks with long enough signal times for pedestrians to cross the street safely, and improving the quality and accessibility of our sidewalks, are all important measures the city can take to improve pedestrian safety.

**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.** While there are many gaps in our bike network around the city, my focus will be on building connectivity to/from/within my ward in Old Brooklyn. Every time we redesign a roadway, we have an opportunity to make it more bike-friendly. I will be an advocate for roads that are safer for cyclists. I would support an updated complete green streets ordinance that promotes more protected bike lanes. Pearl Road, which currently has sharrows, is an important artery and connector to Ohio City/Downtown, and I would like to see better bike facilities there to help connect our neighborhood to Downtown more safely.

**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.** As a cyclist myself, I know that designated unprotected bike lanes and sharrows are still unsafe for cyclists. Protected bike lanes help make the roads more safe and comfortable for people on bikes, and I will continue to advocate for them from my role on City Council.

**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.** We need to prioritize transit over parking and driving in the region - as long as it is convenient and affordable to drive and park in downtown Cleveland, people will continue to choose that option, especially when it takes longer to take the bus. For instance, to commute to my office in playhouse square from my ward, it takes about 20 minutes by car, and about 45 minutes by bus, and parking costs are similar to transit costs. If we put less focus on parking in downtown development, lower parking minimums for construction projects, tax parking lots/garages, we would begin to create the conditions where transit becomes the better option. If more people take transit, we will generate more revenue to make system and frequency improvements. We need to make transit the transportation mode of choice, not just necessity.

**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.** As a council member, I would work with RTA and other stakeholders in the neighborhood to improve bus stop accommodations throughout the ward, prioritizing high volume 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.** I was transit-dependent as a CSU student living on campus downtown from 2007-2009. Otherwise, I have always had access to a car. The experience of living downtown without a car and with a U-Pass was a valuable one for me, as I learned how to navigate the city by transit. I also learned the limitations of transit in Cleveland, for instance, how difficult it is to get across town efficiently.

I envision a future for Cleveland where transit is a transportation mode of choice, and where people all over the city can choose to live without a car without sacrificing job access or giving up the things they want to do.

As a member of City Council, I will use transit and ride my bike as a way to stay in touch with the needs of people without cars, I will promote transit and bike riding, and I will advocate for policies that support more accessibility to alternate modes of transportation.

**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.** While I find a \$5 daily fare to be reasonable, I'm interested in exploring low-income fare discount programs in Cleveland to make transit more affordable for low-income people. An ideal trip door-to-door from Old Brooklyn to downtown is 30 minutes.

**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 have been supportive of Vision Zero since its inception and would prioritize it. I've heard from many concerned residents about speeding cars on our roadways endangering pedestrians - especially children and older adults. I would advocate for roads that are designed with safety of pedestrians and cyclists in mind, and designs that slow down cars to create safer roads. As a Council Member, I will be an active supporter of Vision Zero and will work to make Old Brooklyn/Ward 13's roads more safe.

**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.** Creating the conditions for safe streets happens in the way roadways are designed and should not be dependent on law enforcement. Although ticketing and enforcement are a piece of the puzzle toward creating safe streets, I would be in favor of exploring new models of enforcement, for example, automated speeding tickets whereby an officer clocks a speed and captures a license plate, and the driver receives a ticket in the mail. This is more efficient enforcement, and it also reduces the chances of an unsafe exchange between law enforcement and citizens.

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

**A12.** Support

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

**A13.** Support

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

**A14.** Providing high quality, high frequency service, especially to the City of Cleveland.

**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.** As a Cleveland City Council member, I will not have direct oversight over regional land use policies, however, I believe there are two key things I can do from my role on City Council. 1. I can advocate for better regional planning with groups like NOACA so that we can slow/reduce sprawl. 2. I can work on strategic public policy that will improve living conditions in Cleveland, in Ward 13 specifically, so that it becomes more desirable to live in the city. Neighborhoods like Old Brooklyn that are family friendly and affordable present a real alternative to families who may wish to move to the suburbs, but we must work on a whole host of issues - job access, education, city services, housing affordability, and more, in order to keep and attract families to the city.

**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 will advocate for appointments of riders to the GCRTA board, and look forward to working with CPT to identify qualified candidates.

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

**A17.** I am a cyclist, a pedestrian, and a transit user myself. I understand the safety issues facing you because I use these modes of transportation. I will bring that understanding to City Hall and advocate for more progressive policies around street safety. I look forward to engaging with Bike Cleveland and CPT around the issues that matter to your members. I understand if Clevelanders have access to alternate modes of transportation like biking and using transit, this is better for our environment, it creates better job access and improves our economy, it promotes better public health, and more community benefits. Mobility issues are interconnected with the many other issues facing our city, and I look forward to working on them.