



I BIKE, I RIDE TRANSIT, I WALK, I VOTE.

CLEVELAND CANDIDATES AND MOBILITY



Candidate Name: Kerry McCormack

Office Seeking: Ward 3

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 fundamentally believe in the benefits of a city that supports and promotes safe spaces to bike, walk and get around outside of a vehicle. Overall The City of Cleveland has failed to comprehensively prioritize vulnerable road users. This is exactly why I wrote the Safe Passage Legislation, which requires safe passage around construction zones. In addition, I worked with community stakeholders, including Bike Cleveland and Clevelanders for Public Transit to overhaul the Complete and Green Streets policy. This overhaul includes a restructuring of how the city plans, designs and pays for roads so that we are creating safe infrastructure for non vehicular users in our street design early on. The ordinance also updates a significant amount of other items and creates independent oversight over the City's road design process.

While the City's large scale streetscape are a positive investment for our neighborhoods, I also believe that there are many affordable tools that can be used in neighborhoods across the city to make biking, walking and getting around outside of a vehicle much more pleasurable and much safer. These include bumps outs for crosswalks, raised crosswalks, wider sidewalks, ADA compliant and hearing impaired compliant crosswalk infrastructure, buffered bike lanes with curbs and delineators and much more. The bottom line is that there are affordable and easier ways to make our roads and public right of way's safer for all.

In addition to road treatments, we should also encourage transit oriented development and job creation in walkable and connected areas.

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. First, we have to stop buffering curbs and using only paint. Paint alone DOES NOT WORK. As a cyclist myself, I can't tell you how many times I've almost been hit by a car riding in the bike lane. Thankfully, I have not been hit, but unfortunately that's not the case for many others.

We should look at large "spine" connectors like the Lorain/Midway project, but we should also look at our feeder roads around the city that connect into the main arteries. These roads should be treated with buffered bike lanes, safer crosswalk and traffic calming.

We also need to look at this question through the lens of racial and economic justice. Our most dangerous roads in the city are located in neighborhoods with the highest level of poverty and in communities of color. Not installing infrastructure that will make our roads safer is a slap in the face to the City's deceleration of racism as a public health crisis and ignores the fundamental needs of our City.

On a positive note, I believe that when we perform this type of infrastructure in our community and work to ensure all have access to the equipment needed utilize it, it will have a huge positive impact on many.

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! PAINT ALONE DOES NOT WORK. This is something that I've been yelling about for years. We must not only build protected bike lanes in larger infrastructure projects like the Midway, but we should implement large scale, affordable protected bike infrastructure across the city. We are years behind on this and need to get moving immediately.

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. In addition to better and more sustainable sources of transit funding, we need to build and environment that inherently supports transit. That is why on Council I have championed dense, transit oriented development throughout my ward that connects to transit routes and promotes transportation outside of the vehicle. In addition, I've advocated for and supported job growth in our City's urban core. This is important because those jobs are accessible to many and promote transit and bike use. We need to stop building offices in Solon and then complaint that people can't get to them.

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. Throughout my Ward, I have advocated for additional bus shelters. I understand that RTA has a formula that they use to allocate bus stops, but I would continue to encourage not only additional bus shelters, but also ways to make them safer and more comfortable, especially during inclement weather.

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 was car free and transit dependent for two years of my life when I lived in Madrid, Spain. I will continue to advocate and show in my actions that I believe public transportation is not only an issue of equity, but also a key economic development tool for our city. I have engaged in advocacy at the State level and local level for transit funding, as well as concrete action on the ground when it comes to building a city that supports transit use and walkability. I also wrote the shared mobility device legislation, which brought scooters and electric bikes to Cleveland, further reducing gaps for transit users and others outside of the vehicle. I will continue to fight like hell to create a Cleveland that has safe multimodal infrastructure, dense/transit oriented housing and job creation and innovative solutions to transportation that prioritizes low environmental impact and equity.

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 personally pay the \$95 for a monthly pass. How fast depends on where, I'm going, but I prefer to be door to door around the city in around 30-40 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. As the Co-Chair of the City of Cleveland's Vision Zero initiative, I very much see Vision Zero as a priority. I support the work that has been done and the on boarding of a consultant to take the group to the next level. However, while I see the greater value of the work, I don't want us to pass up quick and proven solutions like traffic calming that can really make a difference.

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 if we create a more equitable system, we will rely less on the need for police response. If we create serious traffic calming, we will need less police enforcement. If we utilize smart city technology, we will rely less on police enforcement. If we are smarter about our fare system, we will rely less on police enforcement. What it boils down to is that if we are smarter about how we design these systems, we will need to rely less on outdated and problematic models

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. More frequent and reliable service.

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. I have a clear record on City Council of supporting thousands of units of dense housing and centrally located jobs that support walkability, bikeability and public transportation. I have also advocated for and written legislation to provide better multimodal infrastructure and alternative mobility devices for our city. I have a clear and strong record of walking the walk to fight sprawl and promote public transportation. I will continue to unapologetically advance this agenda locally and on the state and federal level.

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 am requesting the support of the Ward 3 community to re-elect me to City Council not only for how I talk about issues, but based on my actual record of advocacy and accomplishments involving bike/transit/walking/accessibility issues. In my heart, I believe in and understand how important these issues are for our community. As a kid, I shared a room growing up with my little brother who relied on a wheelchair to get around day to day and transit to get from place to place. Being born and raised on the East side of the City of Cleveland, I have also seen the negative impacts of suburban sprawl on our city.

Fighting for those who need and want safer and better transportation and mobility options is a core part of who I am and my record. I also fundamentally believe that in order for Cleveland to be a truly successful and vibrant city, we must take bold and immediate actions to create a more walkable, multimodal and transit oriented city.

For these reasons, I wrote and championed legislation to bring shared mobility devices to Cleveland. I wrote and championed legislation to require safe passage around construction zones. I wrote and am championing an overhaul of Cleveland's Complete and Green Street Policy. I co-chair Cleveland's Vision Zero Initiative and I personally bike, walk, take transit and use a vehicle.

I ask for support for re-election because I not only preach these issues, I follow through on them.