



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

CLEVELAND CANDIDATES AND MOBILITY



Candidate Name: Mario Snowden

Office Seeking: Ward 4

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 believe that the most meaningful thing that we can do to encourage more people to bike and walk, especially in Ward 4 revolves around culture building. I believe that this is done through community incentives and normalization. Organizing consistent biking and walking events with designated trails around Woodhill and Zelma George Recreation Center would be most beneficial.

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 believe that the most urgent gaps in the bike network are in the black and low income areas of Cleveland. There are pockets of Cleveland where a community of walker and biker culture are prevalent. To bring this same culture and quality to the areas where gaps exist we must focus on expanding groups and designating trails. Exposure to these groups for our black youth will be vital in building a future of cultural infrastructure. This speaks to expansion and longevity of a vibrant biking network that is all inclusive.

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 absolutely believe in biking lanes where appropriate. In Ward 4 we have to make lanes and trails available that does not impede on the flow of traffic. I believe that a biking trail around the Woodhill Park area would be the greatest encouragement for our community.

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 honestly believe that the most important steps that we can take for public transit rests in sustainability. Incentives for consistent riders, dedicated entrances to events for public transit riders, and features that are accommodating to blue collar workers.

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 future facing transportation stops include digital route tracking visible in bus shelters. In addition to this an incremental blue light system should be set up around our bus stops along with surveillance.

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. Throughout the years I've utilized public transportation primarily for special events. My vision for public transportation however involves steady affordable pricing, enhanced predictive services to guard against overcrowding, and frequent rider credits.

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 believe that fares should be factor based. Having a special event fare, low income fare, and general fare would bring balance to all. As far as time door to door, I do believe express buses from primary locations would be beneficial.

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. Absolutely. Part of the future of public transportation has to be object sensors and predictive braking. To advance this cause, I believe that it is imperative to explore all of the technological advancements offered for public transportation safety. Factory and aftermarket.

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 a blue light system is a key component in ensuring safer streets for public transportation. In addition to that I believe that surveillance of trails, shelters, and stations will be of great assistance.

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. Support

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

A14. Investment in future facing transportation and shelter. Along with sustainability in pricing to ensure a guard against fluctuation.

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 believe that the redevelopment of vacant lots and land for housing will be the greatest tool against decline. Additionally we have to ensure close proximity grocery locations for all residents along transportation lines.

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. We have to ensure a diverse board in order to commit to fair representation.

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

A17. These voters should vote for me because of my commitment to future facing and sustainable transportation. Along with a commitment to build a culture around active lifestyles in Ward 4. I want to bring the same culture of active living that Clevelanders benefit from on the Westside of Cleveland to the Eastside. Our children deserve these seeds to build a better tomorrow.