



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

CLEVELAND CANDIDATES AND MOBILITY



Candidate Name: Mike Shomo

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. Having a bike path in the city. Making it safe to walk and bike in the Ward.

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. Most people who bike actually to the Metro Parks or places away from traffic to bike safety. People without motor vehicles don't have that luxury., they need to safely be able to hop on their bike when they walk out the door. So more bike lanes and signs to let motorists know there is heavy bike traffic.

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. Most people are not following traffic laws, constantly running stop signs and red lights. So protected bike lanes are extremely important for bikers safety.

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. More technology. Maybe an app on the phone to track the bus so people are waiting 40 minutes to an hour for a bus. It seems like The NextGen bus system is just the way it used to be years ago when buses ran more frequently.

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 would add a more covered shelters and if that isn't possible some benches. Make sure there is actual sidewalk or pathway that is clean and accessible. During winter months the sidewalks need to be cleaned off people have to walk in the street in the winter months.

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 dependent on public transportation, typically not for long periods of time. My vision would be to continue to make public transportation more accessible to everyone who needs it. Continual upgrades to the buses and shelters. Bus stops and shelters should be in well lit areas so people can feel safe waiting for the bus.

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 personally would pay about 2 dollars. If I'm going from my home to downtown or surrounding areas I would expect the trip to be no more than a hour.

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. No. It's not a priority. First thing has to be enforcement of the traffic laws. People are constantly running stop signs and lights. So traffic enforcement has to be first.

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. Right now I believe we still need the police help in enforcing the traffic laws.

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 buses and shelters

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 would have to study that a little more before laying out a specific agenda.

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. No

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

A17. Because I believe health and safety is number. I'm committed to working the community and law enforcement affect them. Because what affects the voters affects me.