



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

CLEVELAND CANDIDATES AND MOBILITY



Candidate Name: Delores Gray

Office Seeking: Ward 5

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. Ward 5 has fewer privately owned automobile than most Cleveland Worker, A significant number of my constituents depend upon Public Trans polices out of necessity..

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. We must assess the needs of those we serve. A comprehensive needs assessment must be conducted, I believe NOACA and Lorain Collège could assist in this assessment..

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, developing infrastructure to address the needs of the people is one of local government highest priorities.

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. This is exactly why I would like to see a comprehension assessment of different categories needs. A significant number of my constituent are compelled to read literature methods of 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 believe NOACA and Lorain College present an excellent opportunity to developed a first-rate attack plan to address the city transportation.

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 dependent of public transportation for years, what is my vision is that GCRTA to do a need assessment where everyone will have there opinion and who will know what is needed for the public 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. Once again there should be a need assessment done to gather the public opinion for the fare share riders.

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. My opinion is there should be a need of assessment done to determine the data of the number of fatal from GCRTA then you will know how to move forward on this plan.

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 RTA highest priority should be getting folks wherever they need to go. There should be a need assessment plan to identify what is not need for the public.

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. The public needs is the top priority when its come to securing any type of funding.

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 agrees with the problem as stated that this is why a need assessment is essential.

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. City Council dose not make Board appointment. MAYOR do the appointment.

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

A17. Because I am a residents first and I understand about there needs of public transit, and having safety street and bicycling, I also depend on public transit and I walk on a daily basic.

When I hear our concerns about safety in any capacity we are all in this together.

SAFETY is always first people should look out for each other, that why there is rules and strict laws for all vehicle. WE as the people have a VOTE in our public safety in walking, driving and bicycling, The law stand for everyone and I will stand up and support our safety first and because we all different ways to get where we have to go.