



Candidate Name: Richard Starr

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. I would lead by example in my Ward by hosting events centered around bike riding and walks. Its beneficial all the way around cost wise and health

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. For my ward there are no bike paths I would work and or introduce legislation to make sure we are also connected to safe, comfortable paths

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 I bike ride occasionally and feel a bit unsteady riding along with traffic. I would support adding physical separation the reason why it would make people feel safer it that were in place

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 continue that all communities have access to public transit. That is essential to have access to opportunities towards employment, education and other attractions throughout the city. I will work with organizations like your to ensure your voice is heard to keep progress moving forward

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 work to make sure we have suitable shelters where needed. Working with Public transit, organizations and listening to the people needs to where we need to improve on in specific areas

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. Coming from the 5th Ward with medium income of 12,500 we have certainly been transit dependent and car free. Having reliable public transportation is a must in this area and is the lifeline to upward mobility

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 be open to listening to these proposal. I am a man for and of the people. My community relies on public transit more than most to get to and from employment school , medical care and other essential services.

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 do see it as a priority and will do what I can to help promote and see it to fruition. Safety and Accountability is a key part of my platform

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. We have to address policing with real solutions, Addressing poverty will add to reducing crime and a need to have armed officers addressing minor traffic issues

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. Oppose

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

A14. To look in all areas to find funding. We cant always put the burden on the people who need it most if there are other viable areas to tap into. I'm not a hard no but would need to explore all options

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. We need to put real investments back into the city to attract people back. I will work to make sure this ties into the transportation its all connected.

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 you need people that are close to the situation to give real life perspectives on the issues they face.

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

A17. I wholeheartedly believe in working towards making Cleveland thrive in all wards. They should vote for me because I come in with a love of the people in a city that made me. I come with an open mind, fresh ideal and not afraid to think outside the box. .

Coming from a community that has been underserved I understand through my life experience how essential these services are. If elected I will always have the people in the forefront of anything I do.