



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

CLEVELAND CANDIDATES AND MOBILITY



Candidate Name: Aisia Jones

Office Seeking: Ward 8

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. There are a whole host of tools at the City's disposal. As a member of Council, I will lean heavily on leveraging proven policies adopted by other cities to increase biking and walking. I think the most important response is embedded in the first part of the question -- which is, we must invest in building the infrastructure to invite residents to safely bike and walk in neighborhoods across all of Cleveland. This means protected and well designed bike lanes for a start. Additionally, I would encourage the new administration to consider partnering with CMSD to integrate educational programming focused on the biking skills and maintenance of students.

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. The most urgent gap to fill is the final implementation of the amended and modernized Complete and Green Streets Ordinance originally passed in 2011.

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 support the installation of the protected bike lanes on Cleveland streets. A 2019 University of Colorado Denver study "found that bicycling infrastructure is significantly associated with fewer fatalities and better road-safety outcomes." Protected bikes are both an important tool in reducing cycling fatalities and also important in encouraging biking by residents. Funding this network of lanes should be funded with the resources Cleveland receives from the American Rescue Plan.

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. The next steps we need to take includes mai

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 improve bus shelters and train stations by advocating for funding to go directly to projects that improve the safety and quality the two which will include the pathways and sidewalks to get there.

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 transit-dependent. While I was a single mother, I used public transit to get to and from work, to run errands and to take my son to and from school and day care. My vision for public transportation would be to expand the hours that certain buses run to ensure more accessibility and flexibility for working class community members who are transit-dependent. I will work with my colleagues and public transit leaders/organizations to support the efforts for a better quality public transportation experience for Clevelanders. I believe the input of those who are transit-dependent will advance it.

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 \$2 and I would expect the trip to be 30 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. Yes, and I would look to Bike Cleveland for expertise on how to best craft and ensure proper implementation and oversight of a Cleveland Vision Zero plan. Additionally, I would be happy to consider codifying essential parts of the plan, if appropriate, as an ordinance.

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 envision working toward safer streets by addressing the racial biases that exist within the public transit system and within Cleveland. I believe publicly addressing this and presenting/supporting non-discriminatory policies that protect, rather than harm will better the relationships between citizens and police. Beyond presenting these policies, I look forward to beautifying streets, sidewalks, bus stops and high traffic areas. Sustained projects that focus on placing bright lights and flowers and making sure public areas are presented as a safe and friendly space, will drive down loitering, drug activity, and other crimes.

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. The top priority should be to improve bus shelters and train stations and the pathways and sidewalks leading to them.

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 will support the work by organizations that have done the work and research around this matter and integrate this work and data within the land use policies.

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, I will.

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

A17. Voters can trust me to listen, learn and advocate for the issues that impact their daily lives.