



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

CLEVELAND CANDIDATES AND MOBILITY



Candidate Name: Zack Reed

Office Seeking: Mayor

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. The mayor of Cleveland needs to be more of an advocate for biking and not just the bare minimum (like bike lanes). Incentivize. Health events. Bike events. Close MLK Saturdays and Sundays so that our residents can enjoy our greenspaces.

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. Our problem is a citywide problem. We need a complete overhaul in the way we think about bike infrastructure. Bring community organizations to the table. We need more than one complete bike friendly roadway in this city. All areas of the city should reflect our commitment to keeping our residents healthy.

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. Because I've been to cities that have protected bike lanes and it dramatically cuts down vehicle/bike accidents. It makes residents feel safer and also encourages young, talented to move into the city.

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 build upon the great work that NextGen is doing.

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. As councilman for 17 years, I'd advocated for more bus stops and have not had the cooperation with RTA. As mayor, I intend to revisit this. Told us that we couldn't have new bus stops like the west side.

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, due to my prior bad decisions, at one point I was dependent on public transportation. In order to keep multimodal transportation functional on a year round basis, we need to focus on enhancement of city services. If we are able to clear streets to make them safer in inclement conditions, residents will feel emboldened to exercise many forms of transportation, allowing them to get back and forth to work, school and other important endeavors.

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. Whether you ride the bus to work, walk or bike, I firmly believe that people should be able to get to work safely. Our bus drivers deserve to be safe as well. Safety costs. Having said that, I'm open to a serious discussion about discount fares for low-income residents and students. We provide these subsidies in other areas and I believe it makes sense to duplicate those models.

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. The first responsibility of any government is the health and safety of its citizens, so yes, of course, Vision Zero is priority. I intend on putting in the time and effort to seriously advocate for safer roads and walkways for all. Advocacy is one of the most powerful tools at any mayor's disposal.

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.

Q12. Do you oppose or support a property tax levy in Cuyahoga County to raise additional funding for GCRTA?

A12.

Q13. Do you oppose or support a sales tax levy in Cuyahoga County to raise additional funding for GCRTA?

A13.

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

A14. GCRTA should lead on helping to reduce the effects of climate change by investing in climate-friendly vehicles.

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 should work closely with organizations like NOACA to continue to show the harmful effects of suburban sprawl across the region and to work on ways to ameliorate the problem.

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. I will commit to appointing the most qualified and fierce advocates for a sustainable and effective transit system, without regard to whether they are riders of transit or not.

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

A17. I believe that I am the candidate most focused on issues of safety across the board. I'm the most experienced. I'm hard-working and accessible. I believe the voters know that I am a fight for the people.