

**Candidate name: Danny Kelly**

**Ward: 12**

- 1. In 2024, more than 600 people walking or biking in the city were struck by drivers. In 2022, the City adopted Vision Zero, committing to eliminate traffic fatalities by 2032—yet there is still no dedicated annual budget for traffic calming. During budget season, would you advocate for increased funding for street safety improvements?**

Of course! I advocate for safer streets first and foremost! Residents have an inherent right to feel safe whether walking, biking or driving. We have to consider safety always!

- 2. Last year, the City adopted Cleveland Moves (our city's new Mobility Plan) and, with that, committed to building 50 miles of low-stress bike facilities over the next 3 years. Protected bike lanes are a proven safety countermeasure for not just bike riders, but people walking and driving as well. Will you support upgrading existing bike lanes in your ward to be physically separated from car lanes?**

Absolutely! I think the problem is we are not actually seeing the true dedicated bike lanes.

I know many residents complain that the street marked bike lanes are not enough. We need the actually physically protected and dedicated bike lanes and at present time there are none in ward 12. There are a few downtown.

- 3. In 2022, City Council changed the name of its Transportation Committee to the Transportation and Mobility Committee. Still, the vast majority of legislation that this committee sees is related to the airports and the Port of Cleveland. What role do you see this committee playing going forward?**

I would love to see advocacy from groups like Bike Cle with actual residents speaking out. The Mayor's focus is definitely on Airport and waterfront development. Transportation Committee needs to make sure they are focusing on our neighborhoods and the existing street safety as well. Downtown and the airport should not be their only focus.

- 4. Last summer, the city upgraded coin-operated parking meters to accept online payments and has continued adding new on-street paid parking zones in Ohio City, Downtown, University Circle, and Detroit-Shoreway—creating a new revenue stream for the city. Surface parking lots in Downtown and other neighborhoods are also taxed, with much of that revenue currently directed toward stadium funding. Would you support dedicating this money to mobility and safety improvements instead? Why or why not?**

I think that revenue should be broadly spread out. I personally advocated for the Variety Theater parking lots, the only true large city lots in my current ward to not be metered. The residents and businesses near

there should not be charged. downtown is a different story many of the people that use those lots are not Cleveland residents and we need to look at exactly where that money is going.

**5. Historically, community engagement around street projects starts after design is well underway, leaving little room for meaningful feedback. Even now, public meetings often happen on short notice and promotion for these meetings is limited. How do you plan to collect feedback from constituents and ensure they know about opportunities for input on projects?**

I agree the people and in many cases council is the last to know. many of our roads and highways and by-ways are not owned by the city but instead by the County. often times City projects are pushed through by the administration and understanding these very separate branches of government is important. the unfortunate reality we as Council are often left playing catch up. I can tell you that when I have knowledge of street improvement projects I personally have the affected streets informed with letters in doors.

**6. Cleveland's ability to deliver safer streets is limited by staffing levels that fall short of many peer cities. Would you commit to support funding additional mobility positions – including a dedicated crew for installing traffic-calming measures like speed tables and more engineers – to bring Cleveland in line with similar cities and accelerate street safety improvements?**

one of the top10 phone calls coming into my office is " when can speed bumps be installed on my street?" . I personally allocated 150k for speed bump installation in my ward last year. some were installed but not nearly all,, they cost about 8k a pair. The issue is the person at City Planning in charge of their roll out left for greener pastures. I was not informed of this until September, I am not happy about it. I have a list developed by my office, Planning, CPD and most importantly my residents regarding the streets that we determined need them most.I intend to allocate more funding next year and I sincerely hope the administration finds people to manage their install, I Will be bringing this up at budget hearings.

**7. What is your experience with public transit? Do you ride the RTA?**

as a single father of 4 on a union laborers budget well lets just say I often had car troubles. I remember very well taking the rapid from Triskett station to downtown when I worked the Gateway job for over a year. my kids and I were on the 22 bus line up and down Lorain Ave. constantly. Public transportation in Cleveland is ok at best. I would love to see the County invest more in it and less in suburban infrastructure projects. in construction I looked forward to stable, long lasting jobs so I could take the RTA.

**8. The 2025 Cleveland Health Survey found that unreliable transportation prevented 20% of residents citywide from getting to medical appointments, work, or other essential needs over the past year – with even higher rates in some wards. What role should public transit play in ensuring residents can meet their daily needs, and how would you support RTA in making that happen?**

Better and more reliable routes and informing residents via advertising and answering the phone. I get complaints from my resident riders that they can't get ahold of RTA for scheduling and route changes. they honestly need to be more available and accessible to our most underserved residents.

**9. GCRTA will be broke in a couple years once they run out of federal COVID relief dollars. If that happens without finding new sources of operating funds, the transit authority will be forced to drastically cut service and raise fares. We are already seeing this happen across the country. As a legislator in a city where 20% of the population doesn't have access to a car, how will you ensure we don't face the same fate? Do you support a countywide sales or property tax levy to fund public transit? What other local funding opportunities would you explore to fund transit?**

there probably needs to be a levy but that needs to be structured in a way that doesn't ultimately divert the money somewhere else. The County needs to be point on that to get the support from the suburbs. RTA needs to do a positive rebranding to boost ridership as well.

**10. Public transit infrastructure, from shelters to bus lanes, can conflict with the desires of motorists and real estate and business owners. How will you approach the needs of public transit riders to conveniently get where they need to go in the face of opposition to new or existing public transit infrastructure?**

I haven't personally experienced any issues with negative feedback regarding the RTA in terms of development but I will certainly look out for that. The only negative complaints I have had from motorists were in regard to the drawn out improvements to the W 117th station, that was the contractor on that project dragging their feet, honestly.

**11. What does being a good partner with GCRTA look like to you as a city councilor?**

support and a good relationship. I have been meeting with them now in regards to the very important Food Bank project at W 98th and Lorain Ave that will start this spring. I have already agreed to allocate funding to have the bus shelters at that intersection re-done. I will allocate NDA funding to either completely replace or rehab the shelters, we're not quite that far yet but it will be an essential part of that project.

**12. How would you ensure that the needs of all citizens are represented on the city council?**

listening and learning. they call and e-mail, believe me they do! neighborhood engagement meetings and constant interaction with my CDC are important as well. I'm out and about in the ward and surrounding area constantly. the needs vary, you always have to listen and adapt.

**13. How do you stay informed about current events and issues affecting the city?**

Well I could say City Hall but that's not always the best place. LOL I listen to public radio and my residents and colleagues but not always in that order.

**14. What will you do to increase the availability of affordable, integrated, safe, and accessible housing for people with disabilities?**

I have already engaged with the potential developers of the Depot Build at W 103rd and Detroit Ave ( 60 units of affordable apartments). I am in meetings with Habitat for Humanity now regarding 3 rehabs in the ward and they are also hoping to secure lots for some new construction as well.

**15. What do you know about the crisis facing the disabled community in regard to availability of transportation and employment opportunities? And what will you do to mitigate these barriers?**

unfortunately the RTA is not the public transit of many larger cities. my son takes it frequently and he lived in New York for a while and tells me there is absolutely no comparison. it wa mentioned earlier RTA needs a serious face lift and I will support a levy to give them that.

**16. How do you see the impending changes to both State and Federal programs impacting your community? And what solutions can you offer in your community to combat the loss of these programs and funding?**

I've been around a while Clevelanders are resilient. we need to stay vigilant and watch were we are spending money. we have to been able to rely on the State in many, many years. we need sensible budgeting to ensure the rainy day fund is available in tough times. we need to watch for wasteful pie in the sky spending...

**17. Why does Cleveland not currently have contracts with Uber and Lyft to provide wheelchair accessible vans options at a fixed rate like larger cities such as Chicago and New York? Can you assist with this?**

Money... Chicago and New York have enormous tax bases... we have money for lake front development though and that's fine, let's just keep are priorities in line.

**18. Cleveland will be hosting the Special Olympics in 2030, bringing more than 5,500 athletes and coaches and over 125,000 fans and family members to our city. How will you work to ensure Cleveland is a welcoming, accessible place for people with diverse disabilities, not only through trained volunteers, but also by encouraging accessibility across restaurants, stores, rideshares, museums, casinos, theaters, and other public spaces?**

Cleveland may not be a rich big city but I know will come through like a shining star! The Special Olympics was a huge get for us! I have the utmost faith that our visitors and residents will be treated like royalty. We just need to make sure, through the proper channels that the money is there and I have total faith we will!