

**Candidate Name: Rehan Waheed**

**Ward: 4**

**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?**

Yes

**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?**

Yes

**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 hope there is growth to include what is in Cleveland Height's committee purpose.

<https://www.clevelandheights.gov/1686/Transportation-and-Mobility-Committee>

**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?**

If we found out that our gasoline tax dollars were going to pay for a billionaire's team to make profits, I don't think people would be happy about that. I'm struggling to see how this is different. Why do we keep providing welfare for the billionaires rather than investing in the need to help people the People First?

**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?**

We have to understand that the process is perfectly designed to deliver the results we currently have. If we want different results, we have to make a change. It is critical to start with input to understand concerns and desires otherwise any solution will be off the mark.

**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?**

Generally speaking, yes. If we weren't giving the city away to the wealthy donors, we could have already invested in these things.

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

I do not ride the RTA. Public Transit times for Cleveland require significant planning and added travel time vs driving. When I travel and am in a city with robust public transit, I tend to use that over a vehicle as it is faster and more convenient to get around. By investing in RTA, we can make sure that we upgrade the service levels and experience for current and future riders and make public transit an easier to use and more competitive option than private transit.

**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?**

An ideal public transit system is efficient, accessible, safe, reliable, and affordable, connecting people to where they need to go with minimal travel time. This requires funding and support from local government as well as the community.

**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?**

The city has consistently shown how it leverages federal funds for things we need while giving our tax dollars away to the billionaires, luxury developers and greedy corporations. We need to stop letting our city be exploited and make sure we start using tax dollars to help fund things which put the People First. We can also look at other grants and creative opportunities to help find alternative funding sources.

**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?**

These are systemic issues and we need to work on win-win solutions for these situations. In cities where there is good mass transit, the opportunity for business growth is amplified near the stops. As we work to build out our infrastructure, we've seen the boom created by the RTA at stops near Little Italy or even Ohio City. When public transit lives up to it's potential, it increases riders and the customer base for these business owners as well as increases the desire for real estate closer to locations which make public transit convenient.

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

It starts with listening and thinking through opportunities so the people benefit, not just the luxury developers or donors.

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

As a supporter for participatory budgeting, I would work to make sure we listen first. There need to be several ways to capture input from the citizens in the ward and make sure there is closed loop communication back with what was captured and plans going forward.

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

It's a mixture of news articles, social media, and government site.

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

Affordable, integrated, safe, and accessible housing is a goal for all individuals as we think about government putting the People First. If people who are differently able chose to work, it shouldn't be used against them when it comes to the broader benefits available.

**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?**

The limited conversations I have had have been around transportation issues where their neighbors are helping as the city doesn't fund these services appropriately. They have also shared that if a differently abled individual chooses to work, they tend to lose access to some benefits the city offers. People should not be penalized if they go through the hurdles to work.

**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?**

Poor leadership at the city level used state/federal funding for the needs of the people while giving local tax money away to billionaires and greedy corporations. We need new leadership which focuses on building a sustainable city which starts with the People First platform and a focus on small businesses.

**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?**

I am unaware as to why it doesn't exist. I would want to make sure we focus on solving the problem, ideally in a sustainable way which keeps money locally rather than going to a corporation focused on profits.

**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?**

There will be a need for investment in the public infrastructure to make sure it is accessible which then can allow for individuals to then have access to spaces which will be encouraged to also make sure they assess and adjust for improved accessibility.