The Motor City Freedom Riders questionnaire was sent to candidates with public email addresses in Oakland County seeking the following offices:

- Representative in State Legislature
- County Commissioner
- Local city and township positions

Submitted responses are listed below. Positions which received no responses have been omitted.

Last updated July 31, 2020 (v3)

Note: A formatting error pertaining to “Joining SMART” responses has been corrected since initial publication. Please ensure you have read your candidates’ full responses.
Representative in State Legislature

Survey questions were as follows:

- **Transit Experience**
  What is your experience using public transportation in the greater Detroit region? (Examples include SMART, DDOT, FAST, TheRide, etc.)

- **Detroit Area Funding**
  The greater Detroit area currently funds transit at less than half the national average per capita. Do you believe the region needs to invest in improved public transportation? What are some specific improvements you would like to see in your community?

- **State Funding Limit**
  The State of Michigan currently limits state spending on public transit to less than 10% of the Michigan Transportation Fund. Do you believe this limit should be lifted? Why or why not?

- **“Fix-It-First”**
  Despite the poor state of Michigan’s existing roads and highways, the Michigan Department of Transportation (MDOT) continues to spend millions of dollars on adding new capacity to highways like I-94 and I-75. Do you believe the state should instead adopt a “fix-it-first” approach, focusing on the maintenance and repair of existing infrastructure? Why or why not?

- **Ride with Us?**
  If elected, once the threat of COVID-19 has receded, will you commit to spending an afternoon riding the bus with us to gain a better understanding of the needs of bus riders in our community?

Candidates in districts including SMART “Opt-Out” communities were asked an additional question:

- **Joining SMART**
  You are running in a district which includes one or more communities that have opted out of bus service from SMART. Do you support these communities joining SMART? Why or why not? If not, what conditions would have to change for you to support these communities joining SMART?
3rd District

**China Cochran (D)**

**Transit Experience**
SMART, DDOT

**Detroit Area Funding**
Yes, I'd like to see more routes, and access to areas Outside of Detroit, where Detroiters may access job opportunities.

**State Funding Limit**
Yes

“Fix-It-First”
I believe all of Michigan’s infrastructure needs fixing. Decades of underfunding leaves Michigan with some of the worst roads in the nation. Fix it first is the best way to rebuild our infrastructure.

**Ride with Us?**
Yes,

5th District

**Cynthia A. Johnson (D)**

**Transit Experience**
Most often, I relay on my vehicle for transportation. But I am familiar with these resources.

**Detroit Area Funding**
Yes. Continued safely, reliability, and accessibility are improvements I would like to see in my community.

**State Funding Limit**
Yes. Public transportation is fundamental to our economy as so many rely on public transit to commute to work, patron local businesses, and a trusted system for students to attend school. We need to invest on effective, efficient public transportation to ensure Michigan is economically competitive, and accessible.

“Fix-It-First”
Yes. We need to be able to take care of what we already have before building new. expensive roads.

**Ride with Us?**
Yes. I see this being a rewarding and enriching learning opportunity. It is crucial for local leaders to see first hand the needs of our public transit system.
Jermaine R. Tobey (D)

Transit Experience
My family and I used to use public transportation all the time when I was younger. The last time I rode a bus was to go to high school in the mid-90s.

Detroit Area Funding
I do believe that we need to make a greater investment in public transportation. When I look at cities that are doing it right, some of which aren’t even in the United States, but also cities like Seattle, I have to ask, “Why aren’t we doing this?” We know what’s needed. We know what works and what doesn’t.

One thing I would love to see are dedicated bus lanes. It would go a long way into improving the effectiveness of public transportation. There are certain areas that are very busy and buses shouldn’t be stuck in traffic with everyone else. They’re transporting a lot of people with less vehicles and less pollution. Let’s make it easier for them to get around.

State Funding Limit
In general, I would like to see an increase in that limit, but I would have to go through the entire fund to determine how it could be done and what would have to be sacrificed to do it. I’m deeply concerned with funding road repairs, which public transport also has to use, so I wouldn’t want to jeopardize that, as I’m trying to figure out how to increase that funding. However, anywhere there is waste, that money can go elsewhere. I've seen infrastructure projects that make little to no sense. The entire thing needs to be gone over with a fine-tooth comb.

“Fix-It-First”
I absolutely believe we should be fixing the problems that are wrong with our roads before ever considering any expansion to them. We’re already having too many problems fixing the enormous amount of miles of roadway we have. If we can’t properly maintain what we have, why are we trying to add even more that will eventually have to be repaired. I've driven all over the lower peninsula. The amount of roads we have are fine for my taste, but they need to be properly maintained. If we’re spending (read: wasting) on expansion, it needs to stop.

Ride with Us?
Absolutely. As I said, I haven’t ridden a bus in... I’d say 25 years. I've heard that our buses have gotten better, but it’s something I’d like to see for myself, as I have heard horror stories from some as well. It would be very enlightening to actually speak with some of the riders, as well.
6th District

David Palmer (D)

Transit Experience
I have utilized SMART, DDOT and TheRide, also the M1 Rail and the People Mover. My experiences typically have been within reason for each system. I have had a variety of experiences with on-time pick-ups. Once I was stuck on the people mover for almost an hour, but that was an outlier event. Overall I think our systems do a decent job operating in a less than ideal set of circumstances.

Detroit Area Funding
I believe the state, and the region, need to invest in a fully functional mass transit system for the Greater Detroit region. This system should fully connect the City of Detroit, the suburbs, the greater region (Ann Arbor, Brighton, Lansing, Flint, Monroe, etc.), Detroit Metro Airport, Amtrak and other commuting hubs. Improvements should be informed by robust community, employer, and stakeholder engagement, and not rely exclusively on web-based surveying.

State Funding Limit
Is this limitation as arbitrary as it sounds? What is the history behind this spending limit?

If we are to re-imagine and reinvest in how we fund transportation in Michigan, then limitations made in the past will need to be reviewed and replaced as is necessary to meet current and future mass transit goals.

“Fix-It-First”
If we are to reassess and invest in meaningful and functioning regional mass transit systems, then that priority needs to be reconciled with the hundreds of millions of dollars needed to expand interstate highways. Perhaps future highway expansions should be predicated on establishing toll roads to support those sections with dedicated user funding, just as fares will need to be charged to users of a mass transit system?

Fix-it-first only works when there is a component of infrastructure that can be fixed, and should be considered as a first resort when engineering and safety analysis shows the fix to be safe, reasonable, and cost-effective when compared against the range of alternatives.

Ride with Us?
Absolutely!
9th District

Roslyn M. Ogburn (D)

Transit Experience
I have traveled on Smart & DDOT system all through my life. As a youth we called public transportation the “Iron Pimp”. My Grandfather & Mother drove but I had to travel from Home, school, extracurricular activities and work. Yes

Detroit Area Funding
I do believe we need to invest more into the regions public transportation. Specific improvements our community needs are more buses, better services and routes that connect to other cities.

State Funding Limit
There should be a lift on funding limits towards Michigan Transportation Fund because we need the flexibility the adjust or support at a larger capacity.

“Fix-It-First”
I support the continued work on 1-94 and 1-75 along with maintaining the current roads that need repairs upgrading.

Ride with Us?
I will commit to an afternoon riding the bus to gain better understanding of the needs of the bus rider in our community.

10th District

Mary Cavanagh (D)

Transit Experience
I have worked, lived, and attended school in Detroit having to use both SMART and DDOT. I would take DDOT to and from classes living Downtown and attending Wayne State when it was too cold to ride my bike and have taken SMART when living downtown Detroit and Redford when working at Osborn High School on the East-side of Detroit. Every time I was able to take either DDOT or SMART, my experiences were good. I had very friendly bus drivers, no issues while on the bus, and was able to get to my destination on time. To my surprise, DDOT was very fast and efficient getting me back and forth to class, even when I thought I was going to be late for class (several times), the drivers would always pull through. I will note, several people utilized the bus and transportation systems when I was taking it on a regular basis, that now with COVID, we need to put the bus driver’s safety first and allow for the driver’s specific need to not only go back to work but remain in a healthy work environment.

Detroit Area Funding
Absolutely, public transportation, I believe, is the way to increasing healthy habits across Michigan, accessibility to a larger area for work, food, and basic needs, as well as, aids to more environmentally-friendly practices. I believe we should encourage public transportation incentives of discounted or reduced cost, employer-provided subsidies, reimbursements, or even pre-tax roll reduction. I would like to see the bus system have safer and improved bus stops, options for reduced fair, encourage integrated and active transportation modes, and incentives for using public transportation from the state.

MCFR August 2020 Candidate Questionnaire: Wayne County
motorcityfreedomriders.org
State Funding Limit
Yes, limited spending on public transit limits the possibilities of expansion and creating a regional transportation system that would help Detroit, Wayne County, and all surrounding areas. Studies have shown that public transportation dramatically decreases automotive fatality rates, increases healthy lifestyles such as walking. By limiting the state spending to less than 10%, we are limiting public transportation capabilities and I would support to lift or increase the percentage to encourage focusing on developing, repairing, and expanding out current public transportation system that would help my community, working families, and all of Michigan.

“Fix-It-First”
I do believe the state should adopt a "fix-it-first" approach where MI focuses on the maintenance and repair of the existing infrastructure. Yes, we do need added capacity to highways the are highly congested and needing increased capacity, although it should not come at the expense or before our own existing infrastructure. Expanding highways are never a guarantee to decrease congested highways, but are seen to increase motorized vehicle use which can lead to increased pollution levels. Putting money into our public transportation systems while focusing on rebuilding roads, bridges, and currently existing infrastructure would help Michiganders and my community. Michigan is known for having some of the worst roads in the country having expensive consequences to our drivers and community; the "fix-it-first" approach will prioritize much needed repairs and not spend millions of dollars on adding to our crumbling infrastructure.
Ride with Us?
Absolutely, I believe that this is a great way to get to know the bus drivers, experience first-hand their day to day, resources needed, and to really gain a better understanding of their wants, concerns, and voices. I also believe this would be a great way to converse with the passengers, how they feel, and what might be lacking in their own experiences with public transportation to make the best decisions I can in Lansing for the people I will be representing.

Kevin Lamont Harris (D)
Transit Experience
I have had to use public transportation at various stages of my life

Detroit Area Funding
An overall mass transit plan needs to be implemented in Metro Detroit. It’s long overdue

State Funding Limit
Investing in public transit will benefit the state overall

“Fix-It-First”
If the roads are taken care of it twill boost the states economy. We need to do what we need to do get our roads together.

Ride with Us?
Yes

11th District

Jewell Jones (D)
Transit Experience
SMART and DDOT

Detroit Area Funding
I would like to seek public transportation much more available throughout Southeastern Michigan. The Covid-19 crisis underscores the importance of public transportation. The inability of residents to get to testing sites, healthcare treatment and available jobs if they don’t have personal transportation.

State Funding Limit
Yes we should definitely raise the limits on public transit spending to provide more access for more citizens to accelerate economic growth.

“Fix-It-First”
Yes

Joining SMART
Yes

Ride with Us?
Yes
James C. Townsend (R)

Transit Experience
None

Detroit Area Funding
NA

State Funding Limit
No

“Fix-It-First”
Yes; Fix the existing roads first

Joining SMART
No

Ride with Us?
Yes

12th District

Alex Garza (D)

Transit Experience
I have used public transportation sporadically throughout the years. More regularly when I was in High School. I used SMART during that time.

Detroit Area Funding
I have used public transportation sporadically throughout the years. More regularly when I was in High School. I used SMART during that time.

Some specific improvements would be to invest in rapid transit. There needs to be something that we develop in our area that allows for us to get on board with what most other large metropolitan areas are doing. Also, we have to get the buses working seamlessly. There is no excuse to have unreliable transportation in our region.

State Funding Limit
Yes, I believe the public transit limit needs to be lifted at MDOT. This is a major issue and contributes to the reasons why more funds can’t be directed to fixing these transit issues. The repeal of the 10% limit is something I completely support.

“Fix-It-First”
Yes. I think there is so much infrastructure that is waiting for maintenance and replacement. Cosmetic and unnecessary improvements should be put to the side until we deal with our outstanding infrastructure that needs to be focused on. We will never make a dent in the improvements we need until we change the way we address these issues.
Joining SMART
I do support my communities joining SMART. I am speaking to leaders in my three communities about ways we can work to spur more input on public transportation.

Ride with Us?
Yes, absolutely 💯

13th District

Bill Colovos (D)

Transit Experience
I have used since a teenager

Detroit Area Funding
Yes

State Funding Limit
Yes

“Fix-It-First”
Yes. Hundreds of millions could be spent better

Ride with Us?
Yes
17th District

Christopher Slat (D)

Transit Experience
Minimal! Does the People Mover count? I like to use the People Mover when I’m visiting the small area of Detroit that it serves, live and work in Monroe which is served by the Lake Erie Transit bus system, and I’ve considered using it to get to my job but despite living one block from a main transfer station, and working on a road adjacent to many public services (community college, community mental health, fairgrounds, agricultural extension, library), the timetables would add 45 minutes to my commute.

Detroit Area Funding
Yes, I think we need to rethink transportation in our cities and pivot to mass public transit. There is an appetite for it, especially among young people, and public transportation is a good way to remove the inequities that come with a single-occupancy-vehicle-focused transportation system. People who can’t afford to own or maintain a car deserve adequate, easy transportation, and so do people who can’t drive due to disabilities. We need to make bus routes more efficient and more reliable, and normalize bus travel among people who aren’t economically disadvantaged. We also need to work on large-scale light rail projects, which could take thousands of cars off the road and bring opportunity to new areas of our state.

State Funding Limit
Yes: if the legislature feels there’s a project worth spending on, there shouldn’t be an artificial limit on how much they can spend. We’re coincidentally rethinking road funding in our state right now, so while we’re at it we should think of ways to remove this cap.

“Fix-It-First”
Fixing the roads is a huge issue for so many of my constituents. They complain to me all the time about the condition of our roads, but never about the capacity of I-94. Therefore, I feel like fixing our current roads should be a priority, but I’m not an absolutist about it. Sometimes expanding highways is important. However, either way we need to look towards a future where our roads are used less and we’re investing in new transit infrastructure for public and mass transit, instead of struggling to keep up with increasing masses of single-occupancy vehicles.

Joining SMART
I support doing everything possible to connect the communities of Southeast Michigan with easy, public transit. I don’t know enough about the background of SMART to know the pros and cons for a community joining the network, and would defer to the judgement of local officials until I learn more. I would support any community joining SMART if that’s what they want to do, and I would be glad to help SMART become a service that every community wants to participate in.

Ride with Us?
I’d love to!
County Commissioner

Survey questions were as follows:

- **Transit Experience**
  What is your experience using public transportation in the greater Detroit region? (Examples include SMART, DDOT, FAST, TheRide, etc.)

- **Detroit Area Funding**
  The greater Detroit area currently funds transit at less than half the national average per capita. Do you believe the region needs to invest in improved public transportation? What are some specific improvements you would like to see in your community?

- **Cycling and Pedestrian Improvements**
  Local governments often have authority over local roadways, including bicycle and pedestrian facilities. What is your experience with bicycle and pedestrian facilities in your community, and what are some improvements you would like to see?

- **Ride with Us?**
  If elected, once the threat of COVID-19 has receded, will you commit to spending an afternoon riding the bus with us to gain a better understanding of the needs of bus riders in our community?

Candidates in SMART “Opt-Out” communities were asked an additional question:

- **Joining SMART**
  You are running in a district which includes one or more communities that have opted out of bus service from SMART. Do you support these communities joining SMART? Why or why not? If not, what conditions would have to change for you to support these communities joining SMART?
District 9

Nancy Darga (D)

Transit Experience
SMART, Q-Line, DDOT, Amtrack

Detroit Area Funding
This region needs to build a sustainable funding system to support public transit. Our future economic vitality is reliant on mass transit. Improvements need to include additional routes, that cover the region with major transportation hubs like the airport, train stations, shopping malls and community centers. We need better connectivity between bus routes so that there is not gaps forcing workers to walk distances between pick up points. Buses need to run on time and consistently. We need buses that have handicap lifts in working order. I have had to go pick up my employees at bus stops because a bus never showed up as scheduled or the bus that did show up did not have a working wheelchair lift.

Joining SMART
Opting out of public transit should not be allowed. Roads and interstates can not be built in a piece meal fashion and neither can public transit. My community opted out and when my husband's car went out of commission I had to drive him to another city to catch the SMART bus to get to work. My son who can not drive can not apply for work in areas he can not access on foot or by bike. The challenge in getting local support is that the distribution of routes has to be equitable for the majority of communities region wide.

Cycling and Pedestrian Improvements
As the former Chief of Design, for Wayne County Parks, I was the coordinator of for the County with the Southeast Michigan Green Way Coalition. We developed a comprehensive plan of an inter connecting system of bike trails. Obtaining funding for the implementation has been challenging. I support continued funding through the federal Transportation Alternative Program (TAP) and the use of 1% of ACT51 funding for non-motorized transportation. I support the concept of complete streets. The designing of our road right of ways should include options for all legal users and for all abilities.

Ride with Us?
Yes, I would love to take an informative bus trip to gain an understanding of the challenges facing our public transit users.
District 11

David Hotz (D)

Transit Experience
I recall using DDOT, but not the others listed.

Detroit Area Funding
I think the biggest need is a rail system that starts small and built to expand. Economic growth in any city with a rail system is extremely high and would bring new industries. Wayne County has failed multiple times to pass a unified public transportation bill due to some won't put money into a system they benefit less from. We need to rework the plan and find a way to get it done. Wayne County needs to consider all cost effective options for transportation, especially since we expect hard times on revenue due to COVID 19.

Joining SMART
Only a portion of my district uses SMART services mostly the cities of Wayne and Romulus. Majority of the services run to Metro Airport. But I would like to give more reason to expand services into my district.

Cycling and Pedestrian Improvements
We could use more sidewalks and bicycle lanes throughout the entire county, especially in my community. Several roads lack any pedestrian walkways that I would like to see improve upon. We should always be promoting exercise and basic methods of transportation, some people have to walk to work.

Ride with Us?
I will even wear a mask and ride one during the Pandemic. If our drivers can put themselves at risk every day, I can for an afternoon. Yes, anytime!
Local city and township positions

Survey questions were as follows:

- **Transit Experience**
  What is your experience using public transportation in the greater Detroit region? (Examples include SMART, DDOT, FAST, TheRide, etc.)

- **Detroit Area Funding**
  The greater Detroit area currently funds transit at less than half the national average per capita. Do you believe the region needs to invest in improved public transportation? What are some specific improvements you would like to see in your community?

- **Cycling and Pedestrian Improvements**
  Local governments often have authority over local roadways, including bicycle and pedestrian facilities. What is your experience with bicycle and pedestrian facilities in your community, and what are some improvements you would like to see?

- **Ride with Us?**
  If elected, once the threat of COVID-19 has receded, will you commit to spending an afternoon riding the bus with us to gain a better understanding of the needs of bus riders in our community?

Candidates in SMART “Opt-Out” communities were asked an additional question:

- **Joining SMART**
  You are running in a community which has opted out of SMART service. Do you support your community joining SMART? Why or why not? If not, what conditions would have to change for you to support joining SMART?
Brownstown Township

Township Supervisor

Andrew Linko (D)

Transit Experience
Rode public transportation in Detroit

Detroit Area Funding
Yes, most definitely! Expanded Bus routes, from rural to City, to airport to Universities. High speed rail from Detroit to Airport.

Joining SMART
I don’t know why past leaders opted out, but I would like to see the Township opt in and expand the routes, for Seniors, for students, and workers who can’t afford Michigan’s high auto insurance rates

Cycling and Pedestrian Improvements
From the trails and bike path we have created, we have received many thank you cards from residents, even bicycle shops!

Ride with Us?
Yes, I would love to!
Canton Township

Township Trustee

Kate Borninski (D)

Transit Experience
I have used the People Mover in Detroit and buses in Ann Arbor.

Detroit Area Funding
My community (Canton) does not tie in to any public transportation in the region. I would love to have options for public transportation for our residents and myself. I support regional transportation projects that would connect Canton to Detroit and Ann Arbor.

Joining SMART
Yes, I support joining regional transportation, but I would need to understand the tax and other implications for our residents better before joining SMART. I believe that public transportation is an asset to the region.

Cycling and Pedestrian Improvements
The current board has made improvements with bicycle paths and sidewalks, but more needs to be done. It is common for sidewalks to end at the boundary between subdivisions in Canton. Bike paths are more for recreation than for transportation. We need to connect sidewalks and dedicate bike lanes on our roadways, as well as improve the safety of intersections.

Ride with Us?
Yes, I would definitely be happy to do this.

Sommer Foster (D)

Transit Experience
I have not used any of these transportation methods. I have used public transit in other major US cities.

Detroit Area Funding
Yes. Public transit is important to economic development and in helping businesses to recruit workers. I would like to see us expand our transportation options in Canton. We currently use Nankin, which is limited to seniors and folks with disabilities, and limits where folks are able to travel to.

Joining SMART
Yes. Public transit is important to economic development and in helping businesses to recruit workers. I would like to see us expand our transportation options in Canton. We currently use Nankin, which is limited to seniors and folks with disabilities, and limits where folks are able to travel to.

motorcityfreedomriders.org
Cycling and Pedestrian Improvements
As a township, we do not have authority over our local roadways. All of our roads are owned by Wayne County, State of Michigan and individual Home Owners Associations. That said, we have quite a few bikers in Canton and many bike trails. I’d like to see us expand the bike paths and work towards connectivity of sidewalks to give bikers safer options. I’d also like to make sure all of our crosswalks have ADA ramps and ADA compliant signaling.

Ride with Us?
Yes. I was intrigued by Chad Livengood’s article in Crain’s last year of challenges that Detroiter face in getting to work in the suburbs using current transportation options. We have to do better as a region in improving accessibility to transportation for all of our residents.

Tania Ganguly (D)
Transit Experience
I have had great experience in riding the SMART bus from Wetland to Detroit. They were also on time, very clean and the driver was very courteous.

Detroit Area Funding
I think the area could use more transit options. It would be great to have multiple transit options like the train and bus connecting the area from Ann Arbor to Detroit.

Joining SMART
I would definitely look into options for incorporating mass transit to connect my township to other communities. There should be a county wide initiative and I will work with county and local officials to consider transit options.

Cycling and Pedestrian Improvements
One of my initiatives is to work on increasing more bike paths and walking trails by working on completing the sidewalk gaps.

Ride with Us?
Yes I would definitely be committed to a bus ride.
Steven Sneideman (D)

Transit Experience
I have ridden Smart buses and the QLine in Detroit. I have taken The Ride from Canton to Ann Arbor and also buses in Ann Arbor.

Detroit Area Funding
Absolutely. Would love to see an easy way to connect the suburbs to Detroit and Ann Arbor with Smart busing and light rail. If the train from Ann Arbor to Detroit happens we NEED a stop in Canton. I have pushed for that in the past.

Joining SMART
If we can get high speed busing down Michigan Avenue to Detroit with a terminal in Canton I would be very Supportive of that. I am very open to this discussion.

Cycling and Pedestrian Improvements
I have been a strong advocate for adding bike paths and filling sidewalk gaps my last 8 years as an incumbent trustee. In my first term I was successful in doubling the funding for sidewalk repair and new miles of bike paths and sidewalks.

If you mention Canton pedestrian and bike infrastructure someone will surely point you my way.

I am currently working on funding a multimillion dollar project to greatly expand our path system.

Ride with Us?
Absolutely. It would be fun. I grew up in cities like NYC and Boston where public transportation is robust. I would love to see us develop even a fraction of what they have.

A few years ago I rode the NEW light rail system in Denver. If they can add something like that I don't see why we cannot.
Grosse Ile Township

Township Clerk

Ute O’Connor (R)

Transit Experience
While I was a student attending Wayne State University, I relied on both SMART (formerly SEMTA) and DOT to commute back and forth to school. Although I had to drive to the nearest bus stop, it was a cost-effective and convenient way for me to make the commute. And I was able to read, study, or sometimes even just relax, enroute. And even now, many, many years later, my husband still occasionally drives to the nearest SMART stop in Riverview and commutes to his job in Downtown Detroit. He likes not having the stress of driving, and finds that he can catch up on his emails on the way to and from Downtown.

Detroit Area Funding
Yes! Absolutely. The transportation infrastructure of the Metro Detroit area is too heavily geared toward the automobile. Granted, the distances between community centers and suburban residents are often extensive, but as we are becoming so much more environmentally conscientious, and stressed for time, I think many more metro-Detroiters would commute on public transportation if they had an efficient, well-connected rail or bus alternative. Locally, on Grosse Ile, our Township government and local businesses are making efforts to encourage more walkable and cyclable developments in our communities. We have a growing network of bike paths and are working with the Downriver Linked Greenways Initiative that is striving to link communities all along the U.S. side of the Detroit River and Trenton Channel. All of our communities would benefit from a larger and better connected public transporation network.

Joining SMART
Grosse Ile is an island and has only two access points to the mainland, and it always seemed difficult to connect to the bus networks on the mainland. Historically, our community leaders found that it was actually more cost-effective and efficient for our community to opt out and to use our funds to provide a local van service operated through our recreation department. This very local service enables us to serve our seniors citizens and disabled residents on a much more personalized level both in terms of scheduling and in possible destinations.

Cycling and Pedestrian Improvements
Most of the roads on Grosse Ile are owned and maintained by Wayne County. Throughout the years, our community leaders have worked hard to develop good communications and to maintain a strong relationships with Wayne County and its Roads Division. I am proud to say that in the past 20 years Grosse Ile and Wayne County have partnered and engaged in cost-sharing strategies that helped road monies provide the greatest benefit for the dollar. Our residents have also passed a number of millages and community intiatives to develop an extensive network of bike paths and sidewalks that provide better links between our community neighborhoods and commercial and government centers. We also now have a Bicycle Pedestrian Advisory Commission that works on behalf of the Township Board and Administration to help focus attention and recommend allocations of resources to further support the bike paths and sidewalks. Indeed, the bike paths and sidewalks provided an exceptionally valuable resource and network for our residents and their kids during the recent CoVid19 crisis.

MCFR August 2020 Candidate Questionnaire: Wayne County
motorcityfreedomriders.org
Ride with Us?
Absolutely yes. I would love to get involved in such a project.

Township Trustee

**Jamison Yager (R)**

**Transit Experience**
Only the people mover, but I’d be interested in using more.

**Detroit Area Funding**
Yes, I’d like to see more comprehensive public transit. It improves the local economy, helps citizens move freely, and reduces negative impacts of vehicle emissions.

**Joining SMART**
I am not opposed to joining SMART, however, I think because of our geographic isolation, and small total area, it would be under utilized in Grosse Ile. Though, if citizens were to express interest I would certainly be open to studying it.

**Cycling and Pedestrian Improvements**
I bike and run, and our bike trails are great for both. I’d like to see more, or at least some widened roadways so more people could bike-commute.

Ride with Us?
Absolutely. I’d never turn down an interesting experience.
Northville Township
Township Trustee

**Kevin Johnston (R)**  
**Transit Experience**  
Used public transport throughout college to get to classes

**Detroit Area Funding**  
Yes, I believe in centralized public transit. More efficient use of funds will help improve every aspect of our transit systems

**Joining SMART**  
I do, I think it is a good idea to be apart of SMART service

**Cycling and Pedestrian Improvements**  
I ride bicycles for fun and agree that improvements can be made to our public roads which would help bicycle and pedestrian use

**Ride with Us?**  
Yes, I will

Redford Township
Township Trustee

**Elizabeth Kangas (D)**  
**Transit Experience**  
I have limited experience with public transportation in the greater Detroit region.

**Detroit Area Funding**  
I believe that our public transportation is dismal. Comparing our public transportation to other major cities in the US, our region’s public transportation is severely lacking. There are not enough offerings and we have nothing that allows quick on and off for the tri-county area. I would use public transportation if it was easier to use with more runs and wider access to more areas.

**Cycling and Pedestrian Improvements**  
Our park commission has been working on creating a bike path for our township.

**Ride with Us?**  
Yes - I would sincerely love an opportunity to learn more about our public transportation issues and offer any assistance I can to increase public transportation availability.
Kim Taylor (D)
Transit Experience
I do not have any experience with using public transit

Detroit Area Funding
I would like to see a mass transit system in place. Buses are not enough

Cycling and Pedestrian Improvements
Wayne county has control over our roadways.

Ride with Us?
I do not see the threat of Covid being eradicated for awhile. But once all threats are gone, yes, I would if I thought that I could be of any help to your cause.

Van Buren Township
Township Trustee

Reggie Miller (D)
Transit Experience
SMART, TheRide

Detroit Area Funding
I would love to see public transportation from VBT to Detroit and Ann Arbor. We need to explore other public transportation options for our residents

Joining SMART
SMART dedicated a new passenger bus to BBT just last year to help provide transportation to seniors and those who are disabled. I understand the need for reliable transportation.

Cycling and Pedestrian Improvements
The community showed strong support for hiking and biking trails. I would like to see the Iron Belle Trail completed. Having hiking and biking trails is very important to our residents to keep active. Having adequate trails will help keep our residents happy and healthy.

Ride with Us?
Most certainly, I would be happy to. Growing up, we depended on public transportation