

Dear Candidate, People Power is a bicycle advocacy organization in Santa Cruz County. To allow our members and the bicycling community at large to make an informed decision in November, we are distributing this 2-page questionnaire to candidates.

We will publish an analysis of your positions of bicycling and transportation issues in our newsletter that will reach at least 1,000 readers. The People Power Steering committee may endorse a candidate for a particular office. If we do so, we will inform the press and accept your sign for our downtown office.

We sincerely thank you for taking time to answer. We're sending this to you via paper and e-mail and welcome your response in either form. Please reply soon to the address above or email it to [peoplepower@santacruz.org](mailto:peoplepower@santacruz.org). Only questionnaires received by Tuesday, August 29th at 5PM will be included in our published results. Feel free to attach anything further you'd like us to know.

1.A. The county has expressed its support for a Rail Trail along the railway from Santa Cruz to Watsonville. Do you support this trail? If you support this trail, how do you envision creating it as soon as possible? How much do you think it will cost? Where will we get the money? How long will it take? I support the trail. There is currently a great deal of funding for public transportation projects available through the California Transportation Commission and even more will be made available if Proposition 1A passes this November. This kind of state funding could support the necessary improvements to the basic infrastructure of the rail line, e.g. fixing bridges, etc. We might also be able to get some federal money from earmarks from Sam Farr. He is a strong supporter of the rail project and the rail-trail project. I don't know exactly what the project would cost, but I believe that the availability of funding and popular support could make this project a reality within a year or two not the decades often talked about. A combination of these funds and the organization of volunteer labor could speed up the completion of a Rail Trail.

1.B. Do you support passenger train service between Santa Cruz and Pajaro? If yes, what kind of service do you envision and what will you do to make it happen? Yes. I envision a light rail service, with the cars running on rubber tires, so the noise and vibration impact on nearby neighbors would be reduced. The service could be expanded as demand increases and the availability of the service would create changes to our housing density around the rail line – making the service more viable over time. I will continue to advocate the purchase of the rail line and application for funding to make it a reality.

2. A. Do you support plans to widen Highway 1 between Santa Cruz and Watsonville? What effect do you think widening the Highway would have on county land use and development? Would it reduce traffic congestion? If so, for how long? I oppose widening Highway 1 between Santa Cruz and Watsonville. The studies conducted by the supporters of this project demonstrate that the reduction in congestion

would be very short term and very minimal. A realistic scenario would be five years of hell while they build the project, two or three years of wonderful, non-congested driving, and then we'd be back where we started with respect to congestion, but having wasted a quarter of a billion dollars to get there.

2. B. Do you support the auxiliary lane project which would extend the current merge lane project out to Soquel? If not, what will you do to defeat this or other attempts to widen Highway 1? I do not support the auxiliary lane project and will work to deny any funding or City of Santa Cruz support for its implementation. I think local residents are already beginning to understand the environmental destruction, increased traffic congestion, and ineffectiveness of the current widening project and this will make it even easier to defeat more expansive widening schemes in the future.

3. For almost a decade now the city has planned to put in a bicycle connection from Broadway to Brommer. Do you support the city's latest plan for this connection?  
 Yes  No Additional comments? I have been a major supporter of this project and will continue to struggle to see it completed.

4. City residents are worried about more cars and more car trips generated by a potentially expanding University. What will you do to insure that there is not an exponential increase of cars and car trips related to University expansion? I believe I have already demonstrated my opposition to the expansion of the University without them providing prior mitigation for the impacts which their growth would cause. A major example, which I use over and over again, is the absurdity of their belief that after-the-fact fixing of road intersections is an adequate or legal mitigation for the growth they are contemplating. They need to make an up-front commitment to funding a major new public transit system, such as bus rapid transit and/or people movers, before they grow any more. The other thing that the University needs to do is to ban auto parking in the central campus core, which, when combined with an improved public transportation system, would create huge incentives for people to not drive their cars to the campus.

5. Do you support bicycle boulevards as a traffic calming/bicycle advocacy measure? (To make a bicycle boulevard, automobile traffic is blocked at strategic points while allowing bicycle and pedestrian traffic to go through—a good example is Bryant Street in Palo Alto.) Would you support creating bicycle boulevards on Pine, King, or Cayuga Streets? As in the past, I will support bicycle improvements which make biking safer and offer a real and safe alternative to people driving everywhere in their private cars. I will need to learn more about bicycle boulevards, but I find the concept attractive and very much the type of real alternative that I am likely to support.

6. The city council has given staff direction to extend the river levee under Highway 1 to the Tannery Project. The bicycle portion of this project doesn't appear to be progressing quickly. What do you know about the current status of this project? If you are on city

council, how would you work with staff to make sure that this and other projects are implemented in a timely manner? This project is included in a number of grant applications that the City has submitted to the Regional Transportation Commission, the California Air Board, and other transportation funding agencies. It is a high priority for the City and I expect that it will be funded in the next year or two at the latest. I support the use of city funds to meet any matching grant requirements. This project is important for kids getting to Harvey West Park (and the schools we have now located in the industrial zone their) and for an important connection to the Tannery. A bike levy path from downtown and the beach area to the Tannery is a key to its economic success as a tourist draw.

7. The parking of private vehicles on public and residential arterial streets is considered a right by many drivers and business owners. Parked cars often compete with bicyclists for road space and the opening of a car door into a bicyclist's path can result in a serious and common traffic accident. Would you support the removal of on-street parking where it will facilitate a safer space for cyclists? This is an area that requires compromise and careful assessment of the trade offs involved. In the past, I have frequently voted to remove parking for bike lanes when the lanes were on important transportation routes (e.g. Soquel Avenue, Broadway Avenue, Beach Street). But in some circumstances it is better to remove or narrow traffic lanes, or only remove some parking. Each concrete situation requires a careful assessment. My voting record will demonstrate that while I see parking as important for many businesses and residents, the preservation of public space for automobile parking is not my highest priority.

8. What steps would you take to promote bicycling and bicyclist's safety? What improvements are you prepared to champion? How? We need to continue to work on bike lane expansion. We need to convert all of our traffic signals so they are easily and dependably tripped by bike riders. We need to make improving the surface of City streets with bike lanes a high priority in all future street improvements, and more regularly sweep the bike lanes in the City. We need to improve bicycle parking in our commercial areas and reduce the planning guidelines that trigger requirements for new businesses (especially office businesses) to offer their employees shower facilities and incentives for not driving a car to work. We need to find ways to allow private individuals (businesses and residential) to avoid or reduce the costs of producing or maintaining auto parking facilities if they are willing to commit to bicycle and other alternative transportation use. I'm sure there are many other improvements for bicycle riders that make a lot of sense and I would intend to continue to work with People Power and other bike advocates to understand the most important new options and to see them realized.

9. How will people transport themselves in Santa Cruz twenty years from now in light of global warming and depletion of oil supplies (peak oil)? What policies and actions would you support to help the community face the consequences of climate change and decreased availability of fossil fuels? Primarily, we need to dramatically increase our

bus service, particularly with express buses that offer a serious alternative to driving individual automobiles. However, we also need to expand safe bike routes, bike parking, and shower facilities for commuters as well as other public transit alternatives like shuttles, bus rapid transit, and possibly people movers from the University to downtown. I don't believe in "punishing" people for driving their cars, but when people see that you can get where you need to go safely with far less cost on public transit or a bicycle than in a private car and that it can be done just as quickly or almost as quickly, they will have a huge incentive to begin changing the socialized behavior that is destroying our society and planet.

10. How do you transport yourself? Thank you for your time.

I do not own a car. I commute primarily by bicycle and motorcycle with some bus use. I ride my bike to the University usually two days a week (sometimes using the bike trailer and sometimes riding up on my own). On the days I take my motorcycle to campus, I use the shuttles or my department's electric bicycle to get to class. When I have to go over the hill to the airport or up to Oakland or the City, I usually rent a car because the public transit is currently so inefficient, but I believe that may change in the next few years as well.