

DAN YOUNG – 2nd District Supervisor Candidate

Background: I studied biogeography at San Francisco State, which included transportation issues. As with the need for biodiversity of our natural resources, transportation cannot be either one mode or another. Multiple styles of vehicles/methods must be employed.

I also worked for a year in Los Angeles Harbor as a Freight Forwarder for the U.S.'s largest containerized freight shipper. I coordinated moving thousands of containers from ship to truck to rail so I understand the needs/problems of commercial transportation.

These answers are off the top of my head, without specific research or trying to pander to your organization's goals. But I'm always willing to talk with anyone and consider his or her view.

Best,

Dan Young
831-662-3368
[web site will be up in April: votedanyoung.com]

The Highway

1. Do you support plans to widen Highway One between Santa Cruz and Watsonville? What effect do you think widening the Highway would have on the social and physical geography of the county?

A: A 3-lane highway gives you a 3-lane traffic jam; a 6-lane highway gives you a 6-lane traffic jam. You need look no further than the Los Angeles basin. To widen would mean seizing the property of private citizens, which I disagree with.

I do believe that a third lane is needed as the last and final completion of our old style freeway system. It would be solely a public safety issue, though. The 3rd lane would be dedicated to HOV, buses and emergency vehicles. I would quadruple the fine for violators.

That third lane would NOT be funded by local taxes. The State and Feds should be taken to task to fund that and other local transportation needs. The State has an international campaign of promoting tourism, which sends hundreds of thousands of visitors – and their vehicles- onto our roadway yearly; the State should pay. The Feds need to look at widening from a Homeland Security point of view; can a truck pulling emergency equipment (such as an Abrams tank on a low-boy trailer) navigate our too narrow overpasses?

2. If you don't think widening the Highway is a good idea, what are some of your strategies for stopping it, given that it is currently the Regional Transportation Commission's top priority?

A: Creative State and Federal funding [see above]

3. How would you answer those who believe that widening the highway would solve problems with congestion?

A: 3 lanes = 3 lanes of traffic jam 6 lanes= 6 lanes of traffic jam. Spend your next vacation in Los Angeles.

4. What do you think about the current plan to build auxiliary lanes on the Highway from Morrissey to Soquel? If you disagree with the plan, how can we stop it?

A: [see above]

The Rail Line

1. Do you support buying the Union Pacific Rail Corridor from Davenport to Watsonville? Why or why not?

A: Yes. Rail is the quickest way to get cars/trucks off the road. This is not about the next 10 years – this is about decades and centuries down the line. First step would be reinstating The Sontan Special to bring tourists in.....and then take them out again. Tourism supports small, locally owned businesses better than most other industries.

A: Petition the Feds to hold UP to a higher standard of maintenance than what UP is currently Federal required to meet. UP would have to upgrade infrastructure

2. Do you support a trail along the rail corridor from Davenport to Watsonville. If so, what is your plan for its completion? How long will it take?

A: No. A 160 # human body does not match up against a train of 100's of tons of weight. Insurance would never cover a walking trail within the current railroad bed area. While I agree with the concept of a direct path across the county for non-motorized vehicles/foot traffic, steel and flesh don't get along.

We could look at a raised trail over the existing rail line but costs would be enormous.

If we were to tie a trail to the rail line, we would have to seize all property on both sides of the rail line and clear all structures –something that I'm not ready to do.

3.Should we run a passenger train along the corridor? If so, tell us what the service might be like in 10 years. What would you do to get it on track?

A: In 10 years: Passengers –yes; freight – yes; trash collection/transportation to proposed EcoPark- yes. Also in 10 years we would have basic plans/structure to convert rail to an all-electric system. Single car trolleys -just like we used to have in the late 1800's- would make the most sense for local use.

My plan of attack as Supervisor is to make Santa Cruz County totally self-sufficient....NOW. I want SC Co. to be able to sustain itself without the need for any outside resources: electricity/power; water; food. That's the goal we all need to be working towards.

Bicycling and Walking

1. What will you do to make bicycling and walking more pleasant, safer, and more socially accepted in Santa Cruz County? How about walking?

A: Separate bike/walk ways from motorized vehicles. But bikers/walkers would have to accept permeable road surfaces that allow water to percolate back into aquifer. Realigning streets into one-way streets would offer the option of wider bike/walking lanes.

2. What are some of the most important infrastructure projects needed to reach the above goals? What are some smaller ones that you feel could really make an improvement?

A: Repair and maintenance of County roads. Our current County Supes have failed miserably, especially in the 2nd District. Traffic monitoring lights in the 41st AV/Bay Street area- I saw this work when there was power outage and the traffic signals were out and blinking red on Bay St/Main St. In Soquel. Traffic merged flawlessly.....a de facto freeway traffic monitoring light. Also, turnoff overhead message boards – screws up traffic flow every time. Or educate drivers not to slow down.

3. How do you get around? What form(s) of transportation do you use on a regular basis? How will you get to work if elected?

A: A personal car. I drive cars which I keep for many years. I maintain my vehicles to get the best mileage. I drive a sub-compact if I'm the only one in the car; a mini van if there are more than 2 passengers: the right tool for the right job. I would convert as many County vehicles to electric as possible with the energy producing facilities to support those vehicles.

I would also move my daily County office closer to my home and to the people I represent.

Specific Questions for Supervisorial Candidates by District:

San Lorenzo Valley:

A report on how to ride to and within the San Lorenzo Valley was recently produced with a long list of specific recommendations. How will you enact some of these recommendations? Which ones? When?

Aptos:

A bicycle pedestrian bridge over the freeway at Mar Vista has been funded but design and planning has been preliminarily tied to the EIR for the HOV project. We think that this unnecessary connection could delay or even prevent the bridge from going in. Do you agree? If so, how can we start planning and designing the bridge on its own?

A: Keep it in the HOV package and target the State/Feds to fund the project. To start planning, have citizen volunteers find examples of ped bridges already in place and secure those plans- we don't want pay out of the area architects to reinvent the wheel. Check the Santa Barbara area.

Buses and Bureaucracy

1. What is your opinion regarding the Santa Cruz County Regional Transportation Commission (the RTC)- its function, and/or its compilation? If you would prefer a different structure, how would you change it?

A: I support buses. I would push the change to electricity and the bus systems ability to produce it's own power. It's the only answer for the future – not just 10 years down the road.

2. What about the Metro Board? Is it well constructed? Does it function well? Does it need to be reformed? If so, how?

A: Don't know enough details but would cut deadwood politicians ASAP. Do not stack board with members that support just one option.

3. If elected, how will you work to support mass transit in Santa Cruz County?

A: Plan for 200+ years ahead.

Two for the Road

1. What strategies would you advocate for reducing the need for, and the use of, the private single-occupant automobile as the dominant means of travel in Santa Cruz County?

A: Offer multiple alternatives. Cars would have to be electric; no biofuels which plunder the land and drive up food prices [I have more info on farming practices if you need]

2. Do you agree with the idea that peaking oil supply will cause a dramatic increase in oil/gas prices over the next several decades? If so, what would you do as Supervisor to prepare Santa Cruz County for these changes?

A: Plan for a total exclusion of gas burning vehicles. Self-sufficient electric is the only answer. When the automobile was introduced at the beginning of the 20th century, ferris and wheelwrights lost their jobs and had to adapt. We'll survive.