

1.A. The County has expressed its support for a Rail Trail along the railway from Santa Cruz to Watsonville. Do you support the 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?

Answer: The acquisition of train track rail right-of-way and development of the Santa Cruz Coastal Trail are projects that I strongly support. These projects will provide us with a network of accessible bicycle/pedestrian trails that extend throughout Santa Cruz County as well as connect to the Monterey Bay Sanctuary Scenic Trail. It will provide a transportation alternative that is healthier for people, healthier for the environment and healthier for local businesses.

The trail project is currently on a 5 to 10 year timeline and is projected to cost about \$1 million per mile. We should keep the project on time by moving forward promptly with the master planning, public input, and environmental impact reviews. Through the efforts of the Transportation Funding Task Force convened by the Regional Transportation Commission, there should be recommendations on how the trail project will be funded. Those recommendations to cover the approximate \$32 million needed to build the trail may suggest a combination of state and federal grants, developer impact fees, and a voter initiative on sales and/or gas taxes.

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?

Answer: One of the benefits of purchasing the train track right-of-way is that it gives us the option of considering the feasibility of passenger train service between Santa Cruz and Pajaro and possibly beyond. A passenger train on this route raises many questions, among them, what would be the cost of ongoing operations, would the ridership provide economic self-sufficiency, impacts on the residents along the train track, impacts on the users of the rail trail, impacts on the coastal zone, and impacts on the current freight train. I think we should continue to study whether a passenger train service is a feasible transportation option. I can envision a low-impact, recreational/commuter trolley service that connects Santa Cruz, Live Oak, Capitola/Soquel, Aptos, and Watsonville. I would encourage the community to continue to explore this option.

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?

Answer: We have limited resources and we must choose and prioritize among the various transportation improvement options. The widening of Highway 1 is the most expensive option (up to \$500 million) and would leave no money for alternatives; i.e. rail trail. So no, I don't support throwing all of our money at this one project. If the project could be done over a longer time using state transportation funds and be compatible with true transportation alternatives then I may be able to support it.

Obviously, I am very concerned by the land use impacts this would have on the residents of Capitola that live near Highway 1. I would oppose any widening project that displaced or encroached upon Capitola homes. I don't believe it is wise to concentrate land use planning around a single, transportation option, i.e. vehicles on Highway 1. A true, multi-modal approach would provide for smarter growth.

Not being a traffic engineer, I don't know to what extent or for how long widening would reduce traffic congestion. I don't think anyone else really knows either. We won't really effectively reduce traffic congestion until we provide alternatives to vehicles, have effective and consumer-based public transit, and change the culture of cars.

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?

Answer: There is a proposed High-Occupancy Vehicle (HOV) Lane Widening Project between Morrissey Blvd. and San Andreas Road which would cost about \$387 million. There are aspects to this project that are desirable for safety reasons and alternative commute options, e.g. redesigned ramps and new pedestrian/bike overcrossings, etc. The HOV component is supposed to be used only by carpools, public transit buses and emergency vehicles. The theory behind the HOV is to increase highway capacity without encouraging more traffic. However, I have not seen any evidence that just building an extra lane gets people to ride in carpools or take the bus. I would need to be convinced that this would happen before supporting spending so much money. Further, I support providing programs to encourage more carpooling on Highway 1 in its current state, in order to reduce traffic congestion.

3. It has been proposed, by Dennis Norton, among others, to slowly close streets along the Esplanade in Capitola Village to automobiles so as to make space for more pedestrians and more automobile parking. What do you think of this idea?

Answer: I support working with the residents of Capitola and the local businesses in the Capitola village to develop this plan. We would need to replace the existing parking, provide for senior and handicapped accessibility and provide for a loading and unloading zone for businesses and tourists. I have seen this work successfully on a temporary basis during special events in the village, so it seems possible to extend this to provide for more pedestrian business in the village.

4. 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?

Answer: It would depend on the street, balancing the interests of cyclists, residents, and businesses. Major thoroughfares should not have on street parking so cyclists and drivers can flow safely. Neighborhood streets need to have on-street parking. Streets should be designed with bike lanes and parking that provides safe space for car doors and bicyclists. In addition, some narrower streets could benefit from signage that encourages drivers and bicyclists to "share the road" for safety.

5. What steps would you take to promote bicycling and bicyclist's safety? What improvements are you prepared to champion? How?

Answer: We need to provide for more and safer bicycle paths and trails. Providing pedestrian/bike paths separate from cars, such as the Santa Cruz Coastal Trail, is necessary for bicycle safety. We can also increase/expand promotion of bike to work and school

efforts. The City of Capitola has a bike to work program, and I would certainly champion the program and work to develop increased incentives for people participating in this effort.

6. 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?

Answer: Twenty years from now I believe that we will continue to depend on the vehicle for transportation, however, the vehicle of the future will need to run on alternative fuels and/or be more efficient, e.g. hybrids, electric, biodiesel, hydrogen, etc. I support policies and programs that encourage and motivate people to both carpool, and use alternative means of transportation; e.g. bikes, walking, or public transit. However, this means that we will need to plan and build infrastructure that supports a truly multi-modal transportation system, including land use planning that supports communities that are bike/pedestrian/public transit focused.

7. How do you transport yourself?

Answer: I drive and walk.