

August 15th, 2016

Dear Candidate for Scotts Valley City Council,

Bike Santa Cruz County promotes bicycling through advocacy, education and community building. To allow our membership and the bicycling community at large to make informed decisions in the November election, we are distributing this questionnaire to you and your fellow candidates, and request that you respond by **Tuesday, September 6th** by email to [director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org). We sincerely thank you for taking time to respond..

The Bike Santa Cruz board will determine our candidate endorsements based on responses to the questionnaires that we receive by the deadline. We may also consider other factors, such as voting records in office and achievements or community service that advance bicycling. We may endorse any number of candidates for any particular office, as our endorsement simply means that, in our opinion, a candidate will help improve conditions for people who ride bicycles.

Regardless of whether we endorse your candidacy, we will provide thousands of readers of our newsletter, website, online social media feeds, and membership emails with an analysis of your positions on transportation issues. We will publicize our endorsements through these channels as well as inform the press. If we endorse your candidacy, we will accept your campaign sign for display in our downtown office storefront window, and inform our members on how to help with your campaign.

**1. Do you currently ride a bicycle or use any other form of alternative transportation?**

**Yes, I ride a bicycle for fun and exercise. I own and ride a road bike, mountain bike, touring bike and travel/gravel bike.**

**2. What specific accomplishments and qualifications demonstrate your capacity to improve the transportation system in your community?**

**As both a cyclist and car driver in Scotts Valley, I experience the deficits in Scotts Valley’s transportation system. As the former Finance Director for Scotts Valley, I see that the City needs to spend more than the $75,000 per year it has been spending on road maintenance for many years. As a person who has written letters advocating for the State-wide 3 foot law and for the current $700,000 Scotts Valley grant application to the Regional Transportation Commission, I understand the need to both maintain and improve our streets and to build more green bicycle lanes and bicycle and pedestrian facilities in Scotts Valley. As a current Santa Cruz County School Board trustee, I understand the need to provide safe transportation for our youth.**

**3. The 2012 Scotts Valley Bicycle Transportation Plan includes the following objectives. How do you plan to lead the City in achieving these goals?**

* **Increase use of bicycling for short- and long-range trips, and reduce the use of motor vehicles;**

**Bicycle trips may be maximized and auto use reduced by building more bike lanes; by providing green bike lanes at key intersections like Mt. Hermon Road/Scotts Valley Drive/Whispering Pines Drive, Mt. Hermon Road/Glen Canyon Road, Scotts Valley Drive/Granite Creek Road/Glenwood Drive and Granite Creek Road/Santa’s Village Road; and by requiring new developments in Scotts Valley to provide stand-alone bike paths where feasible. Also, the City should work with businesses to provide bicycle racks in convenient places near stores so that it is easier to safely lock up bikes at business locations.**

* **Develop funding sources for bicycle transportation system implementation and maintenance.**

**Scotts Valley should maximize annual monies made available through the State Bicycle Transportation Account by diligently applying for funds to finance bicycle projects in Scotts Valley. Scotts Valley should also update its Traffic Impact Fee program to include a nexus between new development in Scotts Valley and the need for new bicycle facilities, so that a portion of traffic impact fees may be used for bicycle projects. If Measure D passes in the November 2016 election, Scotts Valley will receive an additional $250,000 per year for street maintenance, of which a portion should be used for the maintenance of bicycle facilities.**

**4. In many cases, adding new facilities for people on bikes requires parking removal. How would you balance the concerns of people on bikes with those of who oppose removal of parking spaces?**

**First, it would be essential to notify everyone in Scotts Valley – residents and businesses – and to engage the public about the merits of the proposal. I would look for ways to ensure that there still is adequate parking for those who are used to parking in the applicable parking spaces. I believe that any nearby available parking should suffice as long as the parking spaces to be removed are not for the disabled. Unless there were a significant hardship on those who were used to parking in these spaces, I would in general support removing the parking spaces because of the broad public benefits of encouraging cycling and protecting bicycle riders, particularly our youth.**

**5. Implementing innovative bike treatments like** [**protected bikeways**](http://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/) **has been shown to dramatically increase bike ridership in cities across the U.S. Do you consider these facilities to be of value? If so, how would you propose to implement them in your district?**

**I believe protected bikeways to be of high value because they encourage more people to ride bicycles when they can see that it is safe for them to ride on busy streets. Scotts Valley has two busy streets – Scotts Valley Drive and Mt. Hermon Road. I believe a real opportunity exists right now for protected bikeways on Mt Hermon Road as part of the Town Center project that is once again being considered by the Scotts Valley City Council. I would push for the inclusion of protected bikeways along Mt. Hermon Road.**

**6. Santa Cruz County is consistently ranked #1 or #2 in the state for cyclist injuries and fatalities. What steps would you take to improve safety for people on bikes?**

**Having been in several accidents while cycling myself, I am keenly aware of the risks involved in cycling. To improve safety for cyclists, I would make motorists more aware of cyclists by constructing green bicycle lanes, would enforce traffic laws for both cyclists and drivers, would create safer bicycle lanes – especially those separated from main roads, and would properly maintain streets and bike lanes. In addition, I would encourage cyclists to wear bright clothing and to use bike lights at night.**

**7. How do you plan to create new safe routes to schools in your district?**

**To provide safe routes to schools in Scotts Valley, I would ensure that the City 1) maximizes available Safe Routes To School funding through the State by actively monitoring and applying for these monies, 2) meets with Scotts Valley School District and private school representatives to fully understand the scope of safe bicycle route needs, 3) considers traffic flow and congestion around school sites and 4) prioritizes pedestrian and bicycle transportation networks for students – especially when new development goes in. The approval of a large housing development in Scotts Valley adjacent to an intersection that already has a failing grade without adding any new intersection pedestrian or bicycle facilities (or any transportation improvements for that matter) should not happen again.**

**8. What else would you like our members to know about you? Please include how your campaign can be contacted, such as your website, email, telephone, Facebook page, or other methods you want to share.**

**I have ridden my bicycle across the United States and in other countries, so I have seen a wide variety of bicycle facilities and amenities. I am a proud member of Bike Santa Cruz County, the Santa Cruz County Cycling Club and Adventure Cycling Association.**

**I can be contacted as follows:**

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