

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

I sold my car in 2003 and get around primarily by bicycle. I also sometimes walk and use public transit.

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

I've been a mechanic at the Bike Church for 14 years, helping to keep cycling affordable and to make bikes and helmets available to low income youth and adults.

I'm an active member of the Campaign for Sensible Transportation.

I work for Green Ways to School leading youth programs, as I have on and off for years.

I'm the co-founder and co-leader of Santa Cruz Bike Party.

I volunteered regularly with People Power for years, before serving for some time on the steering committee, and working as the bookkeeper and membership coordinator.

I walked precincts in 2004 to oppose Measure J, which would have wasted hundreds of millions of dollars of taxpayer money expanding Highway 1.

I started the Santa Cruz Fruit Tree Project to make use of excess urban fruit and plant new community orchards. Most events are designed around walking and biking, and I often haul huge loads of fruit and equipment, including a 12' orchard ladder, by bike trailer.

I spent weeks at two different workshops, one in Guatemala, the other near Oaxaca, that build pedal-powered machines. I used my experience to build a bike blender for People Power, and later a pedal-powered apple crusher for making cider.

Prior to moving to Santa Cruz in 2001, I worked on efforts to combat suburban sprawl with PIRG in Michigan. I studied extensively the history of bad urban planning associated with suburbia, e.g. the GI Bill subsidizing white flight into the suburbs, and freeway building using eminent domain to destroy urban, mostly balck neighborhoods.

**3. The City of Santa Cruz has stated Climate Action Plan goals that include doubling bike ridership, reducing car trips to elementary and secondary schools by 30%, and decreasing single occupancy vehicle use by 10% by 2020. How do you plan to lead the City in achieving those goals?**

I think that Bike Santa Cruz County and others have successfully advocated for the City to make many improvements to bike safety such as adding bike lanes, contra-flow lanes, green boxes, the Arana Gulch path, etc.

We should acknowledge and celebrate these advancements, while also continuing to implement more on-road and separated bike paths that invite more cyclists to feel safe. Of particular importance is safe routes to schools, perhaps paired with a school district effort to outreach to parents to ride with their students instead of driving them.

Decreasing single occupancy vehicle use by 10% is inadequate in my opinion, considering the scale of the climate crisis. How to achieve it or a greater reduction will partly depend on the political climate. For example, an effective strategy for reducing driving is to make parking more difficult or expensive. However it may take some greater public education to make that an achievable goal.

One successful and less controversial idea discussed by CFST members is commuter benefit programs. I've read of some significant reduction of VMT in the Bay Area based on incentives for vanpooling, transit, and cycle commuting. Our local economy may not be comparable to places like Richmond, but it would be worth exploring if such programs could work here for some of our big employers like UCSC, or for employers in Silicon Valley drawing a lot of commuters from Santa Cruz.

**4. Planning is underway for the Monterey Bay Sanctuary Scenic Trail, a multi-use path along the rail line from Davenport to Pajaro. If you support this trail, how will you get the remaining City of Santa Cruz segment, which runs between the Eastside of the San Lorenzo River and 17th Avenue, built in the next 4 years?**

I have been an advocate for the Rail Trail for over a decade, including having volunteered for People Power in various respects over the years. I also have rode the rail trail in Monterey County many times, including with the Bike the Bay ride, and see how amazing it is and well-used.

As far as how to build it in the next four years, I lost track of some of the details about the process since the Land Trust got involved but my impression was that everything is approved and it's just a matter of fund-raising, and that the Land Trust is doing a good job raising private funds to supplement local and state funds.

I'll be honest, in the middle of this crazy few weeks of campaigning with 6 forums and 7 questionnaires, I don't have time to investigate in detail what my options would be. But if the issue was private fund raising I would certainly go out as an elected official and do what I could to make it happen.

**5. Do you support a train or other public transportation along the rail line as part of a rail with trail facility?**

Yes, absolutely. I'm not sure if we built a commuter train right now if it would get enough usage. But I am hoping that as people take climate change more seriously every year, and as we realize also the impossibility of building our way out of traffic jams, that at some point a commuter rail will be a significant part of our transit network.

**6. 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?**

Well anything that you do, someone will be upset about it. Which is not to say I am dismissive of concerns about parking; that is actually one of the most important concerns that many neighbors have. In some cases, there are ways to take a few parking spots away from tourists and designate them for residents (this is an actual thing related to me from a neighborhood advocate on Beach Hill).

The other thing is when there is new development, requiring sufficient off-street parking. Which in some cases like the Riverwalk Apartments, doesn't seem to have been the case.

**7. 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?**

Yes as a cyclist I know how valuable these are. Bike lanes are great but it only takes a slight error by a driver and you can be hospitalized or killed.

How to implement them, I'm not prepared to be specific at this moment. I remember sitting in on meetings when People Power was advocating for the bike lanes to be extended all the way along Soquel, and seeing all the maps of exactly how many feet wide the road is at different places, and various other details.

So I'm not ready to say without significant research where exactly we should put them, but I hear a lot of people say they're scared to ride on Soquel and so at least that is somewhere worth looking into it. Or perhaps now that we have the Arana Gulch path, do it instead on Broadway-Brommer. Likewise the west side has people still riding on Mission St, very exposed to risk. I think we should revisit the King St bike boulevard proposal, or some variant.

**8. 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?**

Many steps already discussed in this questionnaire address this issue, like protected bike lanes, and separate paths like Arana Gulch, the levee path, and the rail trail.

In terms of the whole County, I don't know where most of the fatalities are, but it seems from my experience riding around the county that Watsonville has way more need for new bike facilities than SC. Of course as I've stated I think we could still do better here as well. Including more infrastructure changes, as well as if the data suggests it would be helpful, slowing down the speed limit on certain strecthes of road.

I also support the work of the Community Traffic Safety Coaltion, and have collaborated with them for years as a mechanic at the Bike Church to distribute free helmets.

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

Having worked at Mission Hill and currently at Branciforte Middle School, both of these are kind of a mess. King St doesn't even have bike lanes, and kids are always riding on the sidewalk. Near B40, the intersection at Water and Poplar is also a mess, and needs improvement so that students in the nearby neighborhoods can get to school in a safe and straightforward way.

Beyond those two I know of personally, I would have to hear from parents and teachers about concerns for other schools.

**10. Do you support removing automobile traffic from Brookwood, so as to create a 2-way bicycle and pedestrian route to the Prospect Heights neighborhood?**

Yes that would make a big improvement over heading west past Dominican near that sketchy on-ramp.

**11. How would you improve King Street for bicyclists?**

We need either bike lanes, or a bike boulevard. I also think on the west side, it's super weird that Bay St is only bike lanes at certain hours. Bay St does not feel safe when those bike lanes become parking.

**12. 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.**

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