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Campaign manager's name: Self
Campaign manager's contact (email and phone): same

1. A better estuary crossing is a top priority project in the city’s Bike Plan, and a west-end bicycle and pedestrian bridge is a top tier project in the Caltrans District 4 Bike Plan. Are you supportive of a west-end bicycle and pedestrian bridge? If so, what have you done to date to support its development? What will you do, as a council member to support it?

I support this 100%. As a Planning Board member, I ensured that the Alameda Landing development site maintained a site for both a potential bridge and a new tube that would not be precluded by the development plans.

We know that 78% of people commuting from Alameda to the inner East Bay, including Oakland, are driving by themselves. This short commute is one where walking and bicycling are a viable option. Couple this with the fact that Oakland's surface parking lots are being redeveloped into housing and office buildings, trips to downtown Oakland and the inner East Bay are the lowest hanging fruit for removing vehicles from the tubes and mitigating the traffic impacts of future development. Additionally, while well over 80% of people commuting to San Francisco from Alameda are using transit, most use BART and access these stations via a personal vehicle. This is a second group of tube users who would be provided a new choice for getting out of the traffic.

As the Transportation Commission Chair, I worked with City of Alameda staff and Alamedans to identify options for crossing the estuary by walking and bicycling. A proposed bridge was identified as a long-term solution. At the time, I supported working with the Coast Guard to address their concerns before moving forward with a crossing solution. This project needed to be reprioritized by the city, and that's why I worked with Bike Walk Alameda and Community Action for a Sustainable Alameda (CASA) in successfully calling for prioritizing this crossing in the recently adopted Transportation Choices Plan (TCP). Through all of this, I have worked to connect with and convene meetings with key stakeholders to identify a solution that can start moving forward now.

The council gave direction in the TCP to prioritize studying this project and moving it forward in 2017. Since that time, little actual work has occurred and after nearly a year, no council members have asked for updates. I believe that there need to be specific, time-constrained and measurable goals when the council sets a priority; the City Manager should ensure that a work plan is developed and major milestones reported back out. As a councilmember, I will work to ensure this becomes a more common practice, especially around these kinds of transportation issues that are at the heart of quality of life in our city.

1. The transportation element of the city’s General Plan envisions streets for all users. In order to achieve that mix, tradeoffs sometimes need to be made. Are you willing to take back space from cars and reallocate it to people who walk, bike, and take transit?

Yes. Embedded in this question is how does the city address issues of safety for families, seniors and all people who walk and bicycle in the face of other competing interests. One of the Council’s core jobs is essentially to identify the greatest good for the use of limited public resources. On a transportation front, this means allocating public right-of-way to maximize the benefit to all Alamedans.

Too often, a single voice is empowered to raise their personal interest above the greater interest of the community. Safe Routes to Schools projects get watered down to protect a specific homeowner’s parking space, for example; this happened with programs aimed at creating safe connections to Otis and Edison schools. If we think about this, it’s crazy: we literally choose a less-safe option for projects so that a single household can park in a specific area. Children and families and the rest of the neighborhood who benefit...
from safer streets are put at risk in order to accommodate a single parking space. It is a constant issue in the city’s decision-making process when safety improvements are needed.

As a council member, I would base my decisions on whether our streets are safe for people ages 8-80. I would approach these difficult decisions asking whether a family in Alameda would feel comfortable sending their 11-year-old out to bicycle or walk to a friend’s house in a nearby neighborhood. How is our decision creating safer, more livable neighborhoods?

1. A major bicycle and pedestrian safety improvement project is the redesign of Central Ave. from Sherman St. to Alameda Point. The one section without final approved design is the section from Washington Park to Paden Elementary School, which includes the Webster St. intersection. Do you support — and will you vote to approve — a physically separated, two way, bike lane (similar to Fernside) for this section?

Yes. I attended the Central Avenue project meetings. I support safe street infrastructure for all road users, and think we should be looking to design them to accommodate our most vulnerable ones, as we know that a safe street for kids and seniors is a safe street for everyone.

While I would be careful not to prejudge an issue before it came before the council, I believe that parking protected bicycle lanes, 2-way or 1-way, are the best option when feasible and should always be the first choice in studying options. As a council member, I would expect that staff would explain why a different design was a safer or necessary option before voting to accept a design that provides less protection to Alamedans who travel on our streets.

1. The updates to the city’s Bicycle and Pedestrian Plans are past due. How will you, as a council member, ensure there is sufficient funding and staff resources (Planning, Engineering, Public Works, etc...) to update these plans? What would you like to see in the updates to this plan?

Traffic congestion and climate change are two of the top issues in Alameda. No council can say that they are looking to tackle either of these if they are not ensuring that transportation plans that have a significant impact on them are not up to date.

As a Planning Board member, I raised this specific issue on multiple occasions. It is not just that our plans are out of date, but they were also supposed to be updated concurrently with the development of the Transportation Choices Plan (TCP). In fact, the City Council that approved the development of the TCP specifically asked that this be the case. And yet, years later, the TCP is adopted and no work has been done on either of these two plans.

A city’s budget is an expression of that city’s values. Resolutions and proclamations have important symbolic value, but without action, they end up just being words. To this end, if elected, I will work to ensure that our budgets match the priorities we have identified by ensuring that our budget process starts from a discussion of goals and outcomes and continues with those as guiding posts through the entire process.

As we did with Alameda Point, I would expect that the City would engage the community in determining a vision for how Alamedans would like to see our streets and neighborhoods designed and functioning. I proposed and advocated successfully for the development of this vision for Alameda Point, and it paid significant dividends in determining how to plan, zone and ultimately approve a project that received unanimous support from three different city councils.

Once we have a vision, in both plans, I will be looking for policies that outline how the city will prioritize increasing safety, reducing auto emissions and reducing the number of Vehicle Miles Travelled (VMT) in and from Alameda. A well-written policy and strategy document will provide guidance on how to address the inevitable friction between multiple interests in using our limited road space. Ultimately, a final document should identify what it will take to get us where we want to go, not just what a financially limited plan can develop in 3-5 years.
As identified above, I would ask for major milestones and dates to be provided to the council via publicly available off-agenda reports, and I would ensure that the City Manager understood that they are responsible for managing the forward progress on key City priorities identified by the Council.

1. **When new development or infrastructure changes are in progress, key components such as bike parking, sidewalk widths, etc. that were approved in the plans are sometimes either not implemented, or implemented in a substandard manner. It has been a challenge to fix errors during implementation, even when the city is made aware of those shortfalls. What process improvements would you champion to address these shortcomings?**

   This is a problem I have been working on with Bike Walk Alameda for well over a decade. It speaks to a lack of training and ultimately accountability on the part of the City. Often, the issue is that a new employee has started and staff training has not included information on our transportation goals or requirements and therefore they overlook permit requirements that they are unused to seeing in their old jobs. It is beyond disheartening that these issues have to be discovered by residents, reported and sometimes strongly pushed to be changed. This is not responsive and responsible government.

   City Planning staff works hard with the residents, businesses and our Boards and Commissions to ensure that project designs and requirements meet the needs of our community. While transportation is one of the biggest issues in town, it is often a second thought when it comes to routine permit checks, on-going city maintenance, etc. And as such, the city misses low-cost, high-return opportunities to reduce congestion and increase safety and security for people who choose to walk and bike.

   The City Council hires the City Manager and sets their objectives. In that capacity, I would work tirelessly to reinstitute annual performance reviews and goals and include in that training that is instituted to ensure that staff at all levels understand the goals of our city’s guiding policy documents. Additionally, a metric for success will be a process review for plan and permit checks that identifies changes that will ensure compliance by staff in confirming that before signing off and closing a permit, all required transportation infrastructure and design work is completed as approved. The City Council needs to work with the City Manager and hold them accountable for taking the necessary steps to fix this once and for all.

1. **What transportation choices do you personally make in order to reduce your carbon footprint?**

   All of the above. Like most people, how I get from A to B changes depending on my travel needs. In making that decision, I consider the impact to my immediate community, my neighborhood and my fellow Alamedans. I also consider the impact on the environment and my physical and mental well-being.

   To this end, I walk and bicycle for most trips within Alameda. As most people do, I drive to the grocery store and when it rains and when I’m exhausted from a long day. As a driver, I drive a plug-in electric hybrid, which generally means that I’m driving electric around town but have gas power for longer trips, like visiting my kids in college. Additionally, when I go out, I try to chain trips together to reduce the amount of driving I need to do.

   My daily commute is typically a walk to the bus to San Francisco and back. Sometimes, I bike to BART, especially if I’m going to work late or need to be home quickly. A benefit to this is that riding the bus gives me a great personal understanding of the traffic issues in the commute hours. I sit in it along with everyone else, and it stinks. If I’m elected, you’ll have a city councilmember who knows key AC Transit routes by memory and understands what commuting out of the city each day during rush hour is like.

1. **Please use the table below to list your tenure on any public boards and commissions. Please list any other relevant projects that you’ve worked on.**

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