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?

Using the sidewalk in the Webster Tube is perilous and unacceptable as a bike/pedestrian estuary crossing. I voted for the current Bike Plan and its prioritization of a West End Estuary bike/pedestrian crossing for this very reason, and it is still valid today.

I want to implement a better form of Estuary crossing for bikes and pedestrians ASAP in advance of the last phase of the Cattelus Alameda Landing project. This will help us establish the need and allow people a better option for communiting across the Estuary while the bridge option is updated and be ready when the Cattelus project comes on line.

We need to get a definitive go or no-go response from the U.S. Coast Guard as to whether it will approve a bridge and, if “go”, provide specifications to be met to for approval. We can’t move forward with construction and operating cost projections until we know what is required. The U.S. Coast Guard requirements and cost projections will ultimately determine feasibility.

2. 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, I have demonstrated my support for this approach by voting approval of the Master Plans for Site A and Alameda Marina projects, both of which followed General Plan principles for de-emphasizing car use.

3. 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?

I've made a point to personally observe two-way separated bike tracks in Alameda and outside of Alameda (including Europe and Asia) and am convinced that physically separating bikes from cars is the best way to increase bike safety and encourage commuting by bike, especially if we expect children to commute to and from school on busy
streets like Central Avenue. I will vote to give the City Manager direction to find a solution for the Central Avenue bike way to accommodate separating bike traffic from street traffic.

4. 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 is a major topic in Alameda and I want the Public Works Department priorities and budget to reflect this by implementing Bicycle and Pedestrian Master Plan principles and projects that get the most traffic reduction as we can with projects that replace car use with biking and walking. I want the City to include base-line and ongoing statistics to measure success of strategies used for increasing biking and walking.

   I feel strongly that focus should be placed on improved safety (Vision Zero, protecting cyclists and pedestrians, maintaining 25 mph speed limit). Lowering the speed limit to 25 mph on Main Street and Appezzatto Parkway and better crosswalk protection on Macartney, Walnut at Lincoln and Otis Drive, as just a few examples of areas needing attention.

5. 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?

   I want the City to identify cases where these failures have happened and find out why the project could proceed or be allowed occupancy without delivering the required feature (whether bike or pedestrian) or failure to meet a standard. I want corrective action that includes installing the feature and making process changes to prevent re-occurrence.

   I welcome review and feedback from Bike/Walk Alameda so that we achieve the best results possible.

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

   The biggest personal choices I have made are using a GEM e2 neighborhood vehicle for “in-town” transportation and taking advantage of the AC Transit hub at Willie Stargell and Webster. I bought this GEM car in 2006 and have logged nearly 30,000 miles in Alameda.
and I use AC Transit to get to BART and other bus service as much as I can. I also walk to venues whenever possible.

7. 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.

<table>
<thead>
<tr>
<th>Board or Commission</th>
<th>Dates (from / to)</th>
<th>Relevant Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development Commission</td>
<td>1996-2000</td>
<td>Alameda Bridgside Shopping Center; Alameda Economic Development Strategic Plan; Alameda Downtown Vision Plan (served as Chair for two years)</td>
</tr>
<tr>
<td>Planning Board</td>
<td>2000-2002</td>
<td>NAS Alameda Base Re-use; Bayport</td>
</tr>
<tr>
<td>City Council</td>
<td>2002-2010</td>
<td>Alameda Main Library; Alameda Theatre / Cineplex and Parking Structure; Alameda Local Climate Action Plan; Alameda Bicycle Master Plan</td>
</tr>
<tr>
<td>City Council</td>
<td>2014 - 2018</td>
<td>Alameda Climate Action Plan update; Site A, Alameda Marina, WETA Central Bay Maintenance Facility (and harbor seal float); City-East Bay Regional Park District Liaison Committee</td>
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