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?

A better estuary crossing is not only a top priority in the City’s Bike Plan, it is essential for all Alamedans.

In September of 2009, an Estuary Crossing Study (Final Draft) was published by the City of Alameda. That study, at page 55, states:

Water Shuttle/Taxi – An intermediate solution that will meet the project objectives with consideration of the planned developments on both sides of the estuary. The water shuttle/taxi was determined to be the high-priority alternative for bicyclist and pedestrian crossings. (emphasis added).

The cost of the water shuttle/taxi option was $2.65 million dollars, and it would cost $2.5 million dollars to operate annually if service was provided 24 hours a day, 7 days a week (less if the hours and days of operation were lessened).

Let’s compare this “high-priority alternative” to the pedestrian/bike bridge, which was only listed as a “potential long-term alternative” to other projects. Not only would such a bridge impact the boating community in Alameda (already hard hit by the Marina Project), it would also require the approval of the Coast Guard, and the involvement of the City of Oakland and transit authorities.

The costs of this project $8 million for design, $5 million for administration, $500,000 to 750,000 for environmental review, $1 million dollars for mitigation costs on soil, $5 million dollars for impact on businesses in Jack London Square, $500,000 for utility relocation, $150,000 to $200,000 for public outreach, and, drum roll please…$60,000,000 for direct construction costs. The bridge would cost $1.5 million dollars to operate in 24-hour, seven day a week service were provided.

Alameda has $235 million dollars in unfunded pension liability, $300 million dollars in deferred maintenance. Unless fully funded from other sources (regional, transit monies, developer impact fees) we cannot afford an $80 million-dollar bike/pedestrian bridge. We have a cheaper alternative that could meet the stated need which could be implemented more quickly. A water shuttle/taxi would help get bikes and people off the island without using the tube. And water shuttles and taxis could also reduce the number of cars through the tube.

If elected to Council, I would support efforts aimed finding out what, if anything, the Coast Guard needs from Alameda to make its decision as to whether they would
approve such a bridge. In the meantime, I would support directing resources to implementing a water shuttle/taxi option; it’s the cheapest, quickest, and least complicated project.

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?

Where appropriate, and on a case-by-case basis.

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?

If feasible, and realistic; who would not want our kids to be safe on the way to school?

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?

I will work to try and obtain an across the board review of spending to free up funds for such an update. Of course, Bike Walk Alameda could review it and make comments and suggestions on areas of concern, we could also invite a review by Bike East Bay.

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?

Presently, there is an US vs. Them relationship between Council and City Staff. Jennifer Ott, who received a standing ovation at the opening of Site A, recently left to take a position as Hayward’s Deputy City Manager and said of the move “I am incredibly honored to join an organization that is committed to caring, openness, and integrity.” This suggests she does not believe the City of Alameda cares, or is very open, or deals with City Staff with integrity. I am friends with contractors and people working in the trades, and know from the stories they tell that most often, errors like this happen when there is a communications breakdown, often due to strained relations between the workers and the higher ups. A top down approach is the wrong way to address this; we need to rebuild the relationship between staff and Council; we need teamwork, not. We might consider adding a pull down on Click Fix for these types of issues. Teamwork, not horsewhi

6. What transportation choices do you personally make in order to reduce your carbon footprint?
I live on Shoreline and walk to my office, which is right down the street from Alameda Bicycle. My family used the trade up program from my son’s first bike to a motocross bike, and then to a Mountain Bike. By the way, the cutest thing is watching as kids test drive bikes down Webb Avenue right by my office; sometimes when I’m on my balcony, I see the kids pedaling down the sidewalk with parents running at their side to keep them corralled in. Very Alameda.

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>Alameda Youth Basketball, Board of Directors</td>
<td>Two Years, Stopped Two Years Ago to Make Time for Other Volunteer Opportunities (City Council).</td>
<td>Increase Sponsorship from Business Community, Monitoring Games to Ensure Safety, Fair Play, and that Parents Were Positive, Conducted Drafts to Ensure Fairness</td>
</tr>
<tr>
<td>East Oakland Boxing Association, Board of Directors</td>
<td>Five or Six Years, Stopped Two Years Ago to Make Time for Other Volunteer Opportunities (City Council).</td>
<td>Primarily Employment Matters, but reviewed and voted on all matters, including nutrition programs, organic garden, fund-raising, grant writing</td>
</tr>
<tr>
<td>Alameda Pub Crawl, Board of Directors</td>
<td>Two Years, Organization will be wound up in the coming months</td>
<td>Legal Matters, Bylaws, Sponsorships, Liability, Marketing, Etc.</td>
</tr>
</tbody>
</table>