

CFST: Three Questions for City Council Candidates

1. Within the first six months of being in office, would you support a moratorium on construction of multi-level parking structures Downtown until after the City implements the measures recommended by several consultants, and allows time for those measures to reduce parking demand (minimum three years). Measures should include:

- Reform of parking requirements for new development, including requiring developers to unbundle the cost of a parking space from the cost of renting/purchasing an apartment, thereby allowing the tenant the choice to opt out of a parking space.
- Replacing commuter monthly parking permits with daily permits (e.g. scratchers) so as to remove the incentive to drive every day.
- Align the cost of permits with the actual cost of providing a parking space, with subsidized permits available only to low-income workers.
- Limit the hours for residential parking permits to overnight and non-peak hours (Peak hours are weekday afternoons from noon to 4pm)
- Implement smart phone app for finding parking

See this link for more information: <http://sustainabletransportationsc.org/10reasons/>

Candidates for Chris Krohn's seat:

Katherine Beiers: Yes.

Don Lane: I won't be able to support a moratorium the precludes the possibility of moving ahead with the Library/Parking/Housing project at Cathcart and Cedar. I see a mixed-use building with substantial parking and housing as a better option than our continued underutilization of flat parking lot land. I also believe consolidating parking in one structure will facilitate the creation of more affordable rental housing. I do support all of the measures listed with a few minor tweaks associated with restraining costs for downtown workers and residential permit limits. Also, I believe the city is moving toward converting all the system at the parking structures to allow for better permitting types for off-peak use. I think this makes good sense and is one of the actions from the Housing Blueprint Subcommittees work that supports housing creation downtown.

Candidates for Drew Glover's seat:

Tim Fitzmaurice: Yes a moratorium on the parking structure. Our planning of car storage and roads has to reflect the future changes in transportation. You have a good point about the parking app. With AI driven cars you can hail, bikes and other sharing platforms for local

travel our world is changing quickly. And we have a paltry small number of electric city vehicles. We need a new way of thinking the future.

Renée Golder: While I choose to bike or walk downtown whenever possible, I understand not everyone that visits downtown businesses lives within biking distance. I love the idea of parking “scratchers”, and aligning the cost of permit with the actual cost of permits. I also love the smart phone parking app. I fully support anything that encourages public transportation, biking, walking or alternative means of transportation. I have not studied the parking garage proposal in great detail I do not have an opinion on it at this time.

2. California's Office of Traffic Safety lists Santa Cruz as #1 out of 104 cities in rate of injuries to bicyclists for the years 2013, 2014, 2015, and 2016. During that same time period, Santa Cruz averaged a rating of #11 in rate of injuries to pedestrians. Would you support a moratorium on road expansion projects, diverting those funds to making streets safer for bicyclists and pedestrians? The moratorium could be lifted once Santa Cruz rates in the lowest 25% in rates of injuries. (This moratorium would impact projects such as Highway 1 and River St. intersection widening; and widening of other intersections on Mission St. and near Downtown.)

Candidates for Chris Krohn’s seat:

Katherine Beiers: Yes.

Don Lane: I support prioritizing safer streets for bicyclists and pedestrians and my record of votes on the city council and at the RTC demonstrates my commitment. I also support meeting the city’s legitimate obligations, which (if my memory serves me well—which is not a given!!) require the city to improve the Highway 1 -9 intersection as a condition of approval for the Tannery project. We have not met that commitment for a long period of time and we seem to be on the verge of being able to meet it. I don’t think we should postpone it any longer. I don’t see a need to prioritize widening any other intersections except when it also facilitates bike and pedestrian improvements, such as the addition of bike lanes, protected bike lanes, or other safety improvements. (As a footnote... I do wonder whether our rate of cyclist injuries is high because our cycling rate is so high. If that is the case, the statistic you cite might be a bit distorted. This does not minimize the need for cycling safety improvements—just keeps them in context.)

Candidates for Drew Glover’s seat:

Tim Fitzmaurice: I will support a moratorium of road expansion and widening, with a shift to safety for all concerned, especially pedestrians and bikes.

Renée Golder: As a mother of two teenagers who’s main source of transportation is a bike this statistic scares me! As a teacher, I’ve always had the “bike smart” and “bike rodeo” presentations in my class and encourage kids to bike safely. I’m unclear about

how widening of streets affects pedestrian and bike safety. But I do support making streets as safe as possible.

3. Would you support a Council resolution opposing the expansion of Highway 1 and directing the City's representative to the RTC to vote against funding Highway 1 expansion projects? See this link for more information: <http://sustainabletransportationsc.org/hwy1/>

Candidates for Chris Krohn's seat:

Katherine Beiers: Yes.

Don Lane: Probably yes as long as it's understood that if the bus on shoulder effort requires some widening/expansion to become workable it will be allowed to proceed... And, if bus on shoulder proves to be completely unfeasible, that the Watsonville City Council takes a similar position on widening. I am not prepared to take a position that does not provide some relief for South County residents. I disagree with your conclusion that the EIR says there will be no benefit to south county commuters. Selecting some parts of the EIR while ignoring other parts does not lead to a clear picture of highway widening.

Candidates for Drew Glover's seat:

Tim Fitzmaurice: Yes that is my position and has been for many years. It almost kept me from being chair of The RTC. I did not change my mind when pressed. But the commissioners liked me, didn't want to dis me, and thought they could contain the anti-highway widening movement. I was appointed Chair. I put in the first pedestrian mid street crosswalks in town at Olive Street on Mission and Garfield Park Senior Village on Bay. I voted to make Soquel work better for bikes with less parking and got some grief for that. But this is a high priority because it involves safety.

Renée Golder: I have concerns that constraining Highway one will not put more cars on surface streets directly endangering bicycles and pedestrians. I would need to study the situation more before having a firm opinion on this matter