

Full Answers from Steven Scharf · 2022 WBC City Council Candidate Survey

<p><i>Increased biking can reduce traffic and improve community health and sustainability. What would you do to increase bike use within Cupertino?</i></p>	<p>Those areas are problematic. Removing street parking would be unpopular with residents. In other parts of the city, adding additional lighted crosswalks (button activated) would help.</p>
<p><i>Many new sidewalks cannot be added in Cupertino due to decades old zoning of streets as rural which do not require homes to have sidewalks, and homeowners that oppose adding them there. What are some other ideas you have to improve walkability in our city as adding them in these areas is difficult or impossible?</i></p>	<p>Absolutely. But it goes further than that. Vehicles dropping off students often create a second lane on the shoulder or in a protected bike lane, so just removing parking is insufficient, there needs to be way to prevent that area from being used by vehicles at all.</p>
<p><i>What is your view on removing some parking (<10 spaces) to allow for bicycle right-of-ways when doing so improves student safety near schools?</i></p>	<p>Improving bicycle and pedestrian infrastructure have been one of my priorities, even when it has had opposition. I advocated for the protected bicycle lanes on McClellan and Pacifica. I was a strong proponent of the Regnart Creek Trail.</p>
<p><i>How have you personally advocated for proven improved walking or biking in Cupertino or the surrounding areas? Examples could include Safe Routes to School work, supporting new infrastructure through signing a petition, or by advocating by speaking as a resident at a City Council or at a Bicycle Pedestrian Commission meeting.</i></p>	<p>Oppose. We should not be giving up easements. That path should be widened. There should be an active crosswalk on Rodrigues in that area because there are so many people crossing Rodrigues to get to that path. But not a plain painted crosswalk, because those give a false sense of security.</p>
<p><i>Why or why not would you support giving the right-of-way path easement at Lozano Lane to the local HOA (closing it to public use) which was planned to connect to the Regnart Creek Trail?</i></p>	<p>Often it makes sense to move priorities around based on the availability of funding from different sources. Yes, I favor the Carmen Bridge.</p>
<p><i>The Cupertino 2016 Bicycle and 2018 Pedestrian Plans prioritize infrastructure projects based on many factors derived through community input such as need and safety. What do you think is the role of Councilmembers in adjusting the prioritization of those lists of projects? Do you support building the Carmen Bridge, which is next in the list?</i></p>	<p>The fencing on the Regnart Creek Trail, for the houses on La Mar, it was okay as a way to gain the support of residents. The fencing on Farallone was really unnecessary since the houses are on the other side of the creek from the trail. Some of the biggest opponents of the RCT didn't even take the fencing that the City paid for.</p>
<p><i>Should the city of Cupertino pay for improvements, such as fencing, on private properties of residents near new trails or other infrastructure projects? If yes, then approximately what percentage of the total project cost would be acceptable to spend on this?</i></p>	<p>I do support a new bike plan. In the future, the City Council should ensure that members of the BPC actually favor cycling and walking and are not joining the BPC just to oppose specific infrastructure projects that are close to their property.</p>
<p><i>The 2016 Cupertino Bike Plan has expired, but the Bicycle Pedestrian Commission choose not to create a new one in the last two years of workplans, which puts city grant funding at risk. Do you support creating a new one? Please explain why or why not.</i></p>	<p>Yes. There have been too many cases of BPC commissioners who have an agenda other than promoting cycling and walking.</p>
<p><i>Do you feel it is necessary to appoint Bike Ped Commissioners who regularly walk or bike within the city and have a track record of supporting walking and biking infrastructure projects in Cupertino? Why or why not?</i></p>	<p>New bicycle and pedestrian infrastructure doesn't mean that everyone in the City is expected to not use a motor vehicle. Sometimes bicycle infrastructure does force drivers to no longer use the shoulder, or a painted bicycle lane, for passing on the right, parking, making deliveries, etc., but we are trying to encourage residents, who are able, to bicycle or walk for shorter trips.</p>
<p><i>What would you like voters, including all the members of Walk-Bike Cupertino, to know about your position on walking and biking in the city?</i></p>	<p>Those areas are problematic. Removing street parking would be unpopular with residents. In other parts of the city, adding additional lighted crosswalks (button activated) would help.</p>