

1	<p>Cupertino has made a lot of progress on safe walking and biking in the past ten years. What should the next ten years look like?</p> <p>Cupertino has made a lot of progress over the past 8 years when I was off the Cupertino City Council. If elected, I wanted to continue the bike separation that we did on McClellan Road that is being done on De Anza Blvd. I was on the City Council when the student was accidentally killed and this should have been done sooner. Furthermore I want to complete the Stevens Creek Trail as we got it from Stevens Creek Blvd to Linda Vista Park. The last part is from Linda Vista Park to Steven Canyon Reservoir County Park as. I want to work with the last two property owners as we are almost there to get it from San Francisco Bay to the Pacific Ocean.</p>
2	<p>A child died this year on Foothill Blvd on a stretch where there is no sidewalk. Many streets in Cupertino have rural or semi-rural designation which makes it impossible to add new sidewalks. Other streets like Bollinger Road have few pedestrian crossings and high car speeds. What are some ideas you have to improve walkability in our city, such as in these difficult areas?</p> <p>It is very dangerous to bike on Bollinger Rd so it makes sense to have a bike and car grade separation. We need to work with the City of San Jose as it is a multi-jurisdiction project with Councilmember Kamei. We need to protect both cyclist and pedestrian traffic from fast moving cars, trucks and buses.</p>
3	<p>Most of our schools are still unsafe for kids walking or biking to school with frequent near-miss collisions with cars. How do we improve safety for students walking and biking to school?</p> <p>Yes, that is true for all of our schools from CUSD, FUHSD as well as De Anza College. In partnership with all three different district, we need to find creative ways to slow down the traffic during school hours like lowering the speed limit, traffic calming like speed bumps and having the Sheriff deputies as a deterrent from speeding.</p>
4	<p>How have you personally advocated for proven improved walking or biking in Cupertino or the surrounding areas? <i>Examples could include Safe Routes to School work, supporting new infrastructure through signing a petition, or advocating for improvements by speaking as a resident at a City Council or Bicycle Pedestrian Commission meeting.</i></p> <p><i>Any opportunity to walk or bike to the supermarket or to the coffee shop, I will walk or bike to Starbucks to Trader Joe at Homestead Road and Foothill Expressway. I strongly support Safe Routes to schools and working with our Teen Commission and Bicycle Ped Commission to encourage a bikeable and walkable city when I was on the City Council for nine years.</i></p>

5	<p>The city just adopted a Vision Zero Plan. What do you think is the most important action to work on first in the next two years to make Vision Zero a reality in Cupertino? Why?</p> <p>On July 9, 2024, the Cupertino City Council unanimously voted to adopt the Cupertino Vision Zero Policy and Action Plan. This Plan guides policies and programs with the goal of eliminating fatalities and severe injuries on Cupertino roadways by 2040 for all roadway users, including those who walk, bike, drive, ride transit, and travel by other modes. The best way to implement this is education, money and most important is to change our human habits. Yes, it is a reality but we need to educate and practice a new way of thinking. We are so dependent on a car centric society and it may take a generation or two. It starts with partnership with our schools at CUSD, FUHSD and De Anza College to advocate for a change of behavior. It will mean, as a council member, to advocate and vote for Bike/Ped infrastructure to protect cyclists and pedestrians. We need to strive for zero fatalities and zero injuries to bike/pedestrians within our city.</p>
6	<p>The new Active Transportation Plan will 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 the prioritization of that list of projects?</p> <p>We need to get Vallco Rise built. It has been delayed for so many years. I like this plan as it's almost like a city within a city. From your home, you can go shopping, eating, work-out, and if you are lucky, bike to work at Apple. Their plan is bike and pedestrian friendly that you do not even have to drive. We need to get away from a drive centric society and a more walkable community that is safe.</p>
7	<p>Should the city of Cupertino pay for improvements on private properties of residents near trails or other infrastructure projects to make the project more amenable to neighbors? If yes, what percentage of the total project cost would be acceptable?</p> <p>Yes, if we have the funding in the budget and it creates a safe environment to improve the safety of the neighborhood and city, we should fund 100%. The intersection of Homestead Road at Barranca Drive on the South Side of Homestead Road. Those two corner houses have no sidewalk for students to walk and bike to West Valley Elementary, Cupertino Middle and Homestead High School. I advocated to the Public Works Department through the City Manager office to find funding to build a sidewalk that is non-existent. I was able to get it agendize and included in the budget to have the City fund 100 percent of the project. Since it was done, hundreds of happy students, parents, and senior citizens have a safe place to wait on the sidewalk at the corner of Homestead Road and Barranca Drive. We cannot wait for the private property owner to remodel in order to make public improvement on private property.</p>

8 In your opinion, what is the primary role of a Bike Ped Commissioner? Should that person 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?

The primary role of the Bike Ped Commission is to make recommendations to the City Council and staff on ways to improve, promote and enhance the Bike and Pedestrian community in Cupertino. Yes, we need commissioners who are dedicated to the goals of walking and biking. Yes, I agree that these commissioners who are appointed should have a good track record to support infrastructure projects in our city. I have appointed good bike and ped commissioners when I was on the City Council.

9 What is your opinion on the use of sharrows (shared lane markings) as a biking safety improvement?

Yes, I support shared line markings as a bike safety improvement. However, I would advocate for a dedicated bike lane with grade separation; however some roads are physically narrow so we have to use sharrows to protect the cyclist.