

Mayor/City Council Candidate Questionnaire

March 23, 2009

Mayor * David Buttross Josiah James Ingalls Lee Leffingwell *Brewster McCracken * Carole Keeton Strayhorn	Place 1 Perla Cavazos Chris Riley	Place 2 Mike Martinez *Jose Quintero	Place 5 * Bill Spelman	Place 6 Sheryl Cole Samuel Osemene
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** Did not respond to questionnaire.*

Question	Josiah Ingalls	Lee Leffingwell
Place	Mayor	Mayor
1. How often do you ride a bike? Daily One or two times a week One or two times a month Never Never, but I'd love to start riding	One or two times a week	One or two times a month I ride my bike recreationally once or twice a month. I've ridden my bike to work in the past, and will do so again in the future.
2. The city's Street Smarts Task Force helped shape the current update of the city's bicycle plan. What elements of the task force recommendations do you think will significantly encourage bicycling and make it safer?	To implement a permanent council-appointed advisory Bicycle and Pedestrian Board or Commission to ensure that we have permanent progress in improving our bicycling transportation goals.	I'm very proud to have served alongside a great group of bicycle\ community leaders on the Street Smarts Task Force, and I voted to support all of the Task Force recommendations. I believe the single most important thing the Task Force recommended to promote bicycling and make it safer is improve and expand our bicycle infrastructure, which I wholeheartedly support. (In fact, as part of my platform, I've proposed holding a transportation-only bond election by 2010 specifically to invest in transportation infrastructure, including new bike lanes.) I also support the Task Force's call for new policies to ensure that bike lanes and bicycle-safe designs are incorporated into all future road improvement and road construction projects. I'm very supportive of adopting the widespread use of sharrow lane markings. And to help keep bike issues on the front burner on an ongoing basis, I'm enthusiastic about the recommended creation of an advisory Bicycle and Pedestrian Commission, and the idea of regular, multi-jurisdictional public meetings to review and discuss transportation issues as they impact bicycling concerns. Finally I'd like to see the City follow up on the recommended effort to deliver regular, affordable bicycle traffic safety classes and the broad distribution of regularly updated bike maps (with frequent updates online).

Question	Josiah Ingalls	Lee Leffingwell
Place	Mayor	Mayor
<p>3. Incentives are offered by the city of Austin to people who purchase hybrid cars. But people who walk or bicycle to work (a much greener option than driving a hybrid car) get nothing. Will you vote to extend incentives to walkers and cyclists?</p>	<p>No I would not support incentives for walkers or bicyclists because it opens the door for every citizen to try to suck money out of the city's budget due to the fact that you can not prove that you are a cyclist or a walker but if you buy a hybrid car there is proof of your purchase of the vehicle, therefore giving proof that you are helping solve our energy crisis and our air pollution crisis.</p>	<p>The obvious challenge is that the City's hybrid car incentive is transactional— you receive a rebate after you buy a car. While it's conceivable that the purchase of a bicycle could also trigger a rebate, it would obviously much more difficult – if not impossible— to confirm that a bike purchase is for the purpose of commuting, rather than simply recreational. I do want to find effective new ways to promote biking and walking to work, but I'm not sure that direct financial incentives are practical.</p>
<p>4. How should the city ensure that new developments are designed (and more importantly, built) to accommodate and encourage bicycling? And how should developers be held accountable for not meeting the expectations and regulations for bicycle facilities?</p>	<p>I feel that if developers do not meet the requirements set forth by the city regarding bicyclists then there should be a stiff penalty fee making it no longer profitable to ignore the city's requirements regarding bicyclists.</p>	<p>I support the recommendations of the Street Smarts Task Force in this regard. I'm particularly interested in seeing that new and expanded facility requirements—such as requiring all parking garages to contain sufficient bike parking—are put in place, and would like to see bicycle facilities included in any density bonus matrix the city uses moving forward. I support ensuring that the site plan review and approval process includes the City's bicycle and pedestrian program, and would support including the Bicycle and Pedestrian Commission, once formed, in the review process for major developments.</p>
<p>5. This year (hopefully) the city will have the Lance Armstrong Bikeway, a project which has been some nine years in the making. LOBV's "Project Catapult" is proposing several more significant projects. What significant investments--if any--do you feel should be made in bicycle facilities, and what projects in particular would you support?</p>	<p>I feel that the most important investment we can make is to ensure that all new roads, as well as all sections of existing roads that are reconstructed include bike lanes for bicyclists.</p>	<p>As noted above, as part of my platform, I've proposed holding a transportation-only bond election by 2010 to invest in transportation infrastructure, including new bike lanes. While I believe these funds could be used to deliver on a variety of planned and conceptual projects citywide, I would be particularly interested in using the funds to pursue the bicycle boulevard along Nueces. This project could deliver a safe and convenient north-south route for bicyclists from Ladybird Lake through downtown to the UT campus. I also want to be sure the Lance Armstrong Bikeway is completed and lives up to the original vision.</p>

Question	Josiah Ingalls	Lee Leffingwell
Place	Mayor	Mayor
<p>6. Other cities in the world routinely close several streets to automobile traffic on Sundays so that pedestrians and walkers can enjoy getting around without fearing for their lives or breathing noxious pollution. (See http://en.wikipedia.org/wiki/Ciclovia) Would you support a more modest pilot program for Austin, closing a section of just one street, for just one Sunday per month?</p>	<p>No Unfortunately our city has too much road traffic, even on Sundays, that if we close off streets to automobiles then you would be denying people the ability to gain access to their jobs and residences.</p>	<p>Yes Yes, I've always liked this idea and I'll make a pilot program a top priority if I'm elected mayor.</p>
<p>7. Which of these do you support? (Please check all that apply.)</p> <p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p>	<p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p> <p>Even though I support requiring autos to allow at least three feet when passing pedestrians and cyclists, our current roads are not built to allow for such a policy and if we implement this policy then you are going to give drivers a choice of having to partially go into another lane in order to pass pedestrians and cyclists, which puts automobile drivers and their passengers at an increased risk of having an automobile accident.</p>	<p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p> <p>A three-foot allowance between cars, bikes and pedestrians seem reasonable and safe. I don't currently favor a prohibition on hands-free cell phone use.</p>
<p>8. In 2006, a former Austin mayor led a campaign for an ordinance requiring adults to wear bicycle helmets. (The current law only mandates helmets for those 17 and under.) More info on the helmet law at: http://www.lobv.org, and http://bicycleaustin.info/laws/helmetlaws.html. Do you support a helmet law for...</p> <p>Adults Minors Both Minors and Adults None of the above</p>	<p>Minors</p> <p>I feel we must maintain our current law of helmets for minors because it is the responsibility of parents and legal guardians to protect their minor children, but I also feel that if an adult does not choose to wear a helmet then that is acceptable because nobody else is legally responsible for them. As a cyclist myself, if such a helmet law existed for adults I probably would not cooperate with such a ridiculous law.</p>	<p>Minors</p> <p>I believe a helmet law for minors makes sense. I believe adults should be allowed to choose whether or not to wear a bike helmet.</p>
<p>9. Note any ideas you have for the role of bicycles in benefiting Austin's economy.</p>	<p>To continue to encourage cycling competitions within the city because it brings in tourists which also benefits our economy.</p>	<p>I'd like to see the City do much more to partner with local bike shops to promote bicycling. Everything we can do to help local shops sell and service more bikes is a win for local businesses, a win for the health of our citizens, and a win for reducing traffic congestion.</p>

Question	Josiah Ingalls	Lee Leffingwell
Place	Mayor	Mayor
<p>10. If elected, you may end up serving on the CAMPO and/or Capital Metro boards, or you may simply work with them in your capacity as a public official. How would you make bicycle transportation a greater priority for these bodies in their planning and funding efforts?</p>	<p>To encourage Capital Metro to incorporate an area to secure bikes at all major transit centers that is well lit and includes security surveillance cameras to help prevent crime.</p>	<p>I believe one of the most important things any elected official can do for bicycling is to foster multi-jurisdictional dialogue and action to promote safe cycling routes. As mayor, I'll reach out to other city, county and state officials in our area to promote a regional vision for bicycling. I'll also work hard to encourage more citizen involvement. There is no shortage of bicyclists in Austin and across Central Texas who want to be engaged in the process of making our community more bike-friendly, and we need to make better use of that resource.</p>
<p>11. The city currently has a policy that does not allow parking in new bike lanes or on roads with bike lanes that undergo maintenance (http://www.lobv.org/docs/001_2008-01-10_Parking_Modification_Guidelines.pdf). However, it is still legal to park in many existing bike lanes. Would you vote to ban autos from parking in bike lanes?</p> <p>Yes No Unsure</p>	<p>Yes</p>	<p>Yes</p> <p>I don't believe cars should be allowed to park in bike lanes. What's the point of a bike lane if there's a car parked in it?</p>
<p>12. If a road is undergoing maintenance, there is a possibility—following a process in the city's policy—that the bike lane would be removed. Would you vote to amend this policy to say that existing bicycle lanes will always be preserved, unless a supermajority of the Council votes otherwise for that roadway, or unless the bicycle community agrees with the bike lanes' removal?</p> <p>Yes No Unsure</p>	<p>Yes</p>	<p>No</p> <p>While I believe that preserving bike lanes is fundamental to promoting biking and would never personally vote to support removal of a bike lane – or at least not without construction of an equivalent or superior bike lane serving the same route or area that was supported by the bicycle community – I believe that supermajority vote requirements should continue to be confined to a small handful of broadly relevant, community-wide concerns, such as amending citizen-initiated ordinances. If the City's current policy indeed allows removal of a bike lane from a road undergoing maintenance, I would support revisiting that policy.</p>

Question	Josiah Ingalls	Lee Leffingwell
Place	Mayor	Mayor
<p>13. Cars can currently park in the bike lanes on Shoal Creek Blvd. An easy solution which preserves parking is to have parking on just one side of the street, and a car-free bike lane on each side. In fact, this is what City staff recommended, before an earlier City council voted to ignore that recommendation and keep cars in the bike lanes. (More at http://BicycleAustin.info/shoalcreek) Do you support the plan to have parking on one side of the street, and car-free bike lanes on both sides?</p> <p>Yes No Unsure</p>	<p>Yes</p>	<p>Yes</p> <p>At the time that the current system was approved, the City had just gone through an unfortunate chain of events wherein almost half a million dollars was spent to install the islands, and then a like amount was spent to remove them. Regrettably, I think the idea was to get something done quickly in order to move past that debacle. Now I think we need to do what's right and move to car-free bike lanes on both sides of Shoal Creek.</p>
<p>14. Will you participate in the annual "Political Pedal" ride—in which local officials join bicyclists for a short ride through Austin--to be held in late April. (Date and time to be announced)</p> <p>Yes, I will try my best to attend No, I will not attend</p>	<p>Yes, I will try my best to attend Please notify me of the date, time and location as soon as possible.</p>	<p>Yes, I will try my best to attend</p> <p>I appreciate being invited. If I'm elected mayor, I'll commit to ride every year.</p>
<p>15. Will you participate in the March 23 candidate forum—sponsored by LOBV, the Austin Cycling Association, and the Yellow Bike Project?</p> <p>Yes No Unsure</p>	<p>Yes</p>	<p>Yes</p> <p>I'm looking forward to it.</p>
<p>16. Additional Comments?</p>	<p>Yes</p> <p>Thank you for including me in your endorsement process.</p>	<p>Thanks for your consideration. I'm looking forward to your forum next week. In the meantime, more information is available at my campaign website, AustinLeadership.com. Please also feel free to contact me at Info@AustinLeadership.com if you have additional questions, or a different perspective to share with me. I ask for your support.</p>

Question	Perla Cavazos	Chris Riley
Place	1	1
<p>1. How often do you ride a bike?</p> <p>Daily One or two times a week One or two times a month Never Never, but I'd love to start riding</p>	<p>About three years ago, I began training and competing for triathlons. I ride my bike frequently several times a week during the spring and summer months as part of my triathlon training. During this time, I often take advantage of the Veloway bike paths. When I am not training for triathlons, I ride my bike for pleasure and exercise a few times a month.</p>	<p>Daily</p> <p>When I head out the door, I'm usually on my bike. I don't own a car.</p>
<p>2. The city's Street Smarts Task Force helped shape the current update of the city's bicycle plan. What elements of the task force recommendations do you think will significantly encourage bicycling and make it safer?</p>	<p>I am in complete support of the task force's vision of transforming Austin into a world class bicycling city. In order to achieve this goal, we must invest in our bicycle infrastructure. Austin will likely reach non-attainment this year, mostly due to traffic pollution and coal plants outside our city limits, and we must begin to think regionally about reducing miles traveled in automobiles. Our goals for a greener, healthier Austin should include improving existing bike infrastructures and facilities like roads, lane striping, and signs; continuing to increase the miles of bicycle lanes throughout the city; and developing long distance, major routes in each area of the city.</p>	<p>Having served on the Task Force's Facilities and Infrastructure Committee, I'm particularly excited about the recommendations in Part II, such as the call for policies, processes, and programs that ensure the ongoing review and update of Austin's bike routes, and the whole range of recommendations for on-street, off-street, and separated facilities. We need them all. I'm also looking forward to progress on Education and Promotion. As we get more and better facilities in place, we need to reach out to both drivers and cyclists to raise awareness and get more bikes out on the road.</p>
<p>3. Incentives are offered by the city of Austin to people who purchase hybrid cars. But people who walk or bicycle to work (a much greener option than driving a hybrid car) get nothing. Will you vote to extend incentives to walkers and cyclists?</p>	<p>I would support offering appropriate incentives to community members to encourage increased bicycle and pedestrian usage. I have a track record of advocating for bicycling infrastructure. While serving on the Planning Commission, I advocated for extending our network of bicycle lanes beyond our urban core in order to encourage increased bicycle usage. While working at the legislature, I advocated that legislative employees have access to showers in order to promote bicycling as a viable commuting option.</p>	<p>Given the state of our bike-ped infrastructure, and the very limited funds we have to improve it, I think the best incentives for walkers and cyclists would be better facilities. People who walk or bike should definitely get rewarded. I think many of them would view sidewalks in their neighborhood, or a shower in their building, as a better reward than \$20 cash back.</p>

Question	Perla Cavazos	Chris Riley
Place	1	1
<p>4. How should the city ensure that new developments are designed (and more importantly, built) to accommodate and encourage bicycling? And how should developers be held accountable for not meeting the expectations and regulations for bicycle facilities?</p>	<p>One way our City government could ensure new developments are designed to accommodate and encourage bicycling is to offer incentives to encourage developers to incorporate showers, lockers, bicycle parking and appropriate lighting.</p>	<p>The Commercial Design Standards we adopted in 2006 do include some provisions aimed at encouraging cycling; options for meeting the standards include providing shower facilities, and providing bike/ped connections from adjacent parkland or residential development. We need to monitor whether developers are actually using those options and how they're working, and we'll likely need to make some adjustments.</p> <p>We also need to improve our requirements for bike racks and other facilities at buildings, and ensure that they're actually enforced. A building should not get a Certificate of Occupancy until it has passed inspection and met its legal requirements. And we need a functional mechanism, such as restrictive covenants or notes on site plans, for ensuring that bike racks and other facilities remain in place over time.</p>
<p>5. This year (hopefully) the city will have the Lance Armstrong Bikeway, a project which has been some nine years in the making. LOBV's "Project Catapult" is proposing several more significant projects. What significant investments--if any--do you feel should be made in bicycle facilities, and what projects in particular would you support?</p>	<p>I believe that, in order to encourage bicycling as a viable transportation option, our city must invest in strengthening our bicycle infrastructure. This includes improving our network of bike lanes, improving street striping and signage, and prioritizing bicyclist's concerns when making planning decisions.</p>	<p>I support all of Project Catapult's projects; I'm especially excited about the Nueces Bike Boulevard. I'd support a number of other bike facilities, too. We need to extend the Pfluger Bridge; fix gaps in our bicycle routes; move forward with sharrows, blue lanes, and other lane markings; create Safe Routes to School; and vastly improve our bike lane signage. We also need to improve our trail network; gaps on Lady Bird Lake will require a boardwalk, and the Country Club Creek, Blunn Creek, and Shoal Creek Trails, among others, have issues crying out for attention. For more details, see the bike issues position paper on my website: http://www.chrisforaustin.com/issues/bicycles/ .</p>

Question	Perla Cavazos	Chris Riley
Place	1	1
<p>6. Other cities in the world routinely close several streets to automobile traffic on Sundays so that pedestrians and walkers can enjoy getting around without fearing for their lives or breathing noxious pollution. (See http://en.wikipedia.org/wiki/Ciclovia) Would you support a more modest pilot program for Austin, closing a section of just one street, for just one Sunday per month?</p>	<p>I would be very excited about this initiative and would expect Austinities to embrace “No car Sundays” as another event which support our values of protecting the environment, public health and Austin’s uniqueness.</p>	<p>Yes Last summer I had the thrill of riding in the original Ciclovia, in Bogota. It was amazing: the whole city took to the streets and parks; they were biking, walking, skating, rolling in wheelchairs, pushing strollers. It’s no wonder cities around the world are trying to emulate this. I’ve heard the one in Portland has been hugely successful, and cities like El Paso and New York have been trying it as well.</p>
<p>7. Which of these do you support? (Please check all that apply.)</p> <p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p>	<p>I definitely support some bans on cell phone use while driving, such as using a cell phone while driving in a school zone. I would also be open to the opportunity to replicate other Cities’ best practices regarding cell phone use while driving in order to maximize public safety. I would support a measure to enforces safe passage of bicycles by cars in order to protect public safety and promote more environmentally friendly modes of travel throughout our city.</p>	<p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p> <p>The Street Smarts Task Force recommended banning cell phone use while driving, with the understanding that the Council would consider an exception for hands-free phones. The Texas Bicycle Coalition has been supporting HB 827, the 2009 Safe Passing Bill, which is long overdue. Just this week a cyclist suffered a head injury in a wreck on Burnet Road; he was clipped by the mirror on a car passing too close.</p>
<p>8. In 2006, a former Austin mayor led a campaign for an ordinance requiring adults to wear bicycle helmets. (The current law only mandates helmets for those 17 and under.) More info on the helmet law at: http://www.lobv.org, and http://bicycleaustin.info/laws/helmetlaws.html. Do you support a helmet law for...</p> <p>Adults Minors Both Minors and Adults None of the above</p>	<p>While I personally always wear a helmet when I ride my bike, I think the issue as to whether adults should be required to wear helmets should most appropriately be decided by Austin voters, not by a vote of City Council members. I think that protecting the safety of cyclists should be a priority of the City Council, but there are many other important issues that present safety concerns for cyclists, including lack of driver awareness and lack of adequate signage to protect cyclists.</p>	<p>Minors</p> <p>Regardless of the merits of helmets, our focus right now should be on making bicycling safer for riders of any age or skill level.</p>

Question	Perla Cavazos	Chris Riley
Place	1	1
<p>9. Note any ideas you have for the role of bicycles in benefiting Austin's economy.</p>	<p>Supporting small businesses and entrepreneurialism has been one of the central themes of my campaign for city council. Creative entrepreneurs already use bicycles to benefit Austin's economy, including delivering important packages to downtown businesses and firms, delivering food throughout the city, and transporting people as bicycle cabs. Promoting a bicycle culture in Austin can also stimulate the economy by encouraging the purchase and maintenance of bicycles and equipment. Encouraging entrepreneurial activity such as this is what my service on the City Council will be all about.</p>	<p>Bike shops already employ a sizeable workforce, and it'll grow as more bikes take to the road. We'll also see more local craftworkers making bikes. In addition to the many direct benefits of biking, bike-friendliness can also make the city a more appealing destination for visitors, as cities like Chicago have discovered. We need to make sure that bike tours and rentals are available and convenient for tourists as well as residents.</p>
<p>10. If elected, you may end up serving on the CAMPO and/or Capital Metro boards, or you may simply work with them in your capacity as a public official. How would you make bicycle transportation a greater priority for these bodies in their planning and funding efforts?</p>	<p>I support multi-modal transportation options, including bike lanes throughout the city. As a Planning Commissioner reviewing the Austin Bicycle Master Plan, I vocally advocated for bike lanes outside the urban core, including safe lanes from North to South and East to West. As a Council Member, I would ensure that our streets are maintained at a minimum of national standards. If I were to serve on the CAMPO or CapMetro boards, I would continue to advocate for multi-modal options that include cycling.</p>	<p>Yes. I would ensure that we remain committed to a multimodal transportation system. Virtually every expenditure on a road project ought to be accompanied by some funding for other modes, including bicycling.</p>
<p>11. The city currently has a policy that does not allow parking in new bike lanes or on roads with bike lanes that undergo maintenance http://www.lobv.org/docs/001_2008-01-10_Parking_Modification_Guidelines.pdf). However, it is still legal to park in many existing bike lanes. Would you vote to ban autos from parking in bike lanes?</p> <p>Yes No Unsure</p>	<p>I believe that scenarios like what you point out in question number 13 would be appropriate solutions to some City streets and as such are best evaluated on a case by case basis or through a comprehensive planning process with a heavy emphasis on public participation.</p>	<p>Yes</p> <p>We won't get there immediately, but I'm glad we're moving in the right direction.</p>

Question	Perla Cavazos	Chris Riley
Place	1	1
<p>12. If a road is undergoing maintenance, there is a possibility—following a process in the city's policy-- that the bike lane would be removed. Would you vote to amend this policy to say that existing bicycle lanes will always be preserved, unless a supermajority of the Council votes otherwise for that roadway, or unless the bicycle community agrees with the bike lanes' removal?</p> <p>Yes No Unsure</p>	<p>Yes, I can not imagine a case where this would not be an appropriate goal. I do, however, think that these decisions are best made on a case-by-case basis.</p>	<p>Unsure</p> <p>I agree that existing bicycle lanes should virtually always be preserved, but I'm not sure a supermajority requirement is the right way to approach that.</p>
<p>13. Cars can currently park in the bike lanes on Shoal Creek Blvd. An easy solution which preserves parking is to have parking on just one side of the street, and a car-free bike lane on each side. In fact, this is what City staff recommended, before an earlier City council voted to ignore that recommendation and keep cars in the bike lanes. (More at http://BicycleAustin.info/shoalcreek) Do you support the plan to have parking on one side of the street, and car-free bike lanes on both sides?</p> <p>Yes No Unsure</p>	<p>I support this concept in general, but in relation to a specific street, this issue would be one where I would like to work closely with the bicyclist community and neighbors to find an appropriate solution for Shoal Creek, specifically.</p>	<p>Yes</p> <p>It may be awhile before we're ready to spend more money on changes to the Shoal Creek Bike Lanes. But this kind of solution seems like the only one that makes sense for the long term.</p>
<p>14. Will you participate in the annual "Political Pedal" ride—in which local officials join bicyclists for a short ride through Austin--to be held in late April. (Date and time to be announced)</p> <p>Yes, I will try my best to attend No, I will not attend</p>	<p>If my schedule permits, I would be delighted to attend.</p>	<p>Yes, I will try my best to attend</p> <p>I always enjoy this.</p>
<p>15. Will you participate in the March 23 candidate forum—sponsored by LOBV, the Austin Cycling Association, and the Yellow Bike Project?</p> <p>Yes No Unsure</p>	<p>Yes</p>	<p>Yes</p> <p>I've been looking forward to this year's since last year's!</p>
<p>16. Additional Comments?</p>	<p>Thank you for the opportunity to share my views and be considered for endorsement.</p>	<p>Looking forward to seeing y'all! Ride on!</p>

Question	Mike Martinez
Place	2
<p>1. How often do you ride a bike?</p> <p>Daily One or two times a week One or two times a month Never Never, but I'd love to start riding</p>	<p>One or two times a month</p> <p>My son loves riding his bike, and we go riding together from time to time. We used to ride much more when we lived closer to Lady Bird Lake, but have slacked off on the riding since moving further north and East off of MLK.</p>
<p>2. The city's Street Smarts Task Force helped shape the current update of the city's bicycle plan. What elements of the task force recommendations do you think will significantly encourage bicycling and make it safer?</p>	<p>The work of our cycling community and staff has been second to none for updating our bicycle plan. I believe continued planning that encourages road diets, bike boxes at busy intersections, and much more visible sharrows along with strategic public education campaigns will have a direct benefit and lead to an increase in Austinites use of cycling, and create a more BFC.</p>
<p>3. Incentives are offered by the city of Austin to people who purchase hybrid cars. But people who walk or bicycle to work (a much greener option than driving a hybrid car) get nothing. Will you vote to extend incentives to walkers and cyclists?</p>	<p>I am open to this concept if we can build in clear accountability, and will commit to working toward a plan that promotes all modes of transportation.</p>
<p>4. How should the city ensure that new developments are designed (and more importantly, built) to accommodate and encourage bicycling? And how should developers be held accountable for not meeting the expectations and regulations for bicycle facilities?</p>	<p>Our design guidelines and contracting goals should include bicycle friendly components whenever and wherever possible, and should be part of the criteria for any project that the City enters into. Bike-friendly options should also be included as a community benefit when contemplating private development. Much like with many of our other community benefits (affordable housing, parkland dedication fees, commercial design standards), this community has shown its commitment to improving our BFC Silver status and including biking in all of our development policies, which will go a long way toward achieving a higher BFC rating.</p>
<p>5. This year (hopefully) the city will have the Lance Armstrong Bikeway, a project which has been some nine years in the making. LOBV's "Project Catapult" is proposing several more significant projects. What significant investments--if any--do you feel should be made in bicycle facilities, and what projects in particular would you support?</p>	<p>I was proud to be the lead sponsor asking for staff to immediately implement as many two-wheel friendly transportation options as possible. These policy initiatives should be coming before Council within the next few months. They will include more bike facilities for security, bike boxes at our busier intersections, as well as strong recommendations for our new Green Events ordinance that will eventually require all major events to include bike facilities.</p>
<p>6. Other cities in the world routinely close several streets to automobile traffic on Sundays so that pedestrians and walkers can enjoy getting around without fearing for their lives or breathing noxious pollution. (See http://en.wikipedia.org/wiki/Ciclovia) Would you support a more modest pilot program for Austin, closing a section of just one street, for just one Sunday per month?</p>	<p>Yes</p>

Question	Mike Martinez
Place	2
<p>7. Which of these do you support? (Please check all that apply.)</p> <p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p>	<p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p> <p>I am proud to have been the strongest voice for the last three years on the Council to enact a ban on use of cell phones while driving unless a hands-free device is used, in addition to working towards banning texting while driving. I believe we currently have enough support on Council to bring this item forward, but we are choosing to wait until the end of the legislative session due to the large number of bills that have been filed in relation to this proposal. Once session is over, we will re-evaluate our options and move toward whatever measures are necessary to achieve this goal.</p>
<p>8. In 2006, a former Austin mayor led a campaign for an ordinance requiring adults to wear bicycle helmets. (The current law only mandates helmets for those 17 and under.) More info on the helmet law at: http://www.lobv.org, and http://bicycleaustin.info/laws/helmetlaws.html. Do you support a helmet law for...</p> <p>Adults Minors Both Minors and Adults None of the above</p>	<p>Minors</p> <p>When this issue came to Council I chose not support a mandatory helmet law for all cyclists. While I certainly understand and believe that each individual would have a reduced risk of head injury if they wore helmets, I simply do believe in a "one size fits all" approach to policy and will take each issue on a case by case basis as I have my entire first term.</p>
<p>9. Note any ideas you have for the role of bicycles in benefiting Austin's economy.</p>	<p>I have asked our Transportation Director to assist me in bringing a proposal forward that would create two transit options for the downtown area. It is my belief that if these options were more readily available to the public, people would take advantage of this program. We can reduce our carbon footprint while generating revenue for the City and the cycling program via rental fees for use of two wheeled vehicles and cycles.</p>
<p>10. If elected, you may end up serving on the CAMPO and/or Capital Metro boards, or you may simply work with them in your capacity as a public official. How would you make bicycle transportation a greater priority for these bodies in their planning and funding efforts?</p>	<p>As mentioned above, cycling must and should be within the foundation of any transportation policy and decision making. If asked to serve on CAMPO, I will bring this mindset to the table and ensure that the decision makers are taking into account all aspects of transportation, including cycling.</p>
<p>11. The city currently has a policy that does not allow parking in new bike lanes or on roads with bike lanes that undergo maintenance http://www.lobv.org/docs/001_2008-01-10_Parking_Modification_Guidelines.pdf. However, it is still legal to park in many existing bike lanes. Would you vote to ban autos from parking in bike lanes?</p> <p>Yes No Unsure</p>	<p>Unsure</p> <p>While I support protecting our cyclists and the lanes that have been dedicated to cycling, I can not make a blanket commitment to any proposal without reviewing the details to determine what the best comprehensive policy approach should be. I am open to the idea, but would have to weigh the impact of this particular decision on existing neighborhoods and residents as well.</p>

Question	Mike Martinez
Place	2
<p>12. If a road is undergoing maintenance, there is a possibility—following a process in the city's policy-- that the bike lane would be removed. Would you vote to amend this policy to say that existing bicycle lanes will always be preserved, unless a supermajority of the Council votes otherwise for that roadway, or unless the bicycle community agrees with the bike lanes' removal?</p> <p>Yes No Unsure</p>	<p>Yes</p> <p>We should work diligently to increase bike lanes within the City; reducing bike lanes should never be a consideration.</p>
<p>13. Cars can currently park in the bike lanes on Shoal Creek Blvd. An easy solution which preserves parking is to have parking on just one side of the street, and a car-free bike lane on each side. In fact, this is what City staff recommended, before an earlier City council voted to ignore that recommendation and keep cars in the bike lanes. (More at http://BicycleAustin.info/shoalcreek) Do you support the plan to have parking on one side of the street, and car-free bike lanes on both sides?</p> <p>Yes No Unsure</p>	<p>Yes</p> <p>Again, I am very supportive of this plan but will reserve the right to review the details of the proposal before making a final decision.</p>
<p>14. Will you participate in the annual “Political Pedal” ride—in which local officials join bicyclists for a short ride through Austin--to be held in late April. (Date and time to be announced)</p> <p>Yes, I will try my best to attend No, I will not attend</p>	<p>Yes, I will try my best to attend</p> <p>As in the past, my son and I will gladly attend again.</p>
<p>15. Will you participate in the March 23 candidate forum—sponsored by LOBV, the Austin Cycling Association, and the Yellow Bike Project?</p> <p>Yes No Unsure</p>	<p>Yes</p>
<p>16. Additional Comments?</p>	<p>Thank you all for your consideration of my candidacy for re-election. I humbly ask for your continued support and endorsement – but more importantly, for your wisdom and counsel as it relates to becoming a more BFC and achieving platinum status as soon as possible.</p>

Question	Sheryl Cole	Sam Osemene
Place	6	6
<p>1. How often do you ride a bike?</p> <p>Daily One or two times a week One or two times a month Never Never, but I'd love to start riding</p>	<p>Never</p> <p>I am a jogger, but have three sons who ride their bikes throughout the City, especially after school.</p>	<p>One or two times a week</p>
<p>2. The city's Street Smarts Task Force helped shape the current update of the city's bicycle plan. What elements of the task force recommendations do you think will significantly encourage bicycling and make it safer?</p>	<p>I believe that we need more connectivity and I sponsored a resolution that asked the City staff to integrate their efforts between PARD, Public Works, and Austin Water Utility, which I believe has already shown benefit to the community. In fact, I believe that we now have a neighborhood connectivity director who is facilitating the dialogue between all the entities.</p>	<p>The infrastructure has to be improved. I would support adding public showers funded by the city. These showers would encourage bicycle riders to ride their bikes during the summer. We know how hot it gets during the summer.</p>
<p>3. Incentives are offered by the city of Austin to people who purchase hybrid cars. But people who walk or bicycle to work (a much greener option than driving a hybrid car) get nothing. Will you vote to extend incentives to walkers and cyclists?</p>	<p>I am not sure how feasible it would be to enforce that people are walking or cycling to work in order to offer an incentive, but I would be willing to look in this idea.</p>	<p>Yes</p>
<p>4. How should the city ensure that new developments are designed (and more importantly, built) to accommodate and encourage bicycling? And how should developers be held accountable for not meeting the expectations and regulations for bicycle facilities?</p>	<p>In my first term I made a motion that supported a neighborhood request to cut off a new development from bicycle and pedestrian action until I heard from the bicycle community how counter-intuitive this action is. I then changed the motion and put the connectivity back into the zoning ordinance. We need to make sure that neighborhoods, not just developers who are often willing to accommodate cycling, work with the city to promote these goals. I believe that bicycle facilities and pedestrian sidewalks are public benefits just like affordable housing and open space and we should work with developers in building them.</p>	<p>This is one of the reasons I'm a candidate in this election. The City Council sometimes does not listen to the people. I will partner with LOBV in developing a master plan that incorporates bicycle lanes in any future development. We have to include in any development project that bicycle facilities has to be maintained and if violated, a stiff penalty would be imposed.</p>
<p>5. This year (hopefully) the city will have the Lance Armstrong Bikeway, a project which has been some nine years in the making. LOBV's "Project Catapult" is proposing several more significant projects. What significant investments--if any--do you feel should be made in bicycle facilities, and what projects in particular would you support?</p>	<p>Given our current fiscal challenges, it is difficult for me to support new projects, but as we are working on road maintenance with Accelerate Austin and stimulus money, I hope that we can include bicycle facilities in this program.</p>	<p>Public showers, flowers along the path, water fountains and one day, have Tour De Austin.</p>

Question	Sheryl Cole	Sam Osemene
Place	6	6
<p>6. Other cities in the world routinely close several streets to automobile traffic on Sundays so that pedestrians and walkers can enjoy getting around without fearing for their lives or breathing noxious pollution. (See http://en.wikipedia.org/wiki/Ciclovia) Would you support a more modest pilot program for Austin, closing a section of just one street, for just one Sunday per month?</p>	<p>Yes</p> <p>My policy director has met Gil Penalosa and has been talking about the Bogota model now used in other cities, including El Paso. I believe Austin should be able to support a community bike ride through the streets of Austin and hope we could partner in this event in my second term.</p>	<p>Yes</p>
<p>7. Which of these do you support? (Please check all that apply.)</p> <p>Ban on using a cell phone while driving.</p> <p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p>	<p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p> <p>As we encourage more multi-modal transportation options, I know we need to all share the road safely. I also support the idea of encouraging drivers to not use cell phones while driving, but have not decided if an outright ban is viable.</p>	<p>Require autos to allow at least three feet when passing pedestrians and cyclists.</p> <p>I'm open to looking into the cell phone issue.</p>
<p>8. In 2006, a former Austin mayor led a campaign for an ordinance requiring adults to wear bicycle helmets. (The current law only mandates helmets for those 17 and under.) More info on the helmet law at: http://www.lobv.org, and http://bicycleaustin.info/laws/helmetlaws.html. Do you support a helmet law for...</p> <p>Adults Minors Both Minors and Adults None of the above</p>	<p>Minors</p>	<p>None of the above</p> <p>I strongly believe people should make that decision not elected officials. If we let elected officials make this decision, they may one day tell us what type of bicycle we should ride. I strongly believe if auto drivers follow the rules and give right of way to bicyclists, the issue of helmets would be mute.</p>
<p>9. Note any ideas you have for the role of bicycles in benefiting Austin's economy.</p>	<p>I do recognize that safer bicycling facilities enhances quality of life and is important to encourage as we face potential non-attainment of federal air quality standards.</p>	<p>Sponsoring bicycle tour events. I hope one day we would have "Tour De Austin".</p>
<p>10. If elected, you may end up serving on the CAMPO and/or Capital Metro boards, or you may simply work with them in your capacity as a public official. How would you make bicycle transportation a greater priority for these bodies in their planning and funding efforts?</p>	<p>As a member of CAMPO, I want to point out that we include bicycle facilities in a lot of projects. However, given the financing challenges in our transportation sector, I recognize that other modes of transportation get second position to road construction. I will pledge to look at incorporating more bicycle facilities in the 2035 long range plan.</p>	<p>If you go to Osemenesam.com, you will see my position on this issue. I support making Austin the best walkable and bicycle friendly city in the world.</p>

Question	Sheryl Cole	Sam Osemene
Place	6	6
<p>11. The city currently has a policy that does not allow parking in new bike lanes or on roads with bike lanes that undergo maintenance (http://www.lobv.org/docs/001_2008-01-10_Parking_Modification_Guidelines.pdf). However, it is still legal to park in many existing bike lanes. Would you vote to ban autos from parking in bike lanes?</p> <p>Yes No Unsure</p>	<p>Unsure</p> <p>I would want to work with the neighborhood and residents to see if we could work towards compromise solutions such as no parking during commuting hours before an outright ban.</p>	<p>Yes</p> <p>Those that violate this Ordinance should pay heavily for their irresponsible behavior.</p>
<p>12. If a road is undergoing maintenance, there is a possibility—following a process in the city's policy-- that the bike lane would be removed. Would you vote to amend this policy to say that existing bicycle lanes will always be preserved, unless a supermajority of the Council votes otherwise for that roadway, or unless the bicycle community agrees with the bike lanes' removal?</p> <p>Yes No Unsure</p>	<p>Yes</p> <p>I do want the work that we do to be in sync with the bicycle master plan and our trails network as well.</p>	<p>Yes</p>
<p>13. Cars can currently park in the bike lanes on Shoal Creek Blvd. An easy solution which preserves parking is to have parking on just one side of the street, and a car-free bike lane on each side. In fact, this is what City staff recommended, before an earlier City council voted to ignore that recommendation and keep cars in the bike lanes. (More at http://BicycleAustin.info/shoalcreek) Do you support the plan to have parking on one side of the street, and car-free bike lanes on both sides?</p> <p>Yes No Unsure</p>	<p>Yes</p> <p>This model, which we recently installed along Exposition appears to accommodate</p>	<p>Yes</p> <p>This is why Council Member Cole has to go. She does not represent the people but big businesses. I will fight for you and work for you.</p>
<p>14. Will you participate in the annual "Political Pedal" ride—in which local officials join bicyclists for a short ride through Austin--to be held in late April. (Date and time to be announced)</p> <p>Yes, I will try my best to attend No, I will not attend</p>	<p>Yes, I will try my best to attend</p>	<p>Yes, I will try my best to attend</p>
<p>15. Will you participate in the March 23 candidate forum—sponsored by LOBV, the Austin Cycling Association, and the Yellow Bike Project?</p> <p>Yes No Unsure</p>	<p>Yes</p>	<p>Yes</p>

Question	Sheryl Cole	Sam Osemene
Place	6	6
16. Additional Comments?		<p>Thanks for inviting me to this forum. I'm a candidate for the Austin City Council Place 6 because Council Member Cole does not represent your interest. Her voting records at the Council is there for anyone to see. If you cannot name any meaningful thing she has done for LOBV, she does not deserve your support and vote. Thomas Jefferson said " past behavior is the single best predictor of future behavior". Council Member Cole's past behavior is anti-LOBV. We need a new direction. I will work hard to make sure these issues are implemented and supported as a Council Member. You have to count on me and hold me accountable. Three years ago, Council member Cole was given a blank check. Three years later, the account is overdrawn. We cannot afford to write another check. You don't have to hold your nose to vote for Council Member Cole when you will breathe a fresh air when you vote for OsemeneSam. I need your support and vote. Vote for Osemenesam. Vote for Tour De Austin.</p>