

LYNN ROBINSON RESPONSE – PEOPLE POWER CANDIDATE QUESTIONNAIRE

1.A. The county has expressed its support for a Rail Trail along the railway from Santa Cruz to Watsonville. Do you support this trail? If you support this trail, how do you envision creating it as soon as possible? How much do you think it will cost? Where will we get the money? How long will it take?

I support creating a Rail Trail as part of the big picture of our transportation planning. The two concerns are trail safety and how to fund it. We don't have a clear picture of what it will cost, as we are unclear on how to create the missing links, and we don't currently have the funding specific for that project. Hopefully, the Funding Task Force will produce some 'out of the box' ideas to capture money, because it isn't available currently.

1.B. Do you support passenger train service between Santa Cruz and Pajaro? If yes, what kind of service do you envision and what will you do to make it happen?

Population density will be a deciding factor for a sustainable system. As a representative of the City I will work with the various agencies and make sure the public is very engaged in the process. I would support a service that accommodates county wide needs.

2.A. Do you support plans to widen Highway 1 between Santa Cruz and Watsonville? What effect do you think widening the Highway would have on county land use and development? Would it reduce traffic congestion? If so, for how long?

I support fixing a very broken Highway system. Many of ideas that come from People Power members and other community members should be already happening as improvements that we could be doing in the near future. We talk about metering lights, but we don't do them. We talk about improving on ramps and off ramps throughout the county corridor, but we don't have a plan in place for the whole area. The demand for increased land use and development in Aptos, Watsonville and further south will continue to impact the highway system. It already is not working for the growth our county experienced for the last 20+ years. With our high ownership of hybrid vehicles and our desire for a functioning bus system, I think an HOV lane may be unavoidable over time. I am on record as supporting those needs as well as supporting safe passage for emergency vehicles. I have family living up in Walnut Creek and experienced first hand where the infrastructure changes made such an improvement for auto flow that years later it still has reduced the bottlenecked congestion that used to be a daily occurrence.

2.B. Do you support the auxiliary lane project which would extend the current merge lane project out to Soquel? If not, what will you do to defeat this or other attempts to widen Highway 1?

I support the purpose of the auxiliary lane, which I know is in opposition to the People Power view. For decades, the weird configuration of the two highways coming together creating four lanes in one direction merging into two lanes has been problematic and it has just gotten worse. A lot of the traffic gets off at the Soquel off ramp because it services most of Live Oak and it was logical to take the project to that dysfunctional off ramp.

3. For almost a decade now the city has planned to put in a bicycle connection from Broadway to Brommer. Do you support the city's latest plan for this connection?

Yes No Additional comments?

4. City residents are worried about more cars and more car trips generated by a potentially expanding University. What will you do to insure that there is not an exponential increase of cars and car trips related to University expansion?

There are several things that exist in various transportation plans over the years that need to be looked at with some serious interest. One is creating an alternative system such as a fixed guideway that Peter Scott has a lot of knowledge about. Another is getting serious about where we are going to place park and ride lots. If we want people to get out of their cars and move around our town in another mode, we need to make it possible for them to do so.

5. Do you support bicycle boulevards as a traffic calming/bicycle advocacy measure? (To make a bicycle boulevard, automobile traffic is blocked at strategic points while allowing bicycle and pedestrian traffic to go through a good example is Bryant Street in Palo Alto.) Would you support creating bicycle boulevards on Pine, King, or Cayuga Streets?

Let me know if there is a link you can provide where I can learn more about the bike boulevard concept. It is always helpful to know where it is working in another community that is similar to ours. The support needs to come from the people who are most impacted and that would be the neighborhood residents in the areas that are being suggested. I do remember that the Seabright plan called out a bike boulevard possibility on Cayuga, which is a nice wide street. King Street will be a challenge due to the conflicts of space.

6. The city council has given staff direction to extend the river levee under Highway 1 to the Tannery Project. The bicycle portion of this project doesn't appear to be progressing quickly. What do you know about the current status of this project? If you are on city council, how would you work with staff to make sure that this and other projects are implemented in a timely manner?

I know the plan is to make the connection happen in conjunction with the Tannery project. I am not as up to date now as I was when the Tannery hearings were taking place. If Cal Trans is part of the project because of the bridge, as a council member I would work closely with the various agencies to make this stay on track.

7. The parking of private vehicles on public and residential arterial streets is considered a right by many drivers and business owners. Parked cars often compete with bicyclists for road space and the opening of a car door into a bicyclist's path can result in a serious and common traffic accident. Would you support the removal of on street parking where it will facilitate a safer space for cyclists?

There are some locations where this could easily work, but in other places around the city, it might not be an option to remove the parking. As your organization knows, there are many parking patterns that have been changed in the last few years in order to favor mixed use and not let the car be the predominant transportation consideration. This might be a situation where we would have to look at the possibilities one at a time.

8. What steps would you take to promote bicycling and bicyclist's safety? What improvements are you prepared to champion? How?

I will work on making the bicycle lanes connected so that more people will feel safe using their bikes around town. We are a small town and it is possible to get more bicycle trips within the city as an

alternative to using cars all the time. I know how hard Piet works on Bike To Work events, and I think it would be great to also promote a certain day of the week as a target to get more locals to bike around town than hopping in their cars. If there was a unique fun way to promote it in Santa Cruz style, I think it could catch on. Someone needs to do some simple research on whether mid week or weekend would be the most likely day to get results. Then something enticing needs to be attached to the bike ride, such as a free ice cream, or something at the farmers market. Safe routes to school are another key tool to get more families using bikes to get to and from school.

9. How will people transport themselves in Santa Cruz twenty years from now in light of global warming and depletion of oil supplies (peak oil)? What policies and actions would you support to help the community face the consequences of climate change and decreased availability of fossil fuels? We most likely will still be using automobiles more than other forms of transportation, but many residents will have switched to cars that do not require traditional gasoline. Many friends I know have switched to bio-diesel which helps us remove our dependency on oil, but it does not remove the emissions concerns. We will probably have PRT or some fixed guideway system to the University, hopefully connected to a well planned park and ride. I would like to see us be proactive about providing bio-diesel in the city which we could do right now. It is crazy for people to be driving over to Live Oak for their alternative fuel.

I am on the General Plan Advisory Committee and we look at how we can help citizens use alternate ways to function around the city.

10. How do you transport yourself?

I do use my car, as I am a garden designer carrying lots of plants, etc throughout the county. I find people in the trades such as contractors, gardeners, painters, and so on are some of the people who find it very problematic to use alternate transportation. I enjoy riding into town with our family cruiser bike. When I was a student I used my bike daily for years, but it was much safer then and I had more time in my life to reach my destination.

Additional comment:

What I would like to share with the membership of People Power is my honest interest in making alternative forms of transportation a viable option for more people in Santa Cruz. I am very open to how we will keep changing our patterns of transportation. At the County's Transportation Funding Task Force I recently stated that we need to be working together to make some 'out of the box' opportunities happen with our funding options. If we keep doing it the way we have been attempting it, we will get nowhere. It is so important that we work together with an earnest effort to make our travel modes function for everyone's needs. The more we make practical options for single occupancy drivers, the more goals your organization will realize.

Respectfully,

Lynn Robinson