

Santa Barbara City Council Candidate Questionnaire on Transportation

Brought to you by the Community Environmental Council, Coalition for Sustainable Transportation, and Santa Barbara Bicycle Coalition.

Iya Falcone

- 1. Do you agree with the City's Circulation Element vision statement, "Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and so attractive that use of an automobile is a choice, not a necessity"? If not, how would you improve it?**

Yes, I agree that the local and regional transportation infrastructure should, and must, provide choices for people to reduce their dependence on the single occupant automobile ride. The City has a Circulation Element that reflects accurately my views on transit. The City has worked with MTD to increase bus trips on heavily used bus lines such as Lines 6 and 11 and more. I believe the City should continue to plan developments along transit corridors whenever possible to reduce the number of single passenger commutes of surface streets and the freeway. The City must continue to assist MTD in keeping the fares affordable for those who are transit dependent. I think it is just as important to focus on regional transit. Comprehensive Mass Transit opportunities, such a ride-share, Clean Air Express and commuter rail, are equally important in addressing our local and regional transportation issues.

- 2. Given that dangerous walking condition exist in Santa Barbara's Eastside, what might you do to make the Eastside a safer place to walk - more lighting, re-pavement of crosswalks, speed bumps, more police enforcement, or something else?**

Public safety is my highest priority, and all of these things are important. We need to prioritize public works projects to keep people safe. As a councilmember I always tried to work with members of the community on solutions that will fit their individual neighborhood. I believe we do need more lighting to help people be safe. When I was on the council and neighbors on the west side brought their concerns about lighting to my attention, I took quick action to make sure these areas were addressed. I support speed bumps and some other traffic calming measures to help reduce speeds.

- 3. Is it the City's duty to improve the jobs/housing imbalance in Santa Barbara? If so, what would you have the City do to accomplish this? If not, how can this imbalance be best addressed?**

A main factor in maintaining Santa Barbara's quality of life is preserving our diversity – our working class, our multi-generational families, our immigrant populations – all of whom are endanger of being priced out of town. We must address the housing issue for all income levels. Our emergency personnel, our service workers, those who teach our youth and work in our non-profits are all people who make us who we are as a community. We have done a good job in some of these areas but we must do more.

During my tenure I helped shepherd in a number of affordable housing projects – St. Vincent's in cooperation with the County, Casa De Las Fuentes for down town workers, El Carrillo and

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Artisan Court for the recently homeless, emancipated foster youth and others. It was my leadership that stopped the 1620 Garden Street project which was a watershed decision regarding the gentrification of affordable rental units into McMansion sized condos. Many important ordinances resulted, including increased tenant protections and relocation requirements, new restrictions on condo conversions, detailed historic preservation guidelines and many more. Even the revised Neighborhood Preservation Ordinance had its genesis in the 1620 Garden St. decision. All of these new controls benefitted the City as a whole and I am proud to have led the charge on all of them. However, there is still much more work to be done. I know I can lead us into the next phase starting with adopting Plan Santa Barbara and creating a rental overlay along transit corridors.

4. Please list three specific things you would prioritize to improve our regional transportation. How would you pay for them? How long would it take to accomplish them?

#1) I believe the City should continue to plan developments along transit corridors whenever possible to reduce the number of single passenger commutes of surface streets and the freeway.

#2) The City must continue to assist MTD in keeping the fares affordable for those who are transit dependent.

#3) The City should use its influence with SBCAG to lobby for comprehensive Mass Transit opportunities, such a ride-share, Clean Air Express and commuter rail.

SBCAG has funding for alternative transportation thorough the local transportation sales tax, and we must be more aggressive at working to obtain state and federal grants, which are still available.

5. Do you support the State of California's goals for new and retrofitted "net zero energy" buildings that generate as much energy as they use? If so, how can the City be a leader and help its citizens meet this challenge? If not, why?

We were once the undisputed world leaders in the environmental/sustainability movement – now we can't even agree that plastic bags are bad for the environment. The City must set an example to the residents and lead by example.

Through the efforts and successes of our Sustainability Committee, the City has sought to stimulate the local economy and encourage the development of clean energy jobs. We long ago adopted the Build Green handbook and look to LEED in many construction opportunities, it is now time to do more. The airport solar project is a glowing example, as is the entire airport project. This is an area in its infancy and I look forward to expanding these programs and incentives for 'going green'.

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6. Given projections of increased traffic levels in Santa Barbara, how would you best mitigate our upcoming street congestion?

We must work with MTD and our partners on SBCAG to improve and expand public transportation options in the city and throughout the region. To be effective, public transportation must be both affordable and convenient. We must make walking and bicycling safer and more attractive. We must have a seamless network of public transportation that make it more attractive than driving. I grew up in New York, I know it can be done.

I think it is just as important to focus on regional transit. Comprehensive Mass Transit opportunities such as a ride-share, Clean Air Express and commuter rail are just as important as increasing local bus service to city residents. For enhanced regional transportation, such as commuter rail to reach its peak efficiency, it must work seamlessly with local public transportation.