

## **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.

### **Randy Rowse**

- 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?**

I agree with the statement. The implementation of it, however, has different camps of interpretation. The use of "traffic calming" hard devices has not, in my opinion led to increased bicycle safety. I've heard the arguments from both camps on the issue. Public transit is, of course, a vital component of any city, and our MTD service ranks among the top in the country for level of service at our population. It would be a benefit to enhance the convenience and frequency of service, but, as a heavily subsidized mode of transportation, the funding mechanisms are not readily available.

- 2. Given that dangerous walking conditions 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?**

Lighting is always an improvement. Everywhere that lighting has been enhanced, negative street incidents have diminished. Police presence would be ideal, especially in targeted problem areas. Beat officers on foot or bike patrol would be incredibly effective. Once again, funding will be an issue.

- 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?**

Unfortunately, Plan SB's EIR did not provide adequate data on critical employment information, so this debate becomes anecdotal. Our housing needs have been largely fueled by the rapid growth of our two colleges. If we become a bedroom community without adequate well-paying jobs, we will exacerbate the regional commuting issues. We need to attract new, high-paying businesses through incentives for both the process and perhaps employer-developed housing elements.

- 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. Light rail. Forget the high-speed state-wide train and focus on regional light rail. Perhaps even revisit the mono-rail idea that is placed in the freeway median and not on privately-owned and leased railway lines. Funding would likely have to be a combination of bond issues and matching Federal highway dollars.
2. HOV/Bus lanes. CalTrans projects that involve freeway widening in some places, but that

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can help incentivize better regional use.

3. Car Ferries on rail. Develop a system of regularly-scheduled car-ferry railway cars that vehicles can be easily loaded and unloaded from for short hops...e.g. between here and L.A., or S.F., etc. One could load on a vehicle, enjoy the train ride and have their automobile off-loaded at the destination. As an alternative, perhaps regional station car-share facilities can be established.

- 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?**

I support sustainable building and consumption based on good and verifiable data. The amortization times for these improvements must be reasonable. The City could offer incentives within the permit process to help educate people and implement these policies.

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

Once again, the growth scenarios per Plan SB were inadequately defended. Our population actually contracted somewhat in the last census. I'm unsold on the concept, unless one can demonstrate the influx of new employment opportunities.