

COAST provides advocacy, education and outreach to improve transportation options in Santa Barbara County, promoting rail, bus, bike, and pedestrian access.

### How to reach us

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### E-mail discussion list

Participate in discussions of local and regional transportation issues; receive notices of meetings and events. Subscribing is free and easy. Just visit:

<http://groups.google.com/group/coastsb>

### COAST General Meeting

Our General Meetings discuss transportation issues affecting the Santa Barbara region. Meetings are open to the public. Location: 15 E. Carrillo Street, Santa Barbara. We are in the process of moving them to a different day. Please check our website for updates.

### COAST Happy Hour

Please join us the second Thursday of each month from 5-7 PM at the El Paseo Restaurant in Santa Barbara.

### Walking Wednesdays

COAST organizes monthly walking tours that are free and open to the public and take place on the 4th Wednesday of each month, 5:30– 7 pm. See schedule on website.

### Support COAST

COAST depends on you to create better transportation options in Santa Barbara and beyond. Support COAST by making a donation. Just use the enclosed envelope, or you can go to the COAST website. Thank you!

## A New Day for the Mesa *By Alex Pujo*



On June 28, after long and passionate testimony from a packed chamber, Santa Barbara City Council voted unanimously to request Caltrans to re-stripe a section of Cliff Drive (State Highway 225) from Meigs Road to the City College entrance. In this infamous one-mile stretch, perhaps the most dangerous in the City, there are no crosswalks, traffic speed often exceeds 50 mph and rear-end collisions are frequent. Out-of-control vehicles have crashed into adjacent homes and several pedestrians have been killed. Promoted by Mesa Architects and strongly supported by residents, the new 5-lane configuration (one lane in each direction, a center turning lane, plus bike

lanes) has been successfully used in upper De La Vina and elsewhere. The proposal was simple enough: re-stripe the road to create safer turn lanes, install pedestrian crosswalks and encourage slower traffic speed.

Crosswalks without additional traffic control devices to protect pedestrians are not supported by State highway engineers and will not be installed at this time. However, the State is negotiating with the City terms to relinquish ownership of this road, and additional pedestrian improvements will likely be discussed once the transfer occurs.

Please see CLIFF DRIVE, p.2

## Welcome Debbie Castanha

We welcome **Debbie Castanha** as our newest board member. Debbie moved to Santa Barbara in 1990 with her husband, Frank, after graduating from Cal Poly S.L.O. with a Bachelors degree in business and marketing. She worked in health care (contracts and marketing) for ten years in Santa Barbara before “retiring” to be a stay-at-home parent with children, Jake (14) and Ava (11). Her children were the impetus for her involvement with COAST’s Safe Routes to School program after observing what she felt were too many neighborhood kids being dropped off to school in cars. We are excited to have Debbie Castanha on board!



# How am I? *A letter from Ashleigh Brilliant*

Dear Friends,

Today, July 27, marks six months since the accident from which I am still (let us hope) recovering. As you may recall, I was hit by a car in a marked pedestrian crossing not far from my home in Santa Barbara, while on an early morning walk. My most severe injury was a badly broken left leg. I spent 10 weeks in hospital. After being discharged on April 6, I received a few weeks of home care from Visiting Nurses, and since May 9, have been getting both physical and (more recently) psychological therapy as an out-patient at a local rehabilitation hospital. Clearly I have been in many good hands.

Thank you for all your good wishes and expressions of concern. When people ask how I'm doing, I can't help being reminded of Henny Youngman's response to the question "How's your wife?" – COMPARED TO WHAT? Obviously, compared with the bloody human wreck they picked up off the street six months ago, I am now in much better shape (though I still have no memory of that entire event). All visible wounds have healed. But compared with my condition before the accident, I still have far to go, and in some ways may never completely recover. My injured leg is still stiff and somewhat swollen. Parts of it will certainly never look the same because of the trauma they have suffered, (there is, for example, a big "dimple" where a broken bone protruded) and a certain large area will probably never feel the same – in fact it may remain as numb as it is now (giving me the sensation of having a block of wood down there).

You could of course also compare my situation with how much worse it might have been.

But the comparison I would really like to make, but haven't yet been able to, because I don't have enough data, is with other people of about my age (77) and physical condition (generally good) who have suffered a similar injury. How were they doing after six months? How long was it before their pain went away? (I still get quite a lot, mostly while walking.) When could they finally walk completely normally again? (I can now walk slowly, and even climb stairs, without a stick, but it's still a struggle, even on level ground, let alone when I try to go up the steep blocks in our neighborhood which I used to take with ease.) And what about such activities as running and jumping, (which I had at least some limited ability to do before) – does that ever come back?



Ashleigh and a young woman compare their injured left legs.

Strangely, I find it easier these days to ride a bicycle than to walk any distance. This incidentally has led to my discovery that a bicycle can also be used as a "walker," with the additional advantage that, for a change of pace, you can always get on it and ride.

And here is a kind of emotional event I didn't expect: I recently watched a video taken last year which included a scene of me coming down the stairs from my little studio in back of our house. Since as usual I was wearing shorts, both my then-normal legs were clearly visible. It was somehow immensely saddening to see my old leg as I won't ever have it again. There might as well have been a raven sitting above the door croaking "NEVERMORE!"

So, Friends, after half a year, I am healing, but not yet healed. If full recovery is still waiting for me somewhere up ahead, let's just say that I'm coming in on a leg and a prayer.

All the best,  
Ashleigh Brilliant

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## CLIFF DRIVE, continued from p. 1

The new configuration is now in place; a safer Cliff Drive is no longer a dream and it has officially become an ongoing process. The fact that the vote was unanimous, including four Council members who consistently challenge the value or safety of pedestrian and bicycle improvements, is testimony of how well organized and effective the Mesa neighborhood has become, and how contagious its vision: "from good to great".

No significant impacts to traffic flow are anticipated and the Fire Department approved the concept for ease of emergency access. Nevertheless a handful of naysayers -the usual suspects whose voices echo so prominently at City Hall, the blogs and the daily newspaper- continue to forecast traffic gridlock and evacuation nightmares, perhaps hoping that catastrophic events will someday prove them right. Instead, the sun rises again over Cliff Drive just like before, but it is a better day.

## Walking Wednesdays

By Caitlin Carlson

COAST's Walking Wednesday program continues this summer, and we've had an eclectic mix of themed walks and speakers so far. In May's walk, **Bob Muller** of the Santa Barbara Botanical Gardens led our group of amateur botanists around downtown showcasing a variety of plant life that makes Santa Barbara the most diverse urban forest in the country. June's walk featured public art: The Santa Barbara County Arts Commission's **Rita Ferri** led a group of 30 walkers around downtown showing us where you could find public art in unexpected places, from the impressive sculptures covering the outside of the Balboa building to the colorful Solstice mural on Anacapa Street. July's walk was a peaceful bird watching walk at the Andree Clark Bird Refuge, led by COAST member **Dolores Pollock**. Our group of bird watchers learned how to spot different kinds of birds—everything from the grapple to the American Condor. Our August walk featured a tour of green buildings with **Dennis Allen** of Allen and Associates. He showed us the fascinating green buildings around downtown Santa Barbara, including his own house! The **Inn of the Spanish Garden** even served us wine. COAST thanks all of our extremely knowledgeable and friendly walk leaders, as well as our ever-expanding group of walking participants!

On September 21, COAST and the Santa Barbara Parks and Recreation department will team up to show walkers an amazing hike to showcase Creek Week. We'll meet at

Sorry, photo not available

Dennis Allen has an attentive audience for his green building tour

Oak Park across from Cottage Hospital. After visiting a project at the Tallant Road bridge, we will walk down the creek to the Caltrans Channel project, which stretches from Los Olivos to Pedregosa. At the end of the mile long hike, a Parks and Rec bus will transport hikers back to their starting point. In order to reserve the bus, RSVPs are required for this hike. Please contact Caitlin Carlson at [caitlin@coast-santabarbara.org](mailto:caitlin@coast-santabarbara.org) or call 875-3562 to reserve your spot on the bus ride back. Since it is a hike, sturdy shoes and plenty of water are recommended!

## UCSB reaches Agreement with SUN on Long Range Development Plan

By Lee Moldaver

After several years of constructive but arduous private meetings, senior leaders at UCSB, our area's largest employer, reached a broad compromise agreement with *Sustainable UCSB Now* (aka, SUN) a diverse coalition of community and civic groups (including COAST), on what kind of master plan for growth and development would define UCSB over the next 10-20 years.

This was a diplomatic triumph, since UCSB's stated goal of expanding its students, faculty, staff, by up to 25% above current levels could make UCSB the south coast's largest developer, traffic generator, water user, housing renter. The implications for that kind of growth without serious, ongoing cooperation and involvement from the local community would be difficult to overemphasize, relative to area economics and quality of life.

Key negotiators for UCSB included Executive Vice Chancellor **Gene Lucas** and **Marc Fisher**, campus planning director, overseen by Chancellor **Henry Yang**. SUN's team was led by emeritus professor **Richard Flacks**, **George Relles**, and **Darlene Chirman**. Now the state-mandated Long Range Development Plan (LRDP) goes for CA Coastal Commission review and comment later this year, as the entire campus lies within the Coastal Zone.

Among many measures, "triggers", enhanced mitigations

and offsets, UCSB will face some potentially expensive capital costs and fees *if* campus generated traffic exceeds certain levels at various Goleta Valley and 101 locations. UCSB will not only cancel its plans for (some) more parking structures on campus, and more heavily promote other means for transportation, but it will work much more closely with the County and the Coastal Commission to implement a workable Isla Vista overnight *permit parking plan*, to dramatically reduce the number of undergraduate students trying to bring cars to college.

Signatory groups within the SUN Coalition, including COAST, will be invited to attend and become more involved with various existing campus groups already working on traffic, parking, resource management, etc., to make sure that innovative ideas are not lost, or that UCSB's impacts on the surrounding community are not ignored.

As with any "compromise" negotiated agreement, no faction or interest got *everything* it wanted. But the fact that UCSB and south coasts residents recognize how intertwined their needs and destinies are, and that both sides were willing to negotiate for so long in good faith, are positive signs for the future. COAST intends to remain heavily involved in LRDP areas that involve transportation and parking. Meanwhile, on to the Coastal Commission!

# COAST

COALITION FOR SUSTAINABLE TRANSPORTATION

Coalition for Sustainable Transportation

P.O. Box 2495

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## Raise Money for COAST when you shop online!

It's free! Just click on the "Shop to support COAST" button on the COAST website and you will find almost 700 stores, including Home Depot, Amazon.com, Target, Best Buy, E-Bay, Nordstrom's and many more. When you go through the i-give portal, these stores will donate a percentage of your purchase to COAST.

## COAST's Fall Gathering is October 27!

Please join us for our major fundraiser of the year, featuring the Barry Siegel Award, at the Inn of the Spanish Garden

Thursday, October, 5-7 pm

Watch your e-mail for your personal invitation or visit our website!



Photo credit: Noozhawk

**Congresswoman Lois Capps** held a press conference on August 17 to protest the cuts to transportation funding proposed in Congress. Highway and transit funding are slated to be cut by one third, while

bike, pedestrian and Safe Routes to School funding is to be eliminated entirely. Speakers included Mayor **Helene Schneider**, SBCAG **Director Jim Kemp**, Carpinteria Chamber of Commerce representative **Pat Kistler** and COAST board member **Eva Inbar**.

## We thank our Individual Supporters

We thank these people who joined COAST or renewed their support during the past three months: David Landecker, Neil&Suzanne Ablitt, Robert Adams, Martha Bruss, Joyce&Roland Bryan, Sam&Darlene Chirman, Dave&Jean Davis, Matt Dobberteen, Ed France, Sarah Greenebaum, Tim Harding, Ruth Hochman, Susan Horne, Sarah Kass, Ed Maschke, Joan&Bill Murdoch, Mary O'Gorman, Jay Parker, K. Reddington, George Relles, James&Susan Shields, John Sonquist, Gina Sunseri, Mary Anne Theilman, Kevin Young.

## We thank our Major Supporters

We thank the **McCune Foundation**, the **Social Justice Fund of Ventura**, the **Santa Barbara Foundation**, the **Fund for Santa Barbara**, the **Orfalea Foundation** and the **Goleta Valley Cycling Club** for supporting our major projects. Further thanks go to our business sponsors, **Deckers Outdoor Corp** and **Allen Associates**.