

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](http://groups.google.com/group/coastsb)

COAST Happy Hour

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

COAST General Meeting

Our General Meetings are the fourth Tuesday of each month from 12-1:15 PM at Santa Barbara Bank&Trust Lancaster Room, 1021 Anacapa Street. Watch our discussion list for current agenda!

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!

Safety for Walkers by Any Other Name

By Courtney Dietz

Here's a city planning pop quiz: What do bulb-outs, curb extensions, neckdowns, and curb bulges have in common? Give up? They're all the same thing, and they all increase safety for pedestrians.

Now that the quiz is over, let's do some real thinking. Here in Santa Barbara we generally refer to them as curb extensions. You've likely seen them and if you walk around town at all, you've probably used one. They're the extension of the sidewalk at an intersection, reducing street width. Curb extensions are used



Curb extensions on Calle Real and Junipero Street.

here and all over the country and serve several purposes to include increasing visibility between drivers and people crossing the street as well as shortening the crosswalk distance,

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Plan Santa Barbara limps along

By Alex Pujo

PlanSB, the long-range planning document that will guide the City of Santa Barbara for the next 20 to 30 years, continues to be vigorously debated at Planning Commission and Council meetings while it undergoes environmental review. A massive Environmental Impact Report (EIR) studying different growth scenarios will be available in March for review and comment, with a major planning session to follow.

Fulfilling State mandates to identify areas where future development should occur, Planners drew a big bubble around downtown and major boulevards and called it "Mobility Oriented Development Area" (MODA). This would be the place for small-town urbanism, not too different from what was built in the 1920's but currently "non-conforming". Regardless of how little Santa Barbara is expected to grow in coming years, this fundamental debate about density and automobiles

continues to be the proverbial bone of contention for Santa Barbara's feuding tribes.

Leaders of Citizens Planning Association (CPA), Allied Neighborhood and League of Women Voters (LWV) consider MODA principles "a threat to Santa Barbara" and asked Council to stop their inclusion. There is trepidation surrounding this request because now "The New Council" is in charge.

As you will recall, Frank Hotchkiss and Michael Self (of 'Safe Streets', anti-roundabouts and curb extensions fame) were elected in November to join council-member Dale Francisco in a conservative slate. Planning Commissioner Bendy White was also elected and declared 'the swing vote'.

So we have a new council indeed, but a council without five votes for anything. And thus the saga continues.

Cavaletto Tree Farm Housing Project

By Greg Janee

The Cavaletto property off North Patterson, site of the now-defunct Noel Christmas Tree Farm, is one of the last remaining agricultural parcels within Goleta Valley. The owner is proposing to build 135 housing units of various types on this property, at a slightly higher density than surrounding areas to accommodate some affordable housing, as well as a new public street connecting to Patterson and neighborhood streets and new turn lanes on Patterson. The property is bordered on all sides by suburban development, so this is a classic case of "infill" development.

The project has now reached the stage of preparing an Environmental Impact Report (EIR). On January 13, COAST delivered comments at a public EIR scoping meeting. A project this size can't help but cause traffic impacts. We argued that the EIR should consider the

needs of pedestrians and bicyclists, and should consider mitigations that support alternative transportation. Specifically, we advocated building a second, public bicycle/pedestrian bridge over San Jose creek near the Kellogg tennis courts, along with connecting bike paths, so as to support commuting adults and schoolchildren, and to give residents on both sides of the creek ready access to the recreational facilities on the other side. We also requested that the EIR consider the safety of children crossing the Berkeley/Merida intersection. A substantial increase in the housing in this area will likely increase the traffic on Merida, and many children ride through this intersection every morning on their way to Kellogg elementary school.

The next public appearance of this project will be the issuance of a draft EIR.

Goleta plans new Highway 101 Overpass



Three alternative alignments have been proposed, all landing at Entrance Road and Hollister Avenue.

A new overpass is planned in western Goleta between Storke Road and Winchester Canyon. COAST had originally argued for a pedestrian overpass near Dos Pueblos High School, and we think it is still needed, but we decided to support the Micheltorena-style overpass the City of Goleta is proposing as well. As it is, overpasses in Goleta are few and far between. They are heavily travelled with multiple lanes and on and off ramps. This makes them difficult to navigate for bicycles and pedestrians. For these groups in particular, an additional overpass with just two lanes and no ramps will make it much easier to get around in western Goleta, providing a connection between neighborhoods, schools, UCSB, and the shopping and recreational activities at Camino Real and Girsh Park.

We participated in a well attended Open House at Brandon School on February 10 (photo below) and will be submitting written comments as well. Please contact us with any ideas. Visit www.cityofgoleta.org for more information and check our discussion list for more news.

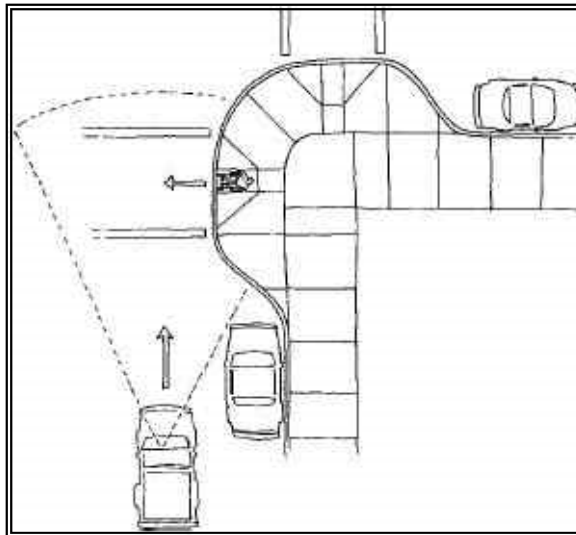


Photo by Ralph Fertig

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thus limiting the time that pedestrians are actually in the street. Better for walkers and better for drivers.

Once you've crossed a street where curb extensions have been added, it's hard to understand why we don't have more of them. For pedestrians and motorists, it's easier to see and be seen. So shouldn't it be compulsory that we add them to an intersection that directly feeds two of our schools: Santa Barbara Junior High and High School? A mixed-use development project proposed at the corner of Milpas and De La Guerra streets was planning on doing just that: It would install directional ramps and curb extensions. Think of all the students walking to and from school and the swarm that floods Milpas during lunch. Why wouldn't we want to increase their safety in the area? Unfortunately, this project (approved by the Planning Commission on Nov. 5, 2009) has been appealed because someone didn't want the curb extensions even though they are supported by local families



with children, local businesses, school officials, regular cyclists, and those who walk *and* drive.

If you're still unsure, hit the street for yourself. There are several examples around town: Garden at Arrellaga, Canon Perdido at Quarantina, Chapala at De La Guerra, De La Vina at Quinto to name just a few.

For more information contact Courtney, Director of Santa Barbara Walks, a project of COAST at Courtney@COAST-SantaBarbara.org or 875.3562.

Montecito Residents build People Trails

By Eva Inbar

Tracey Singh has a vision: She sees people of all ages walking or biking places in Montecito, enjoying life in the slow lane, connecting with each other and the beauty of their surroundings. She has been tireless in reclaiming some space on Montecito's roads for walkers and bikers: If we had trails next to the road, where the public right of way is now obstructed by rocks, vegetation, and walls, everybody would win.

She writes, "If you are wondering how to preserve Montecito's semi rural character look no further than your roadside. Does your roadside have safe, cleared space for walking? Or do you have hedges, shrubs, and sharp century plants growing out into the road? Each one of us can help save Montecito by clearing a trail right along our roadside. Community trails give people the option to walk. The sight of a clear trail, the sight of people walking or biking in a designated area is a welcome relief to the car congestion we are experiencing. Cars slow down in the presence of pedestrians and cyclists. Neighborhoods are better when people

have safe walking space, quality of life improves. Trails unite a community and bring greater awareness to the beauty surrounding us."

The County of Santa Barbara, in fact, issued new regulations requiring homeowners to keep the area adjacent to roadways clear of encroachments 7-10 feet from the edge of pavement. A brochure announcing the changes and illustrating various options for trails was produced. This helps, but Tracey knows it is essential to appeal to people's good sense and good will. She feels people will participate voluntarily once they see how much better life can be when there is a space for people in the streets. In keeping with her own independent spirit, Tracey thinks we should not wait for government to do things for us, but simply go out and build a simple walking space in front of our own property. Government can't build trails everywhere, Tracey argues. "That is why it is important for each of us to do our part and take care of our community simply by making our own safe trails."

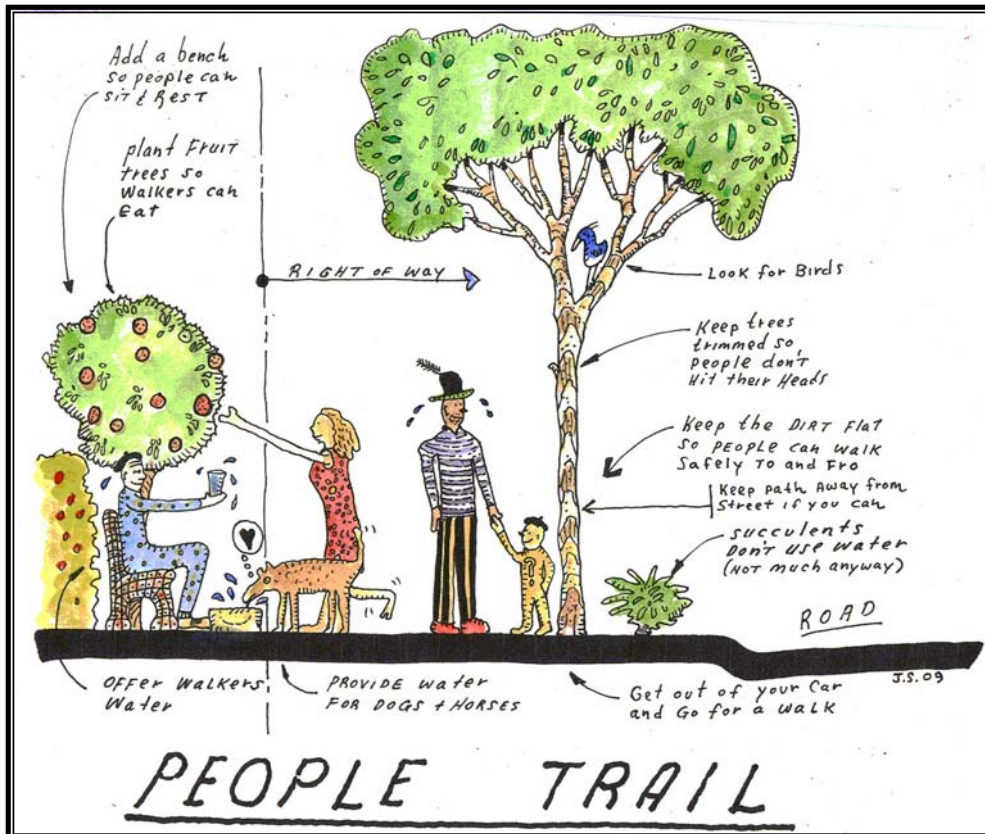
Meet Tracey Singh



With charm and gentle persistence, one mom is transforming Montecito: COAST member and Cold Spring School parent Tracey Singh. When she formed a SR2S committee at Cold Spring three years ago and started holding Walk to School Day, her school board was so skittish about the idea of children walking and biking, she had to give out prizes in secret. Today, she has a big table in front of the school. There is a weekly Walk&Roll program, promoted by the student council and in the school paper. There is regular, ongoing safety instruction through COAST's SR2S program. Tracey has brought about a sea change in how the school community feels about children walking and biking – what she calls a slow but growing and now blossoming acceptance.

On the ground, her achievements are equally impressive. Caltrans finally allowed parents to build a landscaped path in front of the school, supported by a grant from Santa Barbara Beautiful. There is a path along the property of adjacent Lotusland, about to be expanded. More trails are in the works in cooperation with residents and Westmont College. The main pedestrian access route has been closed to car traffic. In 2009, Cold Spring School won a SR2S grant for improvements to three roads.

If you ever wondered what difference one person can make, just look at Tracey.



Sketch by architect Jeff Shelton



Coalition for Sustainable Transportation
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Become Involved!

By Katie Jacobs

Always liked what COAST does and wonder how you could get more involved? You're in luck. COAST is looking for a few volunteers to help with two projects.

First, we need volunteers to help staff our booth at Earth Day on April 17 and 18. This is a great chance to recruit members and educate the public about transportation issues. Worried that you're not an expert? No problem, we will give you a good orientation before and pair you with a Board or staff member. Each Earth Day shift is 2 hours, so you will have plenty of time to enjoy the other activities at the event.



Katie Jacobs

COAST is also looking for a three or four special people (like you!) to help us organize our fall Train Party. There are a few specific jobs we need to fill: organizing food and beverages, creating a party theme and decorations, putting together a silent auction, and making invitations, posters and a program for the event. COAST staff will help get you going and coordinate

with all the volunteers. This is a great chance to get more involved, work with a fun group of people, and help COAST at the same time. If you can dedicate 10-30 hours to organize this event between now and October, please get in touch with us.

To find out more about volunteering, please contact: Courtney Dietz, 805-875-3562 or courtney@coast-santabarbara.org

We thank our individual Supporters

We thank these people who joined COAST or renewed their support during the past three months: Neil&Suzanne Ablitt, Robert Adams, Dick&Joyce Axilrod, Vicki Blum, Holly Bradbury, William Deneen, Ed Easton, Betty&Lawrence Fitch, Marilyn Gevirtz, James Higman, Grant House, John Kirk, Mary Byrd and John Fisher, Carol Nash, Detty Peikert, Robert Rainwater and Brigitta Van Der Raay, Martha Bruss, Patricia Gebhard, Robert and Kathleen Rowley, Beth Christensen, Kate Bechtel, Michael Bennett, Marty and Joe Blum, David and Christine Bourgeois, Sam and Darlene Chirman, Marc Chytilo and Nancy Weiss, Mickey and Dick Flacks, Barbara Greenleaf, Ruth Hochman, Sean&Dori Hutchinson, Ivor John, Priscilla Ortiz, Paul and Kathryn Relis, George Relles, Jessica Scheeter, Naomi Schwartz, Tara Steppacher, David&Gail Teton-Landis, Bruce Tiffney, Leland Walmsley, Tracey Singh, John&Betty Gerig, Brian Fahnestock, David Landecker, Eric Lassen, Dolores Pollock, Forrest Wilde, Tom Evans, Cass Ensberg, Steve Foley and Margaret McMillan, Joan Livingston, Frank Schmidt, David Stone, Tony Johansen, George Amoon, Robert Else, Ed France, Alice Post, Larry&Jamie Bickford, Allyn Fleming and Phil Schilling.

We thank our Major Supporters

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