

## Walk-Bike-Bus-Rail

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

### How to reach us

COAST  
P.O. Box 2495  
Santa Barbara, CA 93120  
Phone: (805) 875-3562  
[info@coast-santabarbara.org](mailto:info@coast-santabarbara.org)  
[www.coast-santabarbara.org](http://www.coast-santabarbara.org)

### 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. They are held the second Wednesday of each month, 12 noon to 1:15 pm. Please check our website for updates.

### Walking Wednesdays

COAST organizes monthly walking tours on the fourth Wednesday of each month that are free and open to the public. Check our website for schedule.

### 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. Thank you!

## An Interview with Erisy Watt

By Deborah Schwartz

How many people can say they learned of their next job opportunity while canoeing down the Colorado River? Meet COAST's new project director Erin (Erisy) Joy Watt! COAST's recently retired project director Rebecca Waid was also canoeing down the Colorado River and encountered Erisy, whom she knew from the UCSB Excursion Club. Shouting across canoes, Rebecca relayed the COAST opening to Erisy and, as they say, the rest is history. Erisy (pronounced AIR-ZEE) was born into a close-knit family in Nashville, Tennessee where the duality of math and artistic pursuits always seemed natural and nurtured. Erisy herself participated in a diverse range of activities including math competitions, dance, music, and outdoor adventures in nearby wide open spaces (she remarked that every morning in Santa Barbara reminds her of early fall morning air back in Nashville, which she loved.) She even has her own website, displaying her musical talents and offerings at <http://www.erisywatt.com>. As a member of the Millennial generation, naturally it was through Internet research and Google Earth that she learned of Santa Barbara, with the view of UCSB along the Pacific Ocean clinching her college decision. That was only 4 years ago: the life Erisy has lived and adventures she has pursued since are remarkable and revealing. Her interests are so diverse that selecting a major at UCSB was difficult; however by her sophomore year she knew that Environmental Studies was the best fit with focused interests in natural history and the growing field of sustainability studies. As an enthusiast of all outdoors activities, she embarked on a Winter



Erisy and her bike. Photo by Deborah Schwartz

Quarter 2014 Thailand and Malaysia study abroad program called "Wildlands Studies" focusing on marine and coastal ecology of the Indo-Pacific. From there Erisy decided to continue studying and meeting people of other cultures, heading to Indonesia and ultimately New Zealand, where she sought out a live-work exchange to learn organic farming. To chronicle her dreams and real-life adventures, Erisy keeps a diary of both the planned and unexpected in her life. I don't recall ever meeting someone at the young age of 22 who has internally and externally explored as much as she has with a seeming boundless delight for all that life offers. COAST is thrilled that Erisy has joined as project director in supporting our mission of providing advocacy, education and outreach to improve transportation options in the Santa Barbara and Ventura Regions, promoting rail, bus, bike and pedestrian access. We hope you have a chance to meet her soon!

# The One-Way Street Dilemma

By Rich Untermann

One-way streets are the traffic planner's friend – they allow more cars to travel at higher speeds than 2-way streets. However they are known to be unfriendly to pedestrians – faster moving traffic is noisy, dangerous and unpleasant. Traffic patterns can become convoluted, and cars, always in a hurry, make the street hard to cross. Speedy traffic flows are disruptive to street livability. Just search Google for 'one-way streets versus pedestrian' to see various opinions.



Intersection of De la Vina and Figueroa. A pedestrian was killed here in 2009.

Now, bicycle planners love them – and see converting 2-way streets to one-way allowing room for a new bike lane – hence the dilemma. (Santa Barbara is discussing conversion of more two-way streets to make room for bike lanes.) Santa Barbara has 8 major one-way street pairs – east-west pairs (Haley and Gutierrez) and north-south (Anacapa /Santa Barbara, Bath/Castillo, Chapala/De la Vina). Some people would prefer to see these converted back to two-way streets, though that may be a long time away. However, we may be able to pull back the beginning and end of these streets - like the last one-way block

of Anacapa Street between Gutierrez and Haley Streets.

Anacapa's one-way purpose diminishes dramatically at Haley Street where most of the traffic turns left onto Haley – leaving only those cars traveling to Gutierrez to use the final one-way block. Two travel lanes aren't necessary for this reduced volume of traffic, and the underused lane could become the north bound travel lane of a normal 2-way street.

Why would that help pedestrians? Because drivers exiting the new REI complex (many, many cars) and heading north east to the Upper East, Mon-

tecito or the Riviera could drive up that two-way block of Anacapa to Haley Street, then turn right onto Haley toward Montecito or Santa Barbara Street. They wouldn't have to turn left on Gutierrez, right on State and right again on Haley – each turn compromising a busy pedestrian crosswalk.

If COAST had a couple of signs and the shovels, the change could be done in an hour.

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## Moving Vision Zero SB Forward

By Aaron Strockis, COAST intern

As COAST, SBBIKE and our partners continue to work towards the implementation of Vision Zero (VZ) here in Santa Barbara, it is important that we stay aware of what our counterparts in other cities are pursuing. Only through collaboration and communication can we discover the most effective initiatives for the Vision Zero cause. Recently, my research led me to examine VZ platforms in Seattle, San Francisco and Portland, and present my findings to our Santa Barbara VZ Coalition.

One notable initiative includes San Francisco's effort to contact local hospitals in order to more accurately record the number and nature of pedestrian traffic incidents. The undertaking is consistent with a tenet of all Vision Zero programs: to collect as much accurate information as possible in order to develop data-driven solutions. Further initiatives include Seattle's "Leading/Lagging Pedestrian WALK Signal Intervals," which provide the pedestrian a head start or delay in relation to a green signal. The program has been shown to increase visibility for driv-

ers and minimize collisions.

Seattle also featured many creative advertisements for their online outreach program, which are key to any Vision Zero platform and of particular interest to VZ Santa Barbara. Accurate and relevant information is the best weapon in the fight against pedestrian casualties. A few noteworthy examples include "Vision Zero Yard Signs," the child-friendly "Be Super Safe Comic," and the "Be Super Safe" poster/rack card, all of which can be found on the Seattle Department of Transportation Website.

In order to reach our target figures for the implementation of Vision Zero in Santa Barbara, COAST and SBBike are committed to coming up with original solutions for our roadways, as well as implementing those initiatives that are already having success elsewhere. Through such collaboration, we can make our streets safer for everyone and move closer to the reality of eliminating pedestrian deaths as a result of traffic collisions.

# Walking from Santa Barbara to Ventura

By Dennis Thompson with Lois Phillips, May 2015

When we told friends we were going to walk from our home in Santa Barbara to Ventura 30 miles down the coast, some asked, "What charity are you walking for?" "Can we give you a ride instead?" or just "Why?" The "why" wasn't clear when we started, but we had been exploring ways to have some peaceful time together sharing an urban adventure and disconnecting from cell phones and email.

My wife Lois and I walk at about the same pace and have enjoyed many long walks around our town. We thought 10 miles a day was a reasonable goal for walking to Ventura. Fortunately, we found lodgings on our route that were spaced between 10 to 12 miles apart. We carried as little as we could in day packs including a change of clothes, a book, toiletries, and some snack bars; nevertheless, the packs weighed 12-15 pounds, and as we put them on for the first time, we felt it.

We set off on a cloudy Thursday morning. We walked leisurely through Santa Barbara's Eastside neighborhood, seeing it up close for the first time. Just a short mile or two, but a world away from Milpas Street, we walked through Montecito's hedge-row district. After a quick walk on a Class I bike path off San Ysidro Road, we landed at the Inn at Summer Hill in Summerland, our destination for the first night. We had only walked about seven miles that first day, but the people we chatted up were stunned when they heard we had arrived from Santa Barbara on foot.

Much of this second day was spent on a noisy freeway frontage road, meaning that we didn't have much opportunity to talk. We arrived in Carpinteria before 1:00pm, and our reward was a seafood lunch at Sly's, where we enjoyed watching tourists walk past our sidewalk table. We were prepared to walk the railroad right of way to avoid the freeway, but seeing a low tide, we instead dropped



Dennis and Lois in a selfie en route to Ventura

down to the beach and headed towards the Rincon walking on hard-pressed sand and the new Class I freeway bike path. At the Cliff house, we celebrated with a swim and cocktails by the pool, and basked in the warm afternoon sun just above the surf line, and later, over dinner, enjoyed a spectacular sunset.

The third day was longest at 13 miles. We followed the old Route 1, where recreational vehicles were parked bumper to bumper for the weekend. We walked the beach much of the way, noticing shanties, bungalows, and admiring and critiquing the oceanfront mini-mansions. We had lunch at a state park snack shop, the only food for miles, then walked through Emma Wood state park, where we crossed the railroad tracks onto the bike path into Ventura. That night we enjoyed a celebratory dinner followed by a last night's deep sleep at the end of our 32-mile adventure! On the train home, we were able to see our path and appreciate the whole trip again.

This walk gave us a feeling of accomplishment and also brought us closer as a couple. We had walked for hours together, sometimes silently and sometimes in conversation, sharing thoughts both trivial and profound. We never argued or debated what to do next, as we might do at home dealing with petty irritations or the disappointments of everyday life. We could now answer the "Why?" question initially posed by friends. We returned home feeling refreshed, renewed, and "grounded," and recommend this experience to others who enjoy walking. The naturalist John Muir once wrote:

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"I only went out for a walk and finally concluded to stay out till sundown, for going out, I found, was really going in."

Dennis Thompson, AIA, is a member of Mesa Architects and a longtime supporter of COAST.



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Santa Barbara, CA 93120

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**COAST's Annual Fall Gathering is coming**

*Thursday, September 24 , 5-7 P.M.*

*at the Spanish Garden Inn.*

*You are invited to join us as we honor Dick and Mickey Flacks with the 2015 Barry Siegel Award.*

*Please visit our website for more information and to buy tickets*

**Rebecca's Good-Bye Party**



From left: Hap Ziegler, June Pujo, Deborah Schwartz, Tom Jacobs, Alex Pujo, Cass Ensberg, Paul Arnold, Rebecca Waid, Lee Moldaver, Joan Melendez, Barry Remis, Kate Deutsch-Burgner.

We thank Rebecca for all she has done for COAST and wish her the best for her future endeavors.

**We thank our Individual Supporters**

We thank these people who joined COAST or renewed their support during the past three months: **Cass Ensberg and Tom Jacobs, Lorien Davy, Ed France, Linda Phillips, Mary Anne Theilmann, Peter and Paula Perotte, Lee Heller, Neil and Suzanne Ablitt, Sherrie Fisher, Julia Pujo and JL Kaminski, Jeff King, Robert Rainwater and Brigitta Van Der Raay, Frank Schmidt, Kim Stanley, Deborah Winant, Matt Dobberteen.**

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**McCune Foundation, Fund for Santa Barbara, Gildea Foundation, Cottage Health, Goleta Valley Cycling Club and Santa Barbara Mountain Bike Trail Volunteers** are supporting our major projects. Further thanks go to our business sponsors, **Allen Construction, Harrison Design Associates, Deckers Outdoor Corporation.**