

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

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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: 11 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!

FALL 2017

WWW.COAST-SANTABARBARA.ORG

Reflecting on Goleta's first HAWK Signal

By Greg Janée

It's been six months since the City of Goleta installed a so-called HAWK signal on Hollister Avenue in front of the Community Center in Old Town Goleta, the first of its kind in our area. In case you haven't seen it, a HAWK signal is essentially a regular traffic signal, but one that is located at



HAWK signal on Hollister Avenue in Goleta Old Town

a crosswalk and that is activated by pedestrians. Officially, it is known as a Pedestrian Hybrid Beacon. Old Town's HAWK signal includes walk signs and countdown timers visible to pedestrians. A second stop light mounted in an adjacent driveway prevents turns into the crosswalk while it is being used.

Pedestrian difficulties at this spot had been well-known for years, and sidewalk-mounted pedestrian flashing lights had

already been installed. So why the change? The impetus was, as is so often the case in these matters, tragedy. In 2013 I happened to be driving through the area and witnessed the aftermath of an accident, where I was shocked to see the stockinged feet of a young girl lying on the ground (her shoes having been knocked off), her bag of French fries next to her, no doubt still warm from having been purchased from the Wendy's nearby. The poignancy of this image, which

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Eve Sanford joins COAST Board



Welcome to COAST, Eve!

Eve Sanford believes in bicycling as a means of making cities happier and more enjoyable places to live. She currently works at SBBIKE, channeling community input into projects and growing political support for better street infrastructure, funding, and policy. Prior to SBBIKE, she worked in city government at Los Angeles and Rancho Cucamonga conducting roadway/ street network analysis and planning, among many other things. Eve holds a B.S. in Urban and Regional Planning from Cal Poly Pomona. She enjoys cooking, gardening, reading and being outdoors in sunny Santa Barbara.

Measure A Going Above and Beyond Alternative Transportation Goals

By Mark Bradley

In 2008, COAST led the Coalition for a Fair Measure A, a collaboration of over 20 local environmental and social justice non-profits, to ensure that a new Santa Barbara County transportation sales tax measure would provide significant new funding to walk, bike, bus and rail. The old half-cent sales tax Measure D, which was due to expire in 2009, allocated more than 90% of the funds to road-related projects, leaving very little to fund other modes. The Coalition negotiated long and hard to make sure that any new sales tax to replace Measure D would allocate significantly more funding to alternative transportation. The resulting Measure A half-cent sales tax, which was passed by about 80% of county voters in November, 2008, provided a major step forward. For the first time, there has been dedicated funding for MTD operating and capital expenses, with about 9% of the Measure A funds in 2015-16 going to South Coast Transit Programs. There is also dedicated funding for Safe Routes to School (SR2S) programs and other pedestrian and bicycle projects in both the South Coast and North County. In fact, Measure A has provided a major boost to COAST's SR2S programs over the last six years, and also provided substantial funding for SBBIKE's bicyclist education programs. There is also about \$1 million per year allocated toward making commuter rail between Ventura and Goleta a reality, with most of that funding remaining to be spent when a viable commuter rail option can be negotiated with Union Pacific, Amtrak, and others with interests in our coastal rail corridor.

JURISDICTION	5 YEAR REQUIRED % FOR ALTERNATIVE TRANSPORTATION	AUDITED ACTUAL FIRST 5 YEAR PERIOD (FY 10-11 THRU FY 14-15)
BUELLTON	5%	30.90%
CARPINTERIA	10%	28.11%
GOLETA	10%	17.75%
GUADALUPE	5%	6.60%
LOMPOC	15%	25.06%
SANTA BARBARA	10%	47.99%
SANTA MARIA	15%	16.28%
SOLVANG	15%	22.44%
NORTH - COUNTY OF SANTA BARBARA	10%	16.06%
SOUTH - COUNTY OF SANTA BARBARA	10%	17.48%

The table above shows the required expenditures by each agency on alternative transportation projects

lanes and paths, and other local projects that enhance bicycle and pedestrian safety. Each agency's expenditures are audited using a five-year rolling average, and each agency must meet or exceed its target over any given five-year period. The table above, from the Measure A 2016 Annual Report, shows that for the years 2010-2015, every locality exceeded the required percentage, some by substantial percentages. The City of Santa Barbara spent 48% of its local Measure A funds on alternative transportation projects, compared to a requirement of only 10%! In fact, every locality except for Santa Maria and Guadalupe exceeded their requirement by over 60%. We appreciate the local city and county governments for going beyond the bare minimum and using Measure A as a source of matching funds for many projects that make walking, biking, and using transit safer and more reliable in Santa Barbara County. To learn more about Measure A, go to www.measureA.net

What is less commonly known is that major funding from Measure A towards alternative transportation is distributed via the local city and county governments. Each city, and the county, have a specified percentage of their local Measure A funds that they are required to spend on alternative transportation, which can include sidewalks, bike

Riding the Natchez Trace

By Dennis Thomson

In April of this year, a group of eight cycling friends rode 444 miles from Nashville, Tennessee, to Natchez, Mississippi, on the Natchez Trace. As we learned along the way, the Trace (a French word for trail) has been used by animals and humans for thousands of years as a north-south route through this part of the country. It had its high point from 1790 to 1820, when settlers from Ohio walked back home after delivering their goods to the Gulf area via boat on the Mississippi River. When steamboats came into use, they no longer walked, and the trail fell into disrepair.

Today, the Trace is a National Parkway, part of our national parks system. It is a 500-foot-wide, beautifully landscaped swath of land which passes through southern Tennessee, a corner of Alabama, and a big diagonal through Mississippi. There are historical and scenic stops along the way, including Native American ceremonial mounds, 200-year-old cabins, antebellum mansions, Merriweather Lewis's death place, swamps and ponds.

For us, this was a cyclist's paradise! The gently rolling two-lane road has a speed limit of 50 miles per hour; commercial vehicles are not allowed, and bicycles have the right of way! There are no stop signs or cross-traffic; cars pass over and under, or merge with curved ramps. We rode 40-50 miles a day (we took turns driving our rented van) and stayed in motels and historic B & B's in little rural towns, as well as Jackson, Natchez, and Tupelo (Elvis's birthplace). We ate a little too much Southern food, but it was a most memorable trip for all of us. Please read this article on our website's blog and enjoy more photos!



HAWK Signal, continued from page 1

COAST delivered to City Council members, stirred the City to action, and City engineers worked hard to both design a solution and acquire the funding to build it.

The pedestrians I've spoken to have been uniformly positive about the new signal. It is easy to see why they prefer it, for we can easily compare it to the crosswalk just a few blocks down, at Orange Avenue, which still has the older sidewalk-mounted lights.

At that crosswalk motorists simply don't stop! In an experiment I performed on a relatively quiet Sunday afternoon, in each test crossing up to a half-dozen cars failed to stop even though the lights were flashing and a pedestrian was fully in the crosswalk. A worker at the adjacent bike shop confirmed that he hears tires skidding daily at that spot. It doesn't help matters that the pedestrian sees no walk sign or countdown timer, and hence gets no confirmation that the lights are flashing.

So the HAWK signal is clearly an improvement. Is there more that can be done to improve pedestrian life in Old Town Goleta? I would say yes. For one, the HAWK signal is not a panacea. I have observed cars failing to stop for it



Composite photograph showing 4 cars passing in front of a pedestrian in the crosswalk

as well, and there is confusion among motorists over the meaning of flashing versus solid yellow lights and flashing versus solid red lights. More fundamentally, crossing Hollister requires navigating an unbroken expanse of 6 lanes, and at rush hour, HAWK signal or no, that remains a daunting task. The Federal Highway Administration University Course on Bicycle and Pedestrian Transportation (<http://bit.ly/2twakCl>) recommends that curb extensions be used to shorten crossing distances (and, as a benefit

to motorists, crossing times as well), and it also recommends mid-street refuges be employed in exactly Goleta's situation: when there are four or more lanes and high traffic volumes. No doubt City engineers investigated these additional improvements and concluded they couldn't be accommodated given the constraints imposed by existing parking spots, driveways, and turning and flow requirements.

That's one view. Another view is that the City's decision to *not* build a mid-street refuge is a choice that reflects a set of values and priorities that has too frequently governed Goleta development. As long as pedestrian improvements are shoehorned in only after the needs of motor vehicles have been fully accommodated, pedestrians will be left to savor only the real but limited benefits of the HAWK signal.

Notes from Portland By Eva Inbar



The Tilikum Crossing in Portland

This summer, I had the opportunity to visit Portland, Oregon. Portland is one of the most popular places to live in this country, and now I understand why. It is of course a place of great natural beauty being situated on the Willamette River with its many bridges. But much of Portland's recent success is a result of a conscious planning effort to limit auto traffic in the center city and make it a place for people. This has attracted many young urban professionals who have made Portland the vibrant place it is today.

Perhaps the grandest statement of Portland's philosophy (and its recipe for success) is its newest bridge, the Tilikum Crossing, dubbed a "Bridge of the People." This beautiful modern bridge, pictured at left, offers spacious accommodations for bicyclists and pedestrians as well as buses and light rail—but not cars. Portland has made a serious investment in its light rail system as well as a network of bike paths to connect the central city with the outlying areas. Driving there is discouraged through a variety of strategies. The walking experience downtown is excellent due to a network of curb extensions and a critical mass of other pedestrians around. And Portland has the most courteous drivers I have seen anywhere! Please see our website's blog for a longer version of this article and more photos.



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COAST's Annual Fall Gathering is coming

Thursday, October 5th, 5-7 PM

at the Spanish Garden Inn.

You are invited to join us as we honor Dru van Hengel with the 2017 Barry Siegel Award.



COAST Board and Staff Retreat July 2017

Seated, from left:
Ana Rico, Barry Remis, Joanna Kaufman, Kim Stanley.

Standing from left:
Greg Janée, Kate Burgner, Eva Inbar, Mark Bradley, Sally Tannenbaum, Larry Bickford, Doris Phinney.

We thank our Individual Supporters

We thank these people who joined COAST or renewed their support during the past five months: Walter Egan, Robert Adams, Michael Bennett, Joyce & Roland Bryan, Cass Ensberg & Tom Jacobs, Brian Fahnestock, Dick & Mickey Flacks, Gerri French, Eric Gabrielsen, Isabelle Greene, Timothy Harding, Greg Janée, Kalon Kelley, John Kelley, William Kingsbury, John Kirk, Marjie Kirn, Jason LoCicero, Donn Longstreet, Charlotte & Jim MacMillan, Michael McGee, Joan & Bill Murdoch, Owen Patmor & Doris Phinney, Nancy Peka, Peter & Paula Perotte, Linda Phillips, Alex & June Pujo, George Relles & B.L. Borovay, Susan & Tom Richards, Annmarie Rogers, Martha Siegel, Jeanette Webber, Margaret & Joe Connell, Vijaya Jammalamadaka, Cynthia Manzer.

We thank our Major Supporters

We thank the **McCune Foundation, Sansum Clinic, Goleta Valley Cycling Club and Stephen Murdoch** for supporting our major projects. Further thanks go to our business sponsors, **Allen Construction, Harrison Design Associates and Deckers Brands.**