

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. Just e-mail us and we'll add you.

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 March thru September 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!

Vote No on Prop. 6

Save Critical Transportation Funding

By Eve Sanford, COAST board member

This November, California voters teeter on the edge of repealing California's recent gas tax increase and short-changing California's transportation needs for the foreseeable future. Proposition 6 aims to do away with California's 2017 gas tax, adopted under Senate Bill 1 (SB 1) in 2017. At the time, policymakers, labor reps., leaders and transportation enthusiasts (of all modes) celebrated a monumental success. SB 1 was a labor of love to finally bring California's gas tax into the 21st century (after remaining unchanged for 23 years). SB 1 finally provided state and local cities with critical funding to address an unnerving to-do list of road repairs including fixing bridges long past their "best by" date, modernizing public transit and doubling the state's funding for biking and walking projects.

Naturally, it's easy for critics to focus on the immediate tax and not the long-term benefits ushered in by SB 1 for California's current and future residents. In a strategic move, conservatives in Orange County used the gas tax to mobilize voters who were so fired up, they recalled a State Senator during June's primary largely for voting in support of the gas tax in the first place. This tactic will be at play come November as conservatives hope to draw voters to highly-contested congressional districts throughout the state.

Locally, our cities have been (quite literally) at work with new gas tax funding. We've invested in better bus service and upgrades to decades old busses for MTD as well as increased commuter service on



Road work on Bath Street

Amtrak trains. Gas tax funding has also been slated for the Highway 101 multi-modal corridor (adding on miles of new bike lanes and paths to complete the Coastal Route from Santa Barbara to Ventura). SB 1 is helping fund Santa Barbara's Eastside and Westside Bike Boulevards, a future multi-use path to be built along Las Positas and Modoc and hopefully in the future, big-ticket connections like the San Jose Creek Bicycle Path in Goleta.

It remains to be decided what new local investments we will make with a budget that meets the modern-day 21st century of Santa Barbara County. As COAST members, we have an opportunity to advocate for sustainable transportation options but it will surely be an uphill battle to invest in new and better technology without adequate funding to even maintain our existing roadways. COAST encourages you to vote No on Prop 6 this November 6th.

Vision Zero and Law Enforcement

By Greg Janée

COAST's Vision Zero campaign aims to establish road safety policy that will reduce traffic fatalities and major injuries for pedestrians, bicyclists, and motorists—all road users—down to zero. This is achieved through a combination of better road infrastructure engineering, public education, and enforcement of traffic laws.

How does traffic law enforcement figure in to reducing fatalities and injuries? One need only look at two cities to see the effect:

New York City: Per <https://bit.ly/2Mqpuno>, New York City credits its Vision Zero program for a 44% drop in pedestrian deaths since 2014, with overall traffic fatalities down by 27%.

The first half of 2018 has seen the fewest traffic-related fatalities in any six-month period ever measured in the city. Credit is due to improved road design and new bike lanes, but also to traffic enforcement. New York strategically increased enforcement on six traffic violations it identified as being the most likely to kill or injure, including:

- speeding
- failing to yield to a pedestrian
- failing to stop on a signal
- improper turns
- cellphone use
- disobeying signs

Between 2013 and 2017, the number of summonses issued for these offenses increased by 41%.

Los Angeles: By contrast, in the first two years of Los Angeles's Vision Zero plan, pedestrian deaths rose 82% according to the LA Times (see <https://lat.ms/2uXKVV5>). Los Angeles has had difficulty lowering street speed limits, and the increase in fatalities suggests that pedestrians are being hit by drivers at higher speeds than in the past. But it also appears

there is a problem that motorists are not being cited for infractions that endanger pedestrians.

Alternative transportation advocate Scott Schultz writes in the LA Times (<https://lat.ms/2KDSGW3>), "In May of 2016, I submitted a public records request for every citation issued by the LAPD to pedestrians for jaywalking from 2010 through 2015. I also asked for data on motorist 'failure to yield' violations (i.e., when the motorist failed to yield to a pedestrian who had the right of way) covering the same time period. Of 68,072 total citations, 55,392 went to pedestrians. In other words, 81% of tickets issued for crosswalk infractions went to pedestrians. Meanwhile, 20 pedestrians were killed by cars in Los Angeles's Central Division in 2017 alone."

Is it just coincidence that Los Angeles pedestrians are suffering while the LAPD ignores motorist infractions? COAST thinks not, which is why enforcement of traffic laws is one of the core components of Vision Zero.

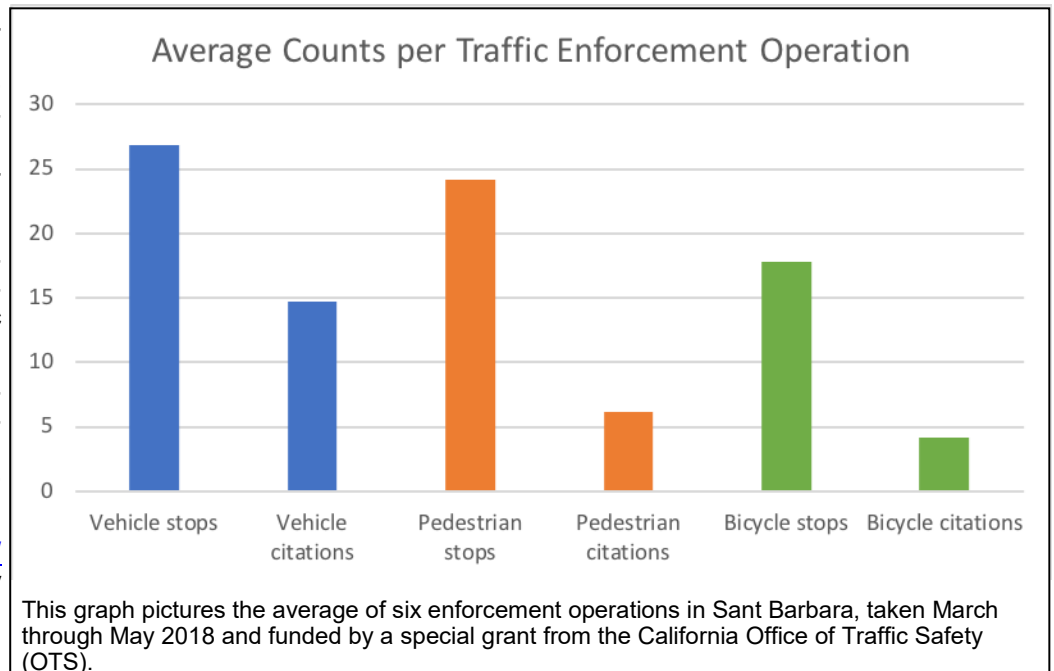
So, what about traffic enforcement in Santa Barbara? COAST has so far been unable to obtain detailed statistics on citations from the police de-

partment, though that will hopefully change in the future, for improved reporting of citation data to the public is written into the City of Santa Barbara's Vision Zero plan (see <https://bit.ly/2OxC2dg>).

But COAST administrator Barry Remis has been able to obtain numbers for SBPD's special enforcement operations (see graph). As can be seen, in these special operations police are stopping motorists, pedestrians, and bicyclists alike, though perhaps citing motorists a little more frequently. The police department will be joining Vision Zero Task Force meetings, and we hope to bring up the topic of enforcement with them.

Editor's note:

Santa Barbara's Vision Zero plan is now making its way through the city process, starting with the Transportation and Circulation Committee in late August and going to City Council after that. We will update you in our e-newsletter. Stay tuned!



Sponsor Spotlight: AFSB

By Joanna Kaufman

Sponsor Spotlight takes a look at the organizations, businesses, and individuals who help support COAST's ongoing programs and asks why sustainable transportation options for the Santa Barbara region matter to them.

This month we feature the **Architectural Foundation of Santa Barbara (AFSB)**. We interviewed Rocio Iribe, their Executive Director.

Tell us about your organization and how the public can get involved?

Rocio Iribe: When asked what the AFSB does, I sometimes pause unsure what to say. I usually go with the blanket

statement of "We educate the community about the built environment." And while that's accurate, there's so much more to it than that. The Architectural Foundation teaches awareness and appreciation of architecture and the built environment in a variety of ways, from young kids, to high school students, to adults and anyone in between. The way to get involved may seem nuanced but it's simple: read about our programs on our website, decide what version of appreciating the built environment is for you, and then get in contact with us!

Why does sustainable transportation matter to your organization?

RI: Transportation and the built environment are linked as one. Suburban sprawl has historically placed tremendous stress on resources as well as the livability of our urban environments, and Santa Barbara is fortunate to have organizations like COAST that champion a rational and sustainable transportation program.

Why do you support COAST as a Walking Wednesday sponsor?

RI: AFSB supports COAST's Walking Wednesdays because promoting walkability in a city is an important way of supporting and appreciating the built environment. Walking helps participants feel more connected to a city and community, aspects which are not only part of AFSB's mission, but we enthusiastically support in other organizations.

COAST thanks the AFSB for their continual support of our Walking Wednesday's program. If you like Walking Wednesdays, you may want to try AFSB's walking tours. To learn more about the AFSB, go to www.afsb.org.

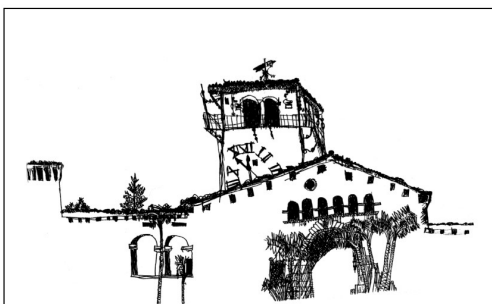
Scooter Wars By Eva Inbar



Vandalized scooters at Venice Beach

Electric scooters are the newest sensation in the rapidly changing world of transportation. You locate a scooter on the street with an app on your phone, pick it up for \$1 and pay 15 cents per minute after that. You can ride up to 15 mph, but usually you are slower. It's a fun and easy way to move. When you are done, you just drop it on the sidewalk. And here is where the trouble starts: Cities are rightly upset with the clutter of scooters on their sidewalks. But even beyond that, these little devices have provoked an astonishing emotional response in people. They have been vandalized in Venice and Santa Monica, with the photos of these exploits posted on social media. Why all this anger?

Santa Barbara impounded the scooters that were dropped on its streets overnight and banned them until they could be properly regulated. On August 15th, the City held a listening workshop to determine how to craft a one-year test program for the devices. People were asked what they liked about scooters, what their concerns were and issues needed to be worked out before they should be allowed in Santa Barbara. Opinions varied, but often split along generational lines: Young people generally liked scooters, older people did not. If you missed the workshop, you can still submit your feedback online at www.surveymonkey.co/r/SBScooterShare. And, just a heads-up: The County of Santa Barbara is considering them too.



**ARCHITECTURAL
FOUNDATION**

Historic Sabado & Domingo
Walking Tours



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Raise Money for COAST when you shop at Amazon!

It's easy. Just go to Smile.Amazon.com, then to Your Account and select Coalition for Sustainable Transportation as your preferred charity. A portion of your purchase will go to COAST at no cost to you. Thank you!

You are invited to our 2018 Fall Gathering!

When: Thursday, October 18th, 5 to 7 pm

Where: Spanish Garden Inn, 935 Garden Street.

Watch your e-mail for more news!



We welcome Eddie Gonzalez as our newest board member.

Eddie has deep roots in Santa Barbara: He was born here and raised his own family of six children right here as well. He works with special needs kids at Montecito Union School and in addition he works at La Casa de la Raza. In 2007, he helped found Bici Centro which had its first home at La Casa. Eddie was drawn to COAST's work in the Eastside. He wants to help make the streets safer that he knows so well, the streets where he rode his bike and his skateboard as a child and where his own children grew up. We are so happy that Eddie will be a voice for the Latino community on our board.

We thank our Individual Supporters

We thank these people who joined COAST or renewed their support during the past three months: Ronald Buckley, Neil and Sue Ablitt, Hutch Axilrod, John and Nan Bedford, Michael Bennett, Marty and Joe Blum, Matt Dobberteen, Cass Ensberg, Brian Fahnestock, Sherrie Fisher, Dick and Mickey Flacks, Ellie and Ronald Freese, Eric Gabrielsen, Gracie Gaytan, Howard Green, Gary Janka, Ivor and Jean John, Brian Larinan, Jason LoCicero, Chris and Monica Montigny, Pat and Walter Moore, Edith Ogella, Suzy Parker, Peter and Paula Perotte, Suzanne Rapley, Frank Schmidt, Mary Sheridan, Jennifer Smith, June Sochel, Rich Untermann and Gail Elnicky, Kevin Young, Charles Croninger, Drew Hunter, Barbara Lindemann, Joan Melendez, Terri Jo Ortega, Annmarie Rogers, Carol Schwyzer, Susan Case, Mark McGinnes.

We thank our Institutional Supporters

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