

Joint Advocacy Policy Committee Meeting of SBBIKE and COAST April 14, 2020, @ 4:00 PM

Moderated by Dan Fishbein and Melissa Cunningham

Can we seize the moment?

Cloud recording of meeting [here](#)

How can we best work seize the moment and develop a new paradigm in our approach to transportation, avoiding a returning to the "old normal" and developing a "new normal" that prioritizes access for all to safe streets for walking and cycling?

Introduction

- A first step Merging with COAST - forgive the duplicate announcements
- Next month COAST hosts

Tri-county updates

(The following topics will be presented in 3 minutes)

Please email questions, comments, or answers to the presenter with cc to me (Dr.Dan@SBBIKE.org) if you wish the correspondence to be included in the minutes

- Ventura (Joey Juhasz-Lukomski, joeyopinionsbikeventura.org): Ventura had to close its beach boardwalk path because of recreational overuse, but that path is also the safest commuter route for people biking to work. Bike shops were declared non-essential businesses in Ventura County, but wrote emails to county people and talked to public health and supervisors. Bike repair now essential and bike sales on a delivery basis. Some linear parks closed.
- Santa Barbara (Jerod Carvalho, jcarvalho@sbcag.org): As with most things right now, our projects are on-hold indefinitely. Two of our projects were approaching the public workshop phase, so we are doing what we can to advance the projects. Personal Bike shops open given, bike paths not noticeably crowd. May go to virtual community meetings for public input phase. Is Highway 101 widening still on track? Carpinteria project starts construction April 12, this was moved from April 5 due to rain/storm activity. As you know, the California Transportation Commission recently allocated \$105.5 million for this project, with \$96 million is designated for capital costs, highway and landscaping (read about the CTC allocations for Santa Barbara County linked here). You can also read about the project in this linked Highway 101: Carpinteria to Santa Barbara Project Overview, or visit: www.sbroads.com
- Sam Furtner – more people relying on bicycling. City not enforcing social distancing. Heard social distancing is a challenge.
- San Luis Obispo (John Dinunzio, jdinunzio@slocog.org Rick Ellison Rick@BikeSLOCounty.org) The bike shops in and around SLO are generally operating with limitations.¹ The BikeSLOCounty's DIY shop ("Bike Kitchen") can be a crowded repair space.² It closed temporarily, and will likely be opening with limited hours for the sale of essential parts, place a work stand outside and check out tools for people to do minor fixes to their bikes, and offering an email Q&A for repairs. Some of the bike have been heavily use by

¹ Bike shops have been designated by the Feds, and essential classification. Some SLO shops have also applied to the City/County for essential status. But of course, the essential designation does not mean things are normal as they strive to comply with CDC recommendations, especially maintaining 6' social distancing and sanitary precautions. Most of the shops are communicating through their websites. Some of the local shops have closed off or limited access to showrooms, reduced operating hours, or gone to online sales. I heard one anecdotal story that a shop has had record sales over the last couple of weeks.

² Prior to the shelter-in order, we were limiting the number of people in the Kitchen at any one time, requiring the use of gloves, and sanitizing tools and workspaces. We have closed down for the last three weeks, using thee time to do necessary improvements in the space. Now that we have the essential designation,

pedestrians and bikes, making it challenging to maintain 6' social distancing on the Class I paths. Congrats to SLO on successfully adding their bike infrastructure to open street maps for their BNA scores

- Goleta (Steve George and Judi Shor, mr.sgeorge@yahoo.com) : What is the funding jeopardy for alternative transportation projects?³ Also does anyone have experience on Citizen Oversight Committee for Government actions and projects? We are concerned over the number of legacy projects⁴ being completed when street maintenance and safety projects lag on for years.

Sarkes Khachek, Director of Programming at SBCAG: 'No' – programmed projects would not risk losing their funds.

- All counties (Dan Fishbein, Dr.Dan@SBBIKE.org): People for Bikes City Ratings for 2020 will be released on [World Bicycle Day](#) (June 3, 2020). Please let me know if you would like to be on a subcommittee to prepare “customizable” press release.

How should we seize the moment?

(The following topics will be presented in 3 minutes, with 5 minutes for questions)

- I. **Think outside the traditional advocacy box** (Jim Van Cura*, jmvan8@gmail.com; [trailer junkies podcast](#)). When speaking with politicians stop talking about bikes or anything bike related. Stop using the term “pedestrian.” It is dull and uninspiring. (Walking is just so pedestrian.) Instead, use the word “people” and make places safe for people. Bikes are not toys and bike infrastructure is a *Family Friendly Transportation Corridor*. Why is the classification of bicycle shops as essential businesses being hotly debated while automobile repair shops are open as usual? The public at large (and sadly elected officials) view the bicycle as a toy only to be used for recreation and fitness rather than transportation. Bicycle events must emphasize the use of bicycles as transport. And no, my annual bike-to-work day is not enough. Part of seizing the moment should focus on a shift in the short trip. Cars are not inherently bad, but the way people use them is what makes them bad. People will return to driving their cars to be sure. But how do we “convince” them to walk or bike for trips that are less than one or two miles? Perhaps this is where a marketing campaign can be employed. I liked the idea of advertising a marketing campaign in local papers. Creating signage for bus stop shelters, or creating signage with positive messages about leaving the car at home and biking or walking, especially to destinations that are a short distance from home.

*References: [Video summary of People For Bikes meeting in Santa Barbara](#)
[During COVID-19, These Los Angeles Bike Shops Are a Lifeline to Their Communities](#)
[The Arrogance of Space in Urbanism](#)*

** Although Jim works for the Lompoc School District, his opinions are his own and he does not represent the school district.*

³ City of Goleta approved the designs and gave approval to send for bid on two crosswalks (Calle Real/Kingston and Hollister at Cottage Hospital). is there a risk of SBCAG & State HWY funds being pulled?

⁴ Boys & Girls play field, Old Town Goleta Park, Purchase of the Direct Relief building for a new train station, purchase of the City Hall, purchase of land at Ellwood Bluffs, splash pads, a City pool, Old Town parking lots, and more

Current	Change to:
Accident	Crash
Pedestrian	Person or Person walking
As a cyclist...	As a parent, employee, neighbor, child who bikes
Hit by a car	Hit by a person driving a car
Cycletrack	Protected lane
Bikers/Cyclists	People biking
Bicycles = Vehicles	Bicycles = People biking who are equal and need protection
Signals/Pedestrian Beacon/Walk Button/"Beg Button"	Safe ways to cross busy streets
Alternative transportation	Transportation choices or options
Active transportation	Healthy transportation
Driver	People driving
Transit rider	People riding transit/the bus/the train
Bicycle Advocate	Neighborhood Advocate
Bike Infrastructure	Family Friendly Transportation Corridors or "FAFTRACS" for short

2. Focus on people who need to bike and walk (Joey Juhasz-Lukomski). We all want to “seize the moment” to call for things we bike advocates have always wanted, like closing streets to cars, that people should bike and walk, and cleaner air. But maybe we should double down on bikes as essential travel, and point out that policies (past and current) disproportionately affect people who need to use their bikes to get to work, vital services, or even the hospital. The opportunity here is to re-examine existing policy/infrastructure so that we can see where the gaps are and be able address them in the early stages of future planning/advocacy. For example, there is a rumor that Oxnard is ticketing bicyclists for not being indoors.

References: [Supporting the transportation needs of essential workers](#); [What is our role as mobility justice practitioners and how can we work together to co-develop community resilience?](#) [Bike Advocacy's Blind Spot](#)

II. **Open Streets to Bike/Ped** (Barry Remis, breemis@snet.net) Cities around the country and worldwide have responded to the current COVID-19 crisis and ‘self-isolation’ conditions as opportunities to restrict motor vehicle access on select roadways, thus ‘opening up’ streets to create more space for families and local residents to walk, bike, skate, etc. while better practicing safe social distancing. Are there local opportunities to summon the political will for our area municipalities to take similar actions with nominal infrastructural resources to allow more space for healthy, active movement?

References: [Close Streets to Create Space for Walking and Biking During COVID-19](#) and [Local actions to support walking and cycling during social distancing](#) [Oakland to restrict cars on 74 miles of streets](#)

[Cities Close Streets to Cars, Opening Space for Social Distancing](#); [New Zealand First Country to fund Pop-up bike-lanes](#)

Draft proposal

Opening Streets to Active Movement During COVID-19 Pandemic Conditions

COAST & SBBIKE ask the City of Santa Barbara to consider the following:

1. Temporarily open up selected, eligible low-traffic-volume neighborhood streets to non-motorized, active forms of transportation only, thereby taking pressure off the Beachway, local trails, parks and

other well-known protected paths. This offers nearby neighborhood options to residents that begin at their front door or within walking distance, providing more room to maintain safe social distancing.

2. Utilize the City of Oakland's guidelines for temporary, low-tech, "soft closure" techniques using cones, barriers, and signage ("road closed to thru traffic" and detour signs), using these soft closure techniques in order to minimize impact on City streets crews and need for police enforcement.

3. Installation of temporary Bicycle Boulevards along Alisos and Gillespie Streets, as defined in the Bicycle Master Plan, ATP grant-funded project designs and current grant applications.

Taking the cue from many other cities, doing this now could reduce pressure on currently busy paths, improve social distancing measures to mitigate coronavirus spread, and could help ease behavior change during the eventual lifting of stay at home orders.

SBBIKE and COAST along with our nonprofit and business partners can help get messaging out regarding safe use of these temporary open spaces, minimizing strain on police enforcement resources.

Thank you for your consideration to provide more needed space for our residents to safely keep healthy and active...close to home!

Ask of City of Santa Barbara City Council members:

- 1. To open up low traffic volume neighborhood streets temporarily to active modes of transit only, thereby taking pressure off the Beachway, parks, and other well known protected paths. To offer options to residents which begin from their front door or within walking distance.*
- 2. To consider temporary Bike Blvds on Alisos and Gillespie as defined in the Bike and Pedestrian Master Plans and the ATP grant applications.*
- 3. To follow City of Oakland guidelines for temporary, low tech, soft closure techniques using cones, barriers, and signage ("street closed to thru traffic" and detour signs).*
- 4. To use these "soft closure" techniques in order to minimize impact on City streets crews and a need for police enforcement.*

Doing this now could reduce pressure on current routes and could help ease behavior change during the eventual lifting of stay at home measures. COAST/SBBike along with our business partners can help get messaging out regarding safe use of these spaces rather than relying on police enforcement .

III. Lower speed limits (Robert Rainwater, rrainwater@gmail.com) We should make lowering speed our top priority. The urban and residential street speed limit should be reduced from 25 to 20 mph. Speed limit changes are very inexpensive and easy to implement compared to other traffic engineering solutions such as separated bike paths. The 85% rule for setting speed limits no longer fits our transportation management needs. The law was created to limit local jurisdictions' ability to create speed traps for financial gain. Instead, we should set speeds to optimize public safety. Traffic solutions should be managed

locally rather than statewide. Instead (or in addition) to closing the gaps the gaps, reduce speed. See also: [Rock Miller](#) studying this for years...here is his [presentation](#).

IV. [Californias 85th percentile law is killing pedestrians](#) and Editorial: [Speeding cars kill. So why is California slow-walking efforts to slow them down?](#)

The Expert Group Recommendations & Implications

SAFER VEHICLES ACROSS THE GLOBE: adopting a minimum set of safety standards for motor vehicles. ★	TECHNOLOGY: bringing the benefits of safer vehicles and infrastructure to low- and middle-income countries. ★	SUSTAINABLE PRACTICES AND REPORTING: including road safety interventions across sectors as part of SDG contributions. ☆	MODAL SHIFT: moving from personal motor vehicles towards safer and more active forms of mobility
ZERO SPEEDING: protecting road users from crash forces beyond the limits of human injury tolerance. ★	INFRASTRUCTURE: realizing the value of Safe System design as quickly as possible. ★	PROCUREMENT: utilizing the buying power of public and private organizations across their value chains. ☆	30 KM/HR: mandating a 30 km/hr speed limit in urban areas to prevent serious injuries and deaths to vulnerable road users when human errors occur.

Opportunities to partner with the private sector exist across the Expert Group recommendations.

- Amplify existing programs
- Launch new collaborations
- Innovate in enabling capacity (i.e., financing)

CHILD AND YOUTH HEALTH:
encouraging active mobility by building safer roads and walkways.



★ Recommendations that already align to TSR program work. ☆ New areas of opportunity

Source: Vision zero Network: [Third Ministerial Conference on Global Road Safety](#)

How to disseminate

- 1) We could really easily do an IG live, a FB live, a short video, a podcast, anything and post online. We could even record our zoom conversations and post online. This is stuff we could be doing right now with our phones and laptops without a lot of effort or fancy editing. Then just have everyone share, share, share within their networks. Concurrent to the usual – conversations with staff and electeds. I'd also intensify one-on-one outreach and organizing to build up the base.