



# **MEETING MINUTES**

CITY OF SANTA BARBARA

## **TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)**

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, July 26, 2012, 6:00 PM

CALL TO ORDER: Chair Blackerby called the meeting to order at 6:03 PM

### **ROLL CALL:**

#### TCC MEMBERS

Hillary Blackerby  
Mark Bradley  
Keith Coffman-Grey  
Edward France  
Susan Horne  
David Tabor  
Kathleen Rodriguez

#### Attendance

Present  
Excused  
Present  
Present  
Present  
Present  
Present

#### CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
Ashleigh Shue, Principal Engineer  
  
Derrick Bailey, Supervising Traffic Engineer  
Kim Thaler-Strange, Administrative Specialist

#### LIAISONS PRESENT

Cathy Murillo, Council Liaison  
Deborah Schwartz, Planning Commission Liaison

#### OTHERS PRESENT

**CHANGES TO THE AGENDA:** None.

### **PUBLIC COMMENT:**

1. Chair Blackerby called the meeting to order at 6:01 and welcomed Committee Member Rodriguez.

No public comment

### **CONSENT CALENDAR:**

2. **Approval of Minutes from the May 24, 2012 meeting where a TCC quorum was present.**

**Motion:** Approve the Minutes from the May 24, 2012, meeting.

Motion made to approve the minutes by Keith Coffman-Grey, seconded by David Tabor

Ayes: 5      Noes:      Abstain: 1 (Rodriguez)      Absent: 1 (Bradley)

## REPORTS

### 3. MTD Monthly Report for May, 2012

This is a standing, informational item for the Committee. MTD will be giving the annual report at the next meeting. Mr. Coffman-Grey noted the nice increase in ridership for the Waterfront shuttle. Ridership is up 2.9% from last year.

### 4. Westside Bicycle Lanes

Committee member France excused himself from this item.

Derrick Bailey gave a presentation about the Westside Bicycle Lanes, which were installed in the 1970s. They were intended to be part-time bike lanes, used only during school hours. During school hours no parking is allowed; however during other parts of the day, vehicles can park in the lanes.

The lane starts on Valerio Street and goes up Robbins Street to Mission Street, then turns onto Gillespie Street, and ends at La Cumbre Junior High. There have been complaints from residents about the inconvenience of moving their cars especially because no one is using these lanes. Counts were done in February and March and indicated that there were very few using the lanes; and no one using the portion of the lane on Robbins Street.

There are four alternatives for discussion: Alternative 1 – Remove the parking prohibition associated with the bike lanes. Alternative 2 – Re-paint the bike lane stripes and continue to operate the part time bike lanes. Alternative 3 – Take no action at this time. Provide the schools and COAST one year to encourage cyclists, and better utilize the bike route. Alternative 4 – Retain the parking prohibition on Gillespie Street only, and restripe the bike lane on Gillespie Street only.

Mr. Coffman-Grey asked about La Cumbre Jr. High's program to inform students that the bikeways exist. COAST works with the junior high, according to Mr. Bailey. Mr. Allen added that there is a map that shows safe routes to school. Mr. Coffman-Grey was under the impression that the lane was for the kids to get to Harding School. We want to encourage them to ride bikes early – while they are in elementary school. He believes that Harding School should be part of the Program. Mr. Allen said that Harding does have a program; but staff is unsure of the details.

Ms. Horne has worked with La Cumbre Junior High on Safe Routes to School items and student surveys. COAST has had a walk n' roll program on Wednesdays, and are trying to expand it. There have been classes for bike mechanics, and various other items to encourage biking and safety; however, there has been nothing done to encourage the use of these bike lanes.

Ms. Blackerby asked about street sweeping. Mr. Allen said that there will be no changes to the street sweeping schedule. Mr. Bailey said that it occurs weekly. On Wednesday one direction is swept and on Thursday the other direction is swept.

#### PUBLIC COMMENT:

Caitlin Carlson: Project Director for COAST – We do have a walk and roll challenge in conjunction with traffic solutions. We have been more successful in encouraging walking; but have had some success encouraging biking. COAST urges the Committee not to remove the bike lanes. The counts are not high because there is little indication that there is a bike lane at all. The bike lane was not painted after the slurry project; the paint is faded. COAST and the Bike Coalition are working on encouraging biking and walking, and removing the lane will discourage that. Removing the bike lane is also not in

alignment with how the City does things. This is not the solution. Westside residents are frustrated, the existing no parking rules seems to work. There was a suggestion to schedule and combine street sweeping with the ban on parking, which could help. We can't promote if it is not safe. Need to be included in Bicycle Master Plan (BMP) updates.

Kent Epperson: Director of Traffic Solutions. Traffic Solutions has been around for about 10 years and has supported COAST and Bicycle Coalition programs. There is an up kick in program development. We are seeing money come in and programs are being developed. As we see the new funding, there is 79% approval rating for Measure A. Bike Master Plan has not updated since 1998. When making changes in opposition to policies, the bigger picture should be looked at. Lanes have not been painted but have been signed, make it class I path. Mr. Coffman-Grey made a good point. City has great maps that show recommended routes that you want to encourage kids to take to get to school. It is a resource that isn't utilized. Hope BMP is updated soon.

Eric Wright– Supports Alternative 2. Biggest concern is if you build it they will come. It is hard to justify usage based on numbers. Residents are prompted to voice opinion. The City needs to reevaluate BMP from 1998, and bring it into the public eye, and integrate it into the network.

Mark Vanderaga – Most residents have one car garages, and will park one car in the street. One neighbor has five cars, and parks three or four of them on Eucalyptus. This issue was looked into a couple of years ago. Lots of kids are using the Modoc Road sidewalk as a bike route. Not really an alternative, but if you keep the path in neighborhood, there are better suited streets than Gillespie Street.

Ms. Murphy – Resident on Robbins Street. Has never seen children utilize Robbins Street going to school (either to Harding or La Cumbre Junior High.) She supports Alternative 1 or 4. Are students informed about the bike lane? Robbins Street is a busy street, and people tend to speed through there. As a parent, she would not encourage her child to ride on Robbins. It is too dangerous. She would have them ride on Mountain Drive or Chino Street, which are quieter.

#### TCC Comments/Questions

Ms. Horne asked about the status of a BMP update. Mr. Allen replied that the update to the BMP has been put on hold indefinitely due to funding of other priorities. He answered Ms. Blackerby's inquiry about who put it on hold by mentioning that there was a minor update in early 2000; and that Council approves it every five years. It will be recertified in 2013. He also said that it was ultimately up to Council to decide when it should be updated. The Pedestrian Master Plan (PMP) was last updated in 2005-2006. The Committee encourages Council to look at the BMP.

Mr. Coffman-Grey brought his copy of the BMP with him. He pointed out the three goals of the BMP:

- 1) To enhance public awareness of the bicycle so that it is considered a viable, safe, fun, healthy and environmentally friendly mode of transportation.
- 2) To create and maintain an extensive network of bikeways, which enhances access between residential, recreational, educational institutional and commercial areas within and outside the City.
- 3) To provide support for people and their bicycles once they reach their destinations.

Goal 1 has failed as far as schools go in letting kids know that there was a route in the neighborhood. Goal 2 – the City failed in not repainting the lane after slurry seal. Goal 3 is partially successful – schools have bike rack. The ridership is so low because of different factors. We are looking at map with number of riders on Robbins Street vs. other streets. Students feel safer riding on Gillespie Street, instead of Mission Street to Robbins Street. It can't be done at this meeting, but if we revise the BMP, please look at that route. Robbins Street is busy street. A lot of problem is lack of signage and striping, and minimal outreach to encourage students. He likes Alternative 2 to restripe and monitor for a period of time. Make sure schools know that this is available. Revisit after

that. Cost is \$500, which is cheaper than removing signs and posts. Spend the 500 and restripe for upcoming school year, and revisit at the end of school year. Has sympathy for the neighbors but maybe with outreach we can figure something out. Encourage bicycling in the community. Supports Alternative 2 and would like to add a revisit at the end of next school year.

Mr. Tabor: Acknowledges extreme burden on neighbors who are moving cars twice a day. City and community groups are not doing enough to encourage use of lanes. It is unfair to allow things to happen this way. Agree with an evaluation period. He can see where lane was taken away when the street was slurry sealed. We have low volume roads that could be signed more creatively such as use of different color striping, blue or yellow or green color without taking cars off street. A lot of kids use Modoc Road and Gillespie Street to Portesuello.

Ms. Horne indicated that as a parent, she would not let her children ride on Robbins Street. It is a dangerous place to ride bikes because of cars, and narrowness of the road and traffic on Robbins and Mission Streets. It would be great to restripe Gillespie Street for one year and then reevaluate it (Only Gillespie), but would also like to remove the afternoon parking prohibition because school lets out at so many different times; and it's not practical to have the afternoon prohibition on parking. It is up to City to speak to residents.

Ms. Rodriguez agrees with Ms. Horne; it could go either way if Gillespie gets restriped. That would be a good compromise and opportunity for cycling to be supported, but we may need to reevaluate. It is a definite handicap that the BMP hasn't been reevaluated. She supports Alternative 4 in the same manner as Ms. Horne.

Ms. Blackerby doesn't like the idea of removing bike lanes; we should be adding them. We should take a look at the BMP instead of doing this piece meal. Would like people to ride bikes in City, and it was unfortunate stripes were not redone after slurry. She asked if the School bike map mentioned could be given to schools, parents and the public. There is mention of the Safe Routes to School in the PMP that has all the maps. However, there are no guarantees that giving the maps to the schools would get it into the hands of the student. It should get out there regardless. On the Westside, we cannot expect people who know about the bike lane if it is not striped. She understands the neighbors' concerns with parking but would ask that they bear with it for another year to do a test run on Gillespie and have the community do a full-court press to inform kids that there is a safe way to bike to school. She recommends Alternative 2. Mr. Allen replied that when staff first started talking it was a struggle. Dru Van Hengel had several requests to remove the bike lane, but we never did. There is a desire to evaluate this and put it into the hands of the schools and COAST, and ask that they make efforts to encourage usage. If we don't see improvement, we come back with another recommendation. If we move from Robbins Street to Gillespie Street, we are impacting another street. Ms. Blackerby acknowledged that fact.

**Motion:** Motion for support of Alternative 2 – repaint the bike lane stripes and continue to operate the bike lanes, and revisit this at the end of the next school year. Encourage COAST and the Bike Coalition to do outreach and let the students know that there is a way to get to school (Include Harding in this effort as well)

Motion made by Keith Coffman-Grey, seconded by Hillary Blackerby

Ayes: 4      Noes:      Abstain: 1 (Rodriguez)      Absent: 1 (Bradley)

Mr. Allen said that this item will be back next summer.

## 5. Cabrillo/Anacapa Intersection Improvements

Ashleigh Shue presented an update to this item. The intersection of Cabrillo Boulevard and Anacapa Street has been identified as a high priority intersection for pedestrian improvements. Located along the Waterfront and only blocks from Stearns Wharf, this area experiences some of the highest pedestrian volumes in the City. Tour buses stop on the north side of Cabrillo Blvd., east of Anacapa, unloading large groups of tourists at one time. To the south of the intersection is the City's Skate Park, which has resulted in an increase in the number and frequency of crossings of Cabrillo Blvd. by young people at this intersection. Lastly, Cabrillo Blvd. hosts a weekend Art Walk that attracts large numbers of pedestrians along the Cabrillo corridor. In 2010 the City retained Penfield & Smith (P&S) to prepare and evaluate conceptual project alternatives to improve the operational issues, particularly for pedestrians, at the intersection.

Several Alternatives have been recommended:

Alternative A included high-visibility signing (advanced and in-street), striping (striped median and yield lines), and lighting improvements. This was the lowest cost alternative evaluated.

Alternative B was Alternative A with the addition of a raised median refuge island and sidewalk curb extensions on the northeast corner of Cabrillo Blvd. The expansion of the sidewalk would improve visibility from Anacapa Street by moving the stop bar forward and eliminating obstacles. The raised median refuge island would provide shelter for pedestrians and make it more comfortable to make a two-stage crossing, rather than attempting to negotiate multiple lanes of traffic in each direction at once.

Alternative C is Alternative B with the addition of a sidewalk curb extension on the south side of the street. This alternative would improve the visibility of pedestrians on the south side of the street and further reduce pedestrians' exposure to traffic.

Alternative D is a conventional traffic signal. However, this intersection does not currently meet State warrants for a traffic signal, except the pedestrian volume warrant during summer Sundays. Installing a traffic signal at this location would interfere with operations at the Cabrillo Blvd. and State Street intersection. During peak times, queues on Cabrillo Blvd. can back up from State Street through Anacapa Street. Also, due to the close proximity of the two intersections, the signals would have to be coordinated with each other. The Cabrillo Blvd. and State Street signal operates most efficiently as an isolated signal.

Staff recommends modified alternative C which include additional curb extensions and pedestrian flashing beacons. Grey area of the map is concrete and green area shows potential landscaping.

### Questions

Mr. Coffman-Grey asked for if the right turn lane was going to be eliminated, but not the ability to turn right. He also asked about the elimination of bus lanes. Ms. Shue replied that bus parking maintained. Currently, there is red curb.

Ms. Horne: asked if there was ever a bike lane on the ocean side of Cabrillo. Ms. Shue said that there wasn't.

Mr. Tabor asked about the how the pedestrian lighting was activated. Ms. Shue confirmed that a pedestrian would walk up and press a button.

Ms. Blackerby asked if the pedestrian activated beacons would be the same as the ones used on Milpas. Ms. Shue indicated that they would be.

Mr. Tabor noted that he frequents Cabrillo Blvd., and has noticed that often there is quite a queue of folks at that intersection waiting to cross. As long as they are patient, everything works out. Given thought to how many crossing, how many hit button and how traffic would be impacted? Mr. Bailey replied that the lights are warning lights; once activated, traffic stops and the pedestrian goes. Traffic will utilize gaps so cars won't have to stop if there is a gap. We may have to put a timer into the flasher.

Ms. Rodriguez: has not seen these lights, and was wondering if they would be seen down the street. Ms. Shue replied they will be overhead flashing beacons, with posts on the sidewalk. Mr. Bailey pointed out where one of the pedestrian flashing beacons would be placed.

Ms. Blackerby was wondering if there would be one beacon on each side and one in the median refuge. Mr. Bailey indicated that there would be a double-sided one on the median refuge. He also pointed out that the beacon flashes for the entire crossing; and that the refuge island allows for slow walkers and people who can't make it across the street. There will be an activator at the refuge.

Planning Commissioner Schwartz asked staff to clarify the locations of the three flashing beacons because the tour busses usually line up going west, and the line of sight for most drivers is not looking to the right; they usually are looking at the stoplight. Her concern is that the drivers might not see the beacons. She also pointed out that the curb extension is longer than a typical curb extension.

Mr. France referred to the chart showing the collision history. He can see the pattern where all pedestrian broadsides that are correctible are southbound. A broadside crash would have been from the right hand turn lane, and might not fit the criteria for correctible condition, but having the curb extension could make it correctible. He also asked if it was fair to say that pedestrians come from the more shaded areas of the street towards the beach. Mr. Bailey indicated that yes, it was fair to say that because in the afternoon, shadows are more pronounced and drivers going towards the sun. Mr. France Commented that builds the case for safety improvements.

Mr. Tabor remarked that this is an easy call for improvements and is consistent with Circulation Element. Given the experience we have with Castillo Street and State Street, improvements have been successful. They have been used well. The flashing beacons can be seen, like the bright striping at crosswalks. What we have done is working and glad to see it going on.

Ms. Blackerby commented that this is an exciting project.

**Motion:** Motion to go forward with staff's recommendation and finds it is consistent with the Circulation Element

Motion made by Keith Coffman-Grey, seconded by David Tabor

Ayes: 6      Noes: 0      Abstain: 0      Absent: 1 (Bradley)

Chair Blackerby adjourned the meeting at pm 7:20