



City of Santa Barbara Transportation & Circulation Committee Staff Report

DATE: October 29, 2015

TO: Transportation and Circulation Committee (TCC) and Planning Commission (PC)

FROM: Robert J. Dayton, Principal Transportation Planner
Peter Brown, Mobility Coordinator

SUBJECT: Citywide: 2015 Bicycle Master Plan, Draft Document

RECOMMENDATION:

That the Transportation and Circulation Committee (TCC) and Planning Commission (PC) review the working Draft Bicycle Master Plan (BMP), and provide comments to staff.

DISCUSSION:

This meeting provides an opportunity for the TCC, PC and the public to get a first look at the working Draft of the BMP. While the TCC and the PC have both already reviewed the goals and policies, particular attention should be paid to the implementation strategies, project listings, and funding strategy and prioritization. Staff will answer questions and note suggested changes during this joint meeting. We will then edit the Draft and prepare it for the TCC and PC final review and recommendation to City Council at the joint TCC/PC meeting on November 12, 2015.

BACKGROUND

The City of Santa Barbara last did a comprehensive BMP in 1998. In May and June of 2015, the consultant team, led by Melendrez and Fehr & Peers, conducted an outreach campaign that emphasized surveying the public, holding multiple public meetings, five Neighborhood Summits, and ten Stakeholder Roadshows in order to allow all segments of the citizenry the opportunity to guide the future of bicycling in our community.

On July 9, 2015, the consultant team returned to the TCC and the PC to report key safety analysis findings, community participation and preferences, as well as the critical capital components of the proposed bicycle network to be studied. In general, the TCC and PC supported the community driven network, green lane concepts, buffered bike lanes, bicycle boulevards, and the potential for the plan to help improve modal choice for Santa Barbarans interested in riding bikes more often. Other comments received focused on the need for development of the BMP goals and policies, connection with the General Plan Circulation Element, project prioritization and funding options, and more detailed information on potential

conversion of parking lanes to bike lanes. The key community takeaways included: enhance safety, close the gaps, improve existing facilities, create strong east-west connections, better connect schools, enhance intersection safety, and improve connections across US 101.

Council received a similar update on July 21, 2015, and minor modifications to the draft network were made based on that meeting and Council preferences: parking removal on Micheltorena between State Street and the Westside should be minimized, and bicycle boulevards on the Westside should be studied in lieu of one-way couplets on Chino and San Andres Streets.

More recently, staff made a presentation on the BMP to the Neighborhood Advisory Council and held two successful open houses regarding potential parking removals. The first was held on October 12, 2015, regarding parking spaces on four blocks of Cota Street (one side of the street) to enable the creation of an east-west cross-town bike connection. Another open house was held October 19, 2015, at the Westside Community Center to discuss parking space removal proposals on one side of the street for one block of Micheltorena (Bath-Castillo), one block of Castillo (Pedregosa-Mission), one block of Haley (Chapala-De la Vina) and two blocks of Rancheria (Coronel-Montecito). Local residents that would be directly impacted, voiced support for and opposition against, parking removals. Citywide, attendees tended to support the bike lanes and parking removals as needed gap-closure projects for the bike network.

Next Steps

The working Draft of the BMP document is available for public review, and staff anticipates incorporating TCC and PC-suggested revisions and bring it back on November 12, 2015, for final review and recommendation to City Council. Preliminary traffic analysis shows no significant impacts to vehicular intersection or segment level of service, which paves the way for conducting an AB 417 California Environmental Quality Act (CEQA) exemption for an urban area bike plan. Specific bicycle projects which do have the potential to have environmental impacts (i.e. Class I paths through a natural habitat, Las Positas Multiuse path) will receive their own CEQA review. Neighborhood, business, advocates, and community interests have been analyzed and have significantly shaped the Bicycle Master Plan effort. The consultant team, with staff's help, has used the information gathered to design a plan that enhances safety, enables more biking trips and that meets a majority of the public desires received through the engagement process. Please email Rob Dayton, Principal Transportation Planner, RDayton@SantaBarbaraca.gov, or Peter Brown, Mobility Coordinator, PBrown@SantaBarbaraca.gov, or call (805) 564-5385, prior to the meeting, if you have any questions.

Attachment: Draft 2015 Santa Barbara Bicycle Master Plan