



MEETING MINUTES

CITY OF SANTA BARBARA

JOINT TRANSPORTATION AND CIRCULATION COMMITTEE (TCC) AND PLANNING COMMISSION SPECIAL MEETING

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, October 29, 2015, 5:00 PM

CALL TO ORDER: Chair Boche called the meeting to order at 5:00

ROLL CALL:

<u>TCC MEMBERS</u>	<u>Attendance</u>	<u>CITY STAFF PRESENT :</u>
Hillary Blackerby Cynthia Boche Bob Burnham Edward France E. Howard Green Susan Horne Kathleen Rodriguez	Present Present Excused Present Present Excused Present Present Excused	Browning Allen, Transportation Manager Rob Dayton, Principal Transportation Planner Kim Thaler-Strange, Administrative Specialist Peter Brown, Mobility Coordinator Derrick Bailey, Supervising Transportation Engineer Jessica Grant, Project Planner Bea Gularte, Senior Planner Steve Sisler, Transportation Associate Gregg Hart Council Liaison
		<u>CITY CONSULTANTS PRESENT:</u>
PLANNING COMMISSION John Campanella Jay Higgins Michael Jordan Sheila Lodge June Pujo Deborah Schwartz Addison Thompson	Present Present Present Present Present Present Present	Melendrez Consulting Shannon Davis (Project Manager, Melendrez) Cullen McCormic (Transportation Planner, FP) Melanie Smith (Principal, Melendrez)
		<u>LIAISONS PRESENT:</u>
		<u>PUBLIC PRESENT:</u>

CHANGES TO THE AGENDA:

1. PUBLIC COMMENT:

No public comment on items not on the agenda.

CONSENT ITEMS

Approval of Minutes from the July 9, 2015, joint meeting of the Transportation and Circulation Committee and the Planning Commission, where a quorum was present.

MOTION (TCC): Approve the minutes from the July 9, 2015 joint meeting of the TCC and PC.
Committee Member Green made a small change
Motion made by France, seconded by Blackerby

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

MOTION (PC): Approve the minutes from the July 29, 2015 joint meeting of the TCC and PC.
Commissioner Lodge submitted a minor change.
Motion made by Lodge, seconded by Schwartz

Ayes: 7 Noes: 0 Abstain: 0 Absent: 0

REPORTS

Bicycle Master Plan Direction

Rob Dayton, Principal Transportation Planner, greeted the committees and gave some background on how the Bicycle Master Plan (BPM) got to this point. Staff were given direction by Council, and returned to both Committees to discuss the Table of Contents, and the goals and policies. Tonight the Committees will review the full working draft, and give feedback. The goal is to look at implementation strategies and the project list, and how to move forward with actionable improvements. Big discussion items include:

- Frustration with network changes; too much taken away wanted to understand why
- Document didn't go far enough to close the gaps in the network
- Distressed with number of sharrows on the plan
- Why was Micheltorena taken out?
- More robust connection with bicycle and health

Shannon Davis from Melendrez introduced the Melendrez team and discussed the draft document. She went through the Table of Contents briefly and went through the Chapters one at a time. The discussion at this meeting will be how to make these items actionable and stronger to take to Council.

She then did a brief recap of the discussion in July.

Mr. Dayton thanked the team and introduced the staff members that were involved and had Derrick Bailey, Supervising Transportation Engineer to come up and speak about the Laguna and Olive Street couplets and why it was done and why there would not be a bicycle boulevard on Olive Street.

Mr. Bailey said that there was a choice between couplets on Laguna and Olive Streets or a bicycle boulevard on Olive Street. A bike boulevard on Olive Street is not feasible because of the high traffic volumes due to the fact that traffic needs to go around the junior high and high school as the north and south bound streets were cut off.

Mr. Dayton acknowledged the public turnout and the fact that thousands of City residents participated. He reminded the Committees that this was a working draft meeting and that staff would like to get this document to the point where it is a plan to be presented to Council.

Chair Boche decided to have public comment before Committee discussion and reminded the public to limit their comments to 2 minutes.

Don Longstreet's is concerned that the the public's input has been removed from the document, which removed ideas that need to be included for the big picture. In Chapter 1.3 the automobile driver has been left out. There needs to be a strong educational component as part of process. Highway 101 divides the City. There needs to be a strong interface with Caltrans.

Lisa Miller lives in San Roque and has children attending Peabody. She says that she has to dodge speeders, cars that are double parked and in red zone, and drivers making illegal u turns. She would like Committees to include San Roque and traffic calming solutions

Arlen Schipper is concerned about losing parking on Cota Street. It is a bad idea to cut parking on Cota, as it is at a premium. There is a large project being built on Salsipuedes between Cota and Haley Streets. Cota is busy street. He suggested that an existing bike path on Quarantina be utilized and go down Ortega and maintain parking around Cota.

Catherine Wozowski is a bike commuter. The City has fantastic bike lanes but there is no continuous bike path. The plan has great potential, but it missed some connections. The number 1 priority for school district is bike safety. Wants a program into schools to promote bike riding and bike safety.

Lily Vicente lives on Chino Street and is a bike commuter. She got two notices – one for this meeting and one indicating that Chino will become a bicycle boulevard. The map shows Harding School in the wrong place. She suggested that it is natural to expose children and parents to bike commuters; but there have to be possibilities on streets with less traffic and less density. Chino Street has a lot of big trucks. She believes that the City is missing out by not putting the bike boulevard on Gillespie street, because it is supposedly too far away, which it is not.

David Hodges was impressed by number of people at summit. He expressed concern that the summit was more of a marketing tactic. There was little information about input for public summit. The Plan uses the sharrows to fix the issue of the gap in the bike routes. Sharrows are fine in theory but terrible in practice and do a disservice to bikes and cars. He has had bad experiences with the sharrows and drivers and would prefer bike lane. That was part of the discussion at the summit but it is not in the plan. The City needs more bike lanes and protected bike lanes to connect the gaps and improve the existing bike.

Joey is aware of housing issues in Santa Barbara. Santa Barbara is striving to be an inclusive city. There should be bike routes for everyone. Cutting out the expense of driving to work is a big deal. The survey showed that sharrows were the least favorite choice. The BMP won't fix the housing problem but can reflect the city need to address affordability

Holly Starley has been following development of BMP. She thanked staff for the hard work but pointed out that the BMP is not as strong as it needs to be. There is an opportunity here to create a safe network, as mandated in the circulation element. This could help fix the crisis of a gridlock over the next decade. The BMP needs to encourage new bicyclists. Micheltorena Street offers a good opportunity for people to travel safely across freeway.

Barry Remus Remis said that he heard that the Superintendent of the Santa Barbara Unified School District is making bicycle safety a priority. Parking is important and he is glad that the City has been listening to the residents. There needs to be a balance between bikes and business. He implores both Committees to take the opportunity move Santa Barbara forward for safety of road users.

Cameron Gray spoke on behalf of the CEC. He supports the BMP update but wanted to express concern about projects that have been modified or removed due to concerns about parking removal. The project list needs to support the growth of the community. There are numerous benefits to an increase in cyclists such as reduction of greenhouse gasses and reduced traffic congestion. The City needs safe, well-connected bike lanes. Santa Barbara without safe, connected bike lanes will be dependent on single-person auto travel. The benefits of a safe network outweigh the cost of parking removal.

Micheal Chiacas noted that bicycling is the only modeshare that has doubled. He is concerned that the BMP is being watered down. Closing the gaps in the network is the number one concern. A big issue is parking vs. bicycle infrastructure. There are many City policies that compliment the BMP. One car-sharing spot will reduce the need for 15 cars, which is equal to one block of parking. The BMP needs to be strengthened, not watered down.

Traci Stroble is an avid bike rider. She is excited about the BMP but concerned about things that were removed from it. Her husband was in an accident and suffered major injuries.

Ben van Orsdel is a long-term visitor to Santa Barbara. He pointed out the obvious danger in riding a bike in Santa Barbara. The City needs to think about a sustainable path.

David Campbell is on the board of SB Bike Coalition. He is looking for a stronger, more robust bike plan. He hopes that the City believes that bicycle riders deserve safer bike routes. If more people ride bikes, it will alleviate parking. He hopes that the City will close the gaps and create a safer route to SBCC.

Janita Sparkman deferred to Christy Santiago.

Christy Santiago has lived on Chino Street since 1982 and supports the bicycle boulevard idea. She believes that Gillespie would be a better choice for the bike boulevard.

Dan Fishfien said that there is no evidence that sharrows decrease bike collisions. At the end of the day that is what we are trying to do. Protected bike lanes will decrease bike collisions. Cota and Thompson is a dangerous intersection that has had several serious collisions. Nancy Hoolahan: supports bicycles. Her Nancy's block of Chino has large trucks and vehicles which block driveways. Worry about hitting a bike.

Tony Tomasellos of Mesa Lane Partners participated in the outreach event. He thanked staff and the consultants for the outreach and believes the plan could be improved in some areas. The proposed projects are limited, and the Class 3 network improvements are uncomfortable. He also said that none of the items discussed are in the project list.

Eva Inbar of COAST thanked the consultants and staff. There was a lot of good things in the BMP. She would like to see more bike boulevards, as she dislikes sharrows. She would like to see a bike lane on Micheltorena and would also like to see real bike lanes and boulevards.

Eve Sanford believes strongly in the goals of the BMP. We know what needs to be done to make streets safer and more connected. There are issues in the plan that are not addressed. Micheltorena

was mentioned in the outreach, but is not in the plan. This is an important route for a lot of people. Council recognized this and directed staff to research this. The plan also does not commit to fixing the Castillo underpass. Caltrans is committed to improve the conditions of that street. Bike boulevards on Laguna and Olive are no longer considered. There was no outreach for the residents of those streets and the solutions were downgraded. The high collision rate intersections have been removed from the plan. There should also be more enforcement of traffic violations, but they should be enforced equally for drivers, pedestrians and bicyclists.

Lenille and Sergio gave their time to Eve Sanford

Kim Stanley of COAST pointed out that the automobile is a choice of transportation that the number one goal is safety and the system needs to be enhanced and preserved. She hopes that the plan is more robust.

Amy Steinfeld bikes to and from work. The City has ignored the pleas of the public to connect the Westside and downtown. The revision to the bike plans include removal of the bike line on Micheltorena, which violates the Circulation Element. Micheltorena is a key part of the bike network. The City must revisit issues including closing the gaps for Westside residents.

Cameron Clark prefers to ride a bike. He attended the outreach meetings and sees the current iteration of the BMP as watered down.

Jack: (2 people gave time) the community input has been robust but plan is watered down. Minor language about bikeshare being a goal. There is no discussion of implementation or timeline. Should be hybrid of private and public projects. The bicycle Master Map showed statistics. If 10 percent of the people in the City ride that is equal to 184 parking places. By freeing up Micheltorena 140 parking places would be taken out of downtown. There should be a safe east to west corridor on Micheltorena.

Simon Keifer is grateful that we are here tonight, and appreciates the views expressed. He is concerned about shortcomings in safety. Are a few parking spaces more important than public safety?

Heather Rose said that Micheltorena is dangerous. The bike lane disappears when you get to San Andres. Loma Alta is also dangerous. She supports a bike boulevard on Chino or Gillespie. Gillespie flows to Modoc and is more ideal. There has to be a way that people back out to prevent hitting bikes. She is against having sharrows.

Liz Gorman says everyone should ride bike, and rarely use cars. She also said that riding where cars are is dangerous. Please don't water the BMP down.

Calen Kelly has been in two bad bike accidents. He encourages the City to have a bit longer view about the problem. There is a lot of short term thinking for the next couple of years. It is clear to him that nothing will be solved without creating bike lanes and taking parking spots.

Alan Cune the network with gaps is a really underutilized resource. When we think about the cost of filling in the gaps, it's not just the cost of losing a parking space, it the cost of underutilized infrastructure. Please adhere to original goal. It would make the network 10 times better

Eduardo Lara is disappointed in the BMP. He likes the changes in the City but points out that we don't complete what we start. He avoids Micheltorena because it is too dangerous. Please complete and connect the bike lanes.

Betsy Spaulding said that there is no good way to get to Carpinteria or downtown Santa Barbara from Hendry's Beach. The network from the Mesa needs to be improved.

Rob acknowledged that Councilmember Hart was in attendance at the meeting.

The Committees took a 5 minute break.

Commission/Committee questions and comments

John Campanella asked if the determinations on the changes made by staff or the consultants or was the public consulted. Mr. Dayton replied that the handout indicates why the changes were made. Staff was trying to get a direction on whether or not the bike network was going in the right direction. A large amount of residents did not want couples on Chino, but wanted a bike boulevard. Ortega Street came up in our research after we went to Council. A Cota/Haley Street couplet would be strong, but students won't use Haley. Ortega was the other location for a one-way bike lane. Mr. Campanella asked if the parking areas at Micheltorena that would be removed were all day parking. Mr. Dayton replied that it is all day parking. There are less people that want parking removed than we originally thought. Mr. Campanella also asked if research was done regarding bike share. Mr. Dayton said that the network improvements are a bigger priority, and that the City had not done much research.

Deborah Schwartz wants to know more about Castillo underpass. Where do we go from there? What would be involved? What commitment can staff make? Mr. Dayton said that it has been a problem since the 70's; it is under capacity and it is the most expensive project. We can look to Caltrans to pool safety money to do a replacement, but will require coordination. We are using money to make new improvements and this is not a priority. Ms. Schwartz asked for more information about Micheltorena. Where there comments from the public? Mr. Dayton said that staff had not heard a lot of negative comments; but have not reached out directly. There were negative comments and Council and staff was led to believe that this should not be a focus. There is a parking issue. Ms. Schwartz asked about Chino vs. Gillespie for a bike boulevard. Mr. Brown replied that is a connection to downtown. When coming down Modoc towards the Mission intersection, a lot of people cross it and take Castillo. Bicyclists don't like San Andreas, which would be the most direct route. Chino is the one street bicyclists would use after San Andreas, and Gillespie does not seem like a direct location. Also, there is no discernable difference in the safety of Chino vs. Gillespie. Mr. Brown also added that the City would love to find an alternative to sharrows. Ms. Schwartz said that an admirable job was done on the plan, but brought up the negative language in the plan and expressed concern that we won't get our big ticket items. Mr. Dayton replied that when we do projects such as repaving, we look at opportunities to capitalize. He replied to Ms. Schwartz's question about what users are called out in the plan by saying that we could add all users, not just bicyclists and pedestrians. He also indicated that we will apply for money for safety improvements that will hopefully include enforcement efforts.

Mike Jordan said that this is an ineffective way to put this out here. The Committees should have separate meetings and then come together. He also wanted to know how a project that was approved would get started, such as Cota. Mr. Dayton said that we would need to figure out funding, then work on design and environmental, and then get the money together and have a public process. Mr. Jordan pointed out that the most important part of the Table of Contents is not there. The last part of the index talks about impacts; there is nothing that talks to parking space removal. Mr. Dayton said that the impact section is not ready. Mr. Jordan said that the impacts need to be seen. Mr. Dayton acknowledged that parking is an issue and a general impact but will be out of the scope of this plan. He also said that all residents and businesses were noticed to the best of staff's ability.

Howard Greene said that there was a lot of dialogue around the underpasses of the 101, which are out of the City's jurisdiction. Mr. Dayton said that Caltrans facilities are not in our purview. Mr. Green asked when this would go to Council and was told that staff is looking at possible dates in January. Mr. Green asked about the new Class 4 designation which is for urban cycle tracks, which have been used in other countries. Mr. Brown clarified the Class 3 designations and said that the community wanted that strongest type of Class 3 bike lane, which is the greenback sharrow. We would place these where they are most visible and give a breadcrumb feel. He also told Mr. Green that the spine network shows that the use of Chapala and De La Vina connecting to State as a higher priority than State Street between De La Vina and Constance. Mr. Green made a suggestion to include the Committees and Council in the credits section. He also asked why Las Positas, which is a Class 2 is so high on the list. Mr. Brown said that Las Positas is a project that is in design and environmental review.

June Pujo would like to see a clearer section of the document that directs who uses it, and who it applies to in a bulleted, direct way. She appreciates that the document starts with the vision statement of the Circulation Element and would like to see that throughout the document. The document could be clearer about how the BMP in and of itself is an implementation tool of the general plan itself. She also likes the inclusion of criteria discussed before as to how priorities were derived and the section on the measure of success and would like to know how fixed the measures are and what happens if they are not the right tools. Would there be enough flexibility? Mr. Dayton said there will be. She notes that Safe Routes to School is an important safety issue and teaching young people how to be comfortable on a bike leads into multimodal transportation. She would like to see the options for Micheltorena back on the table, and suggested that staff look at what substitutions would be available for the loss of parking, such as private lots. She would also like to see the gaps in the network filled in. Mr. Dayton said that those comments were helpful and requested that specifics be addressed offline.

Susan Horne complimented staff on their work. She pointed out that all infrastructure is less valuable if not connected and would like to see more emphasis on secure bike parking. She also pointed out that it is difficult to share the road and agrees that Micheltorena needs to be reconsidered even with a loss of parking. She heard people say that it was important, but only heard negative comments at Council. She also believes that more enforcement activities are needed.

Hillary Blackerby thanked everyone for their work. The public process was great, and she felt heard. Unfortunately, due to what happened at Council, the most important gap closure on Micheltorena was taken off the table. It is unacceptable and Council has to be held accountable. She would like to see Micheltorena put back on the table and have Council tell people why their concerns don't matter. She was glad to hear talk about Castillo, as Castillo-Montecito needs to be mitigated. She asked about the parking removals on Rancheria. Mr. Brown pointed out that Micheltorena would have one block of spaces removed, and if the other three blocks were done that would be 70-80 spaces, and that there would be 22 spaces removed on Rancheria. Ms. Blackerby mentioned a statewide bike and pedestrian plan, and suggested that is something the City should look into. She asked about what implementation on the bucket page meant? Mr. Dayton said that the first thing staff focuses on is looking for money. She also said that she would hate to see the objections over Chino would result in no bike boulevard, and would hate to see the current Council take this major piece of the plan off the table.

Mr. Dayton mentioned that Ms. Rodriguez submitted comments.

Sheila Lodge said that her questions about sharrows were answered and will they be observed by motorists. It would seem that it doesn't make a difference whether they are observed or not. She asked why Sola was not considered. Mr. Dayton said that the zigzag of the street makes using it more complicated and more costly because some locations on that route would need to be signaled. Ms. Lodge agreed that filling in the gaps is the most important thing to be done. Mr. Dayton replied that the City could skip track the green lane through intersections which are the greatest point of conflict.

However, that is a lot of paint and it would have to be repainted when everything is repaved. We will decide how much to paint when we get into green lanes. They do make a difference in safety.

Ed France asked if there was criteria given to Council. Councilmember Hart replies that there are seven Council members. Some spoke more loudly and forcefully and other spoke more about the goals. There was no definitive direction. Mr. Dayton added that the real shift was concerning Micheltorena and the Westside. We need to focus on what the Committees are focusing on. Mr. France replied that was reflected in the positive community presence throughout the process. The public gave thousands of hours to shape this plan and there is a certain level of respect. The fundamental things are the gaps in the network, enforcement, and improving connections. He went to say that there needs to be a full vetting process. He also mentioned giving incentives for households to not have cars, and creating more cyclists and giving Council tools to deal with those issues. He supports moving Micheltorena back into the plan and closing the gaps. Mr. Dayton reiterated that staff needed specifics. Mr. France recommended putting Micheltorena back on the plan and continuing the discussion about the bicycle boulevards.

Jay Higgins said that we can't do certain improvements between Santa Barbara Junior High and the network because of traffic volumes. He disagrees with the concept of not doing improvements on a high volume street. He is concerned that this project deserves more attention. He also pointed out that the Committees need to move beyond the next meeting. He agrees with the bike sharing, but priorities need to be related to infrastructure. He thinks that Section 4.2.1 should include specific language out maintaining traffic calming improvements. Santa Barbara Junior High is not on the map. Wherever a school is and there is no improvement planned is a gap. San Roque needs work. Staff needs to work with Peabody and better dropoff protocols. He would support moving forward with Micheltorena and parking removal and the bike boulevard on Chino. Mr. Dayton said that parking removal can't be revisited because people don't show up when staff is talking about parking removal.

Bob Burnham concurred with Ms. Pujo that Safe Routes to School should be a priority. He also said that biking needs to be more accessible to lower-middle income people. He asked how set the plan was in establishing couplets. Mr. Dayton said that when Gutierrez was reconstructed, a bike lane would be considered. Mr. Burnham asked if one-way couplets be a viable option to make biking more integrated. Mr. Dayton pointed out that we have the one-way couples in the plan from Bath to Pueblo. The plan to convert two-way streets to couplets on the Westside has been removed. Mr. Burnham pointed out that there needs to be a hard conversation about parking versus bike lanes.

Addison Thompson had no questions and said that Mr. France and Mr. Higgins had good points. If this is to be called a BMP it should not be watered down. If this is for the future then we need Micheltorena. It has to be in the BMP. He agreed with Mr. France that bike routes and sharrows need to be upgraded. There needs to be a focus on making it all safer.

Mr. Campanella said that maybe an alternative should be suggested, and the Committees should look at what the roadways are and if there is a way to look at circulation on the East and Westsides for Class 2 bike lanes. How do we connect the dots and have dedicated lanes? Mr. Dayton said that staff can look at it; that when we put forth the original map with couplets there was connectivity. Changing the one-way couples to a bike boulevard on Chino is comparable. Everyone wants to add Micheltorena back in. If we utilize green lanes it can be done quickly. We have a good, solid start. If we could get 10% modeshare then the conversation would shift.

Ms. Schwartz requested that when the BMP goes back to Council that the level of detail with strong votes takes place. The public has invested a lot of time in outreach and are owed accountability. There needs to be clearer prioritization with underlying rationale about the prioritization of projects.

Cynthia Boche would like to see Micheltorena put back in. She would like to explore options for Olive Street. It is much easier for a car to detour than it is for a bike. She likes the idea of using Olive instead of Laguna. She likes the connection of green lanes and bike boulevards and would like to see Olive go from Pedregosa to Gutierrez. There is buy-in on Alisos so why not complete that and let the City see it? Sharrows are not the ideal solution for most streets though they serve a purpose. It is nice to have them on Milpas; it lets people know there is a bike route. She'd also like to see them on Loma Alta as there are a lot of blind curves.

Mr. Dayton reiterated the desire to have Micheltorena back on the table and asked if the bike boulevard was to be moved or were neighbors going to be notified. He said that sharrows can be added on Loma Alta. Staff can look at Alamo and San Roque. Aside from those, he doesn't see any changes that staff would consider. He would like to see any additional commentary by Sunday. Mr. Brown indicated that it would be helpful to see a motion. He reiterated that Gillespie has been promoted by Chino residents, but they won't want it if they are not noticed, and that staff would try to get it out by the 12th.

Ms. Schwartz wants to understand what will be accomplished on the 12th. Mr. Dayton replied that we will have a more polished document that will address the comments. There may be things that staff can't get to.

Mr. Green is concerned that a lot has been identified.

Mr. Brown pointed out that the 19th might possibly be an alternative

TCC MOTIONS:

MOTION 1: To add a green bike lane on Micheltorena Street from San Andres to Anacapa with removal of parking back into the Bicycle Master Plan

Motion made by Blackerby seconded by Burnham

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

MOTION 2: That staff meet with SBCC before completion of the Bicycle Master Plan to fully integrate SBCC's bike plan and to review and reassess all plan changes that were downgraded, and that bike routes utilizing sharrows, and especially that Olive Street, Chino Street, the lower Westside and Pedregosa Street be assessed for bicycle boulevards.

Motion made by France, seconded by Green

Ayes: 5 Noes: 1 (Horne) Abstain: 0 Absent: 1 (Rodriguez)

MOTION 3: That staff ascertain neighborhood transportation impacts assessing total street parking supply and mitigation management.

Motion made by France, seconded by Burnham

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

PC MOTION

MOTION: That Micheltorena be reinstated and that in that reinstatement options for replacement offsetting parking be looked at and included in the review.

Motion made by Pujo, seconded by Schwartz

Ayes: 7, Noes: 0 Abstain: 0 Absent

Ms. Boche reminded the Committee members to get all comments in to staff by Sunday.

Mr. Dayton thanked both Committees for their comments. He commented that he heard that staff has not thought about the fact that there are General Plan policies that say the City should do these things and we have not talked about it. We will tell Council that this is what the TCC and PC have spoken clearly about.

Adjournment 10:18