



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, December 10, 2015, 5:30 PM

CALL TO ORDER: Chair Boche called the meeting to order at 5:30

ROLL CALL:

TCC MEMBERS

Hillary Blackerby
Cynthia Boche
Bob Burnham
Edward France
E. Howard Green
Susan Horne
Kathleen Rodriguez

Attendees

Present
Present
Excused
Present
Present
Present
Present

CITY STAFF PRESENT :

Rob Dayton, Principal Transportation Planner
Malcolm Hamilton, Administrative Assistant
Peter Brown, Mobility Coordinator
Derrick Bailey, Supervising Transportation Engineer
Jessica Grant, Project Planner

CITY CONSULTANTS PRESENT:

Melendrez Consulting
Shannon Davis (Project Manager, Melendrez)

LIAISONS PRESENT:

PUBLIC PRESENT:

CHANGES TO THE AGENDA:

1. PUBLIC COMMENT:

No public comment on items not on the agenda.

CONSENT ITEMS

Approval of Minutes from the October 29, 2015, joint meeting of the Transportation and Circulation Committee and the Planning Commission, where a quorum was present.

MOTION: That the Committee approve the minutes from the October 29, 2015, joint meeting of the TCC and PC.

Ms. Horne indicated that she was present at the meeting, and is marked as absent

Motion made by Blackerby, seconded by Green

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

REPORTS

Bicycle Master Plan Direction

Peter Brown, Mobility Coordinator, and Shannon Davis, of Melendrez, presented the Draft Bicycle Master Plan (BMP) with the revisions that were made since the October 29, 2015 joint Transportation and Circulation Committee and Planning Commission meeting.

Mr. Dayton clarified that the Parking Study was done on three different days, and informed the Committee of the outcome of the Planning Commission meeting earlier in the day. Commissioner Pujo recused herself and there was a 5-1 vote, including the Micheltorena Bike lanes but only to State. In February, there may be two meetings to Council.

Chair Boche opened the floor to questions from the Committee.

Ms. Rodriguez asked for clarification of the 85 percent estimate of parking. Mr. Dayton replied that 85 percent is considered full.

Mr. Green noted that on page 3 of the PowerPoint, there is a reference about sharrows. He also noted that while people don't like them, they are part of the plan, but does that change your plans for implementation and will the existing ones be green? Mr. Dayton clarified that at the last meeting the discussion was that the sharrow alternative was not being thrown out. The sharrows are still planned and will still be green. Mr. Brown reviewed what a sharrow is. Mr. Greene noted that the timeline on page 2 only envisions one Council meeting. Would like to ask if there was a thought before the second meeting to recycle the changes that the Council might cycle through. Mr. Dayton indicated that would be expensive and time consuming. There was a robust process, but every time we have a meeting, the public needs to be there. Staff wants to have the right amount of public process. We would only be dealing with one meeting. Won't be coming back to committees unless directed to.

Ms. Horne noted that the chart on page 64 in the BMP was edited to reflect changes but not updated for Micheltorena. Mr. Dayton: PC caught the fact that we didn't check all the boxes for that street. It will be edited. She asked if the appendices were available online. Mr. Brown said that they were available on the BMP page. All appendices were up there. He has hard copies

Ms. Blackerby noted language on page 51 that states "up to five." projects by 2020. Do we have to stop at 5 or would it be at least 5? Mr. Brown said that the measure of success will not stop at 5 if there are funds to do more.

Mr. France appreciates the quantifiable data. What is the number of parking spaces to be converted to bike lanes and what was occupancy? Mr. Brown said that staff counted 100 spaces between Castillo and Anacapa Streets. Of those spaces, 94 were occupied. As the street gets closer to State Street, the number is 85.

PUBLIC COMMENT:

Jennifer Larson has an office on Micheltorena and has many disabled clients that need access in the vicinity. If customers go elsewhere because the parking is inconvenient, it will cause financial hardship. The parking analysis does not forecast parking once it is removed.

Dawn Longstreet said this was the best plan she has seen in 20+ years. However, it still lacks an east-west path. There is twice the density of users on the Westside, and they need the shortest and most direct route. This is one of the few places that requires a Safe Routes to School Class 2 lane. Micheltorena is supporting 97 bicycle trips. Should start a partnership to deal with parking spaces that have been removed.

Walter Larson says that if parking is removed in front of his and Jennifer's office, there will be a huge hardship. Sola Street is less congested and closer to City parking lots and is a better option. Parking spaces have a huge turnover because of professional appointments.

Jennifer McMillon says that the main issue is removal of parking. Parking is an issue on the Westside. At night, most spaces are full. An alternative to Sola Street might be to make Micheltorena one-way eastbound, Arrellaga one-way westbound, and a Class 2 on Micheltorena. It would involve adding signals, and would create more bicycle safety without removing parking.

Jaquelyn Fortini discussed the idea of crowd funding to raise the money for some of these changes.

Teri, who has a practice on Micheltorena says that changes pose a threat to her business and customer access. 90 minute turnover parking is essential to the practices in her office. She has gathered 86 signatures against the parking removal in 4 days.

Steve Boss is concerned about the general population and safety.

David Campbell, long time Westside resident supports safe bike lanes on Cliff and on Micheltorena. Counted over 100 riders on Micheltorena. A strong BMP will be noticed by drivers and exhibit the value of a bike-friendly community.

Barbara Hersh uses her bike as a primary form of transportation. This street is already a problem as is asking customers to walk blocks to get to the businesses. It will be difficult for deliveries. Sola Street is a better option.

Rebecca Goodman said that the viability of businesses depends on street parking. Parking is already difficult on that block and will get worse.

Carol Sipper said that it may be an inconvenience for businesses in the area.

Bernard said that there are 53 businesses on the block between Chapala and De La Vina on Micheltorena, and there are many customers with mobility issues. His block requires 389 parking spaces.

Cameron Grey for the CEC. CEC is pleased with the current BMP, and encourages education and environmental issues and the benefits of biking.

David Sing, owner of La Bamba Market says parking is essential to his business. He contests the statistics and offered camera access to count bicycles. Look at the hard facts.

Joey says there are many hazardous paths from leaving Westside, and Micheltorena is also uncomfortable. SBBike surveyed Spanish-speaking residents and urged the City to engage that community.

Gabriella Johnson says that a compromise is needed, maybe a peak hour bike lane. Anapamu already has traffic lights.

Shyne Ling commended staff for the BMP. The data and surveys need to have a good evaluation and they need to be evaluated again, before and after implementation.

Stanley supports lanes on Sola Street, but it will be hard due to engineering problems and funding. Micheltorena is the option to provide safe east-west bike travel.

Eve Sanford thanked staff for their work on the BMP; it's a blueprint for good planning and reducing demand for car parking. 6-10 percent of residents ride a bike to work. The benefit matrix enumerates the benefits and improves safety for all users, improves existing facilities, creates the east-west connection and safety at intersections.

Mike Suding says that it is inevitable that the streets are consumed by transportation. He suggests policies and thresholds for bike and parking objectives.

COMMITTEE COMMENTS:

Mr. France said that this conversation should have happened earlier; Micheltorena was part of the 1998 BMP. Now, we need to really look carefully at how to deliver people from one route to another, and make ourselves aware of the impact these projects will make. If the BMP is successful there will be some relief with on-street parking and a slow steady demographic shift of people riding bicycles and reducing the number of cars in their household. We have a lot of tools we can utilize such as carshare and residential parking permits, and possible partnerships with commercial parties to utilize parking lots. Any proposal put forth will have at least one block of parking that will be impacted, and the City needs to do everything it can to mitigate that impact. Parking for disabled citizens has to be a priority. Micheltorena and its alternatives have been analyzed. The second best alternative, Sola Street, is at the earliest 5-10 years out. Micheltorena needs to remain in the plan and every effort should be made to alleviate the impact to residents and businesses.

Mr. Green commented that staff complied with the requests from TCC and PC, and is concerned that Micheltorena is number 8 on the priority list. He does not believe that items 5, 6, and 10 are as important as Micheltorena, which is just paint, and could be moved up further on the list without impacting the funding process. He pointed out that the 101 is going to be expanded soon, which will increase traffic flow into town, and while it may not affect bike routes, but should be aware. He asked what the standard is for the street at the narrowest part and what is an ideal driving

lane width, and would there be room for both a buffer and a bike lane? Mr. Brown gave him the dimensions and indicated that a small buffer might be possible, but staff hasn't done the detailed planning and analysis. Mr. Green asked if there was any flexibility for the project sequence. Mr. Dayton said that there is flexibility. He indicated that he had reviewed detail sheets from the Traffic and Engineering Divisions, and while the CIP has not been approved as far out as 2020, the insight exists. He will give a list of projects that are not included in the CIP to staff.

Ms. Blackerby commented that the City has a knack for doing Community Engagement now, and that she is pleased to see how this went, and is in support of the plan. Micheltorena is the biggest issue, and it's not going to be easy, but there has to be safe and reasonable ways to get people from one side of the freeway to the other. Micheltorena has a phenomenal bridge, but is a bridge to nowhere if you are on a bike; and she doesn't feel safe crossing it. There are ways to get creative for those businesses that are impacted, such as connecting employees with Traffic Solutions or encouraging them to not bring their cars to work, or space sharing. The Residential Parking Program could maybe be expanded, and maybe some parking spots can be painted blue for disabled customers and residents. She pointed out what Commissioner Schwartz said at the Planning Commission meeting – that the sidewalk and street are public right of way. Someone else said that streets are for traveling and that is what has to win out. It's a great opportunity to improve circulation for bicyclists in the City. She appreciates the feedback and supports moving forward.

Ms. Horne has been listening to the comments from the public and thinking about them. It's not going to be possible to make everybody happy, especially now that the expectations of bicyclists are high. The residents who will be negatively impacted are fearful because of Micheltorena. Both sides pay taxes and everyone wants to prevent injuries and deaths. In her view, Sola Street is the alternative route and if time is a barrier, then pressure to make it a priority may make it happen in a shorter timeframe. Hundreds of people will be affected negatively. She cannot support that part of the plan, but loves the rest of it. She is thrilled to see funding for programs in education and enforcements. She thanked staff for the terrific work, but cannot support complete approval of the plan.

Ms. Rodriguez thanked everyone for their work. She thinks that the opportunity to be creative and flexible is there. She noted that there are three private parking lots in that area, which might be well-utilized by the businesses in that block, and that the City might be able to add 2-3 handicap parking spaces. She is not sure how much the City can be involved in a public-private partnership, but the City should do whatever it can to create accessible parking for folks and create a bicycle corridor. She agrees with the folks that say "let's get creative" and "let's look at solutions".

Ms. Boche added her thanks for all of the work put into the plan. She acknowledged that it is a hard thing to know that the Micheltorena parking removal will be a hardship for a lot of people, but feels that streets are for transportation and this is a plan to improve mobility for everyone. She agreed with Ms. Blackerby and Ms. Rodriguez that we can work cooperatively with the business owners and property owners to help mitigate the parking removal. She will be supporting the recommendation to move this forward.

MOTION: To forward the Bicycle Master Plan, as is, to Council for adoption.

Motion made by Blackerby, seconded by France

DISCUSSION

Mr. Green: would like to amend the motion so that we point out to Council that this recommendation comes after strong deliberation about the Micheltorena street problem and we ask that they reconsider their earlier direction to staff as that is an important corridor. Ms. Blackerby said that is not necessary to add to the motion. Mr. Green withdrew the motion.

Ms. Rodriguez: Wants to be sure that going forward from the vote that there is a statement made that it is very important to consider the neighborhood parking. This issue, as well as the issue of handicap parking, must be addressed. Mr. Brown gave a long list of tools that will be utilized if this is approved, including carshare, private lot usage, designated loading zones, Traffic Solutions, etc. Mr. Dayton added that there is an opportunity to look at putting parking on Bath Street. More creative solutions will come up if this moves forward.

Mr. France: appreciated hearing the quantification by Planning Commission and the suggestions given today. There are impacts that are detrimental and those that are positive in terms of carshare and different things. Continue the good work and continue to quantify so Council can understand. He supports the motion on the floor.

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

Measure A Cycle 3 Grant Applications

Jessica Grant, Project Planner, presented the City's Measure A Cycle 3 Pedestrian and Bicycle Safe Routes to School Applications.

COMMITTEE COMMENTS :

Ms. Boche asked if it is possible to have whoever owns the land and is subdividing it, be conditioned to do the sidewalk infill in that stretch. Ms. Grant replied that there is sidewalk infill being planned on the adjacent streets that lead up to Hollister. She will confirm.

She then asked if on LaCumbre, there will be sidewalk on both sides of the road. Ms. Grant replied that it was spotty on both sides of the road. Ms. Boche then asked if the sidewalk at the bus stops will be wide enough for ADA accessibility. Ms. Grant said that it would be figured out in design wise. Finally Ms. Boche wondered if she should be recused because she lives on Sunset. Mr. Dayton replied that we would have to get legal counsel. Normally when there is a conflict of interest, the Committee member leaves the room. Ms. Boche requested that there be a motion for everything except the Westside Sidewalk Improvements, and a second motion for that project.

MOTION 1: That the Committee endorse all projects except the Westside Sidewalk Improvements

Motion made by Blackerby, seconded by France

DISCUSSION

Ms. Horne pointed out that the blocks around the Hollister sidewalk were not residential. Ms. Grant replied that most of the development is commercial based, but there are residences in Willow Springs and Old Town Goleta and it is used as a pedestrian route to the Amtrak station. It is on the infill list and is an existing dirt and well-worn path that indicates use.

Mr. France indicated that not many cities have the staff and competence to secure grants and give the community opportunities. He asked if the hotel can only be required to make improvements for sidewalk fronting the street, although surrounding streets are affected. Ms. Grant replied that the hotel is actually on the City of Goleta's property. Mr. France expressed that he would like to see the gas tax come back for roadway and walkway improvements.

Ms. Rodriguez said that it was good to see the expansion of sidewalks and access ramps, as walking reduces obesity and hypertension. There is an increased likelihood to walk and improve health. She is personally aware of the trouble in navigating curbs with strollers and walkers and wheelchairs.

Ayes: 6 Noes: Abstain: 0 Absent: (Burnham)

MOTION 2: That the Committee endorse the Westside Access Ramp Improvements

Motion made by Green, seconded by Horne

Ayes : 5 Noes : 0 Abstain : 1 (Boche) Absent (Burnham)

This was Browning Allen's last meeting. Mr. Dayton and the Committee recognized his hard work.

Chair Boche adjourned the meeting at 7:52 PM