



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, April 28, 2016, 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
Present
Present
Present
Present
Present

CITY STAFF PRESENT :

Rob Dayton, Principal Transportation Planner
Kim Thaler-Strange, Administrative Specialist
Peter Brown, Mobility Coordinator
Derrick Bailey, Supervising Transportation Planner

CITY CONSULTANTS PRESENT:

LIAISONS PRESENT:

Councilmember Hart
Councilmember Dominguez
PC Commissioner Jordan

CHANGES TO THE AGENDA:

Ed has requested to recuse himself from this item, as he has played a huge part in interacting with stake holders in his role with the Bicycle Coalition.

PUBLIC SPEAKERS:

There were no public speakers.

CONSENT ITEMS

Approval of Minutes from the March 24, 2016, meeting of the Transportation and Circulation Committee, where a quorum was present.

MOTION: To approve the Minutes from the March 24, 2016, meeting.

Motion made by Horne, seconded by Boche

Ayes:7 Noes: 0 Abstain: Absent: 0

REPORTS

Bicycle Master Plan Update

Rob Dayton, Principal Transportation Planner, explained to the Committee that staff wanted to discuss where the Bicycle Master Plan (BMP) has been since Council gave direction on February 23, 2016. He discussed the steps that had been taken since the Council meeting, which included a very successful Listening Workshop for the residents and business around Micheltorena Street, and that the BMP would go to Planning Commission (PC) on May 5, 2016, and then to Council for one or maybe two meetings; the first one would be on June 14, 2016, to get further direction. Mr. Dayton started the presentation by giving a summary of the projects that would be discussed, per Council direction.

Chair Blackerby opened the floor up to questions from the Committee, followed by Public Comment.

COMMITTEE QUESTIONS

Ms. Rodriguez had a question regarding the 77 parking spaces. She wondered if the two parking lots on the corner of State Street and Micheltorena Street (the lot at the empty drug store and across the street) had been considered. Mr. Dayton said that staff did not look at public parking but there was discussion about looking into private parking alternatives. Private parking lot owners were asked if they had any parking that wasn't needed, but staff got a negative response. Lot owners were also asked if was there parking spaces for sale. (Monthly parking). There were three lots where this might be viable: at the corner of Valerio and Anacapa, at Lady of Our Sorrows, and in the Sola Street/De La Vina Street area. Two lots are handled by Santa Barbara Valet.

Mr. Burnham asked if the project for the Sola Street Bicycle Boulevard goes through, does staff have a ballpark figure for installation of new signals at Sola and De La Vina Streets, Chapala Street and possibly Anacapa and Santa Barbara Streets? Mr. Bailey said that traffic signals cost \$300,000. For four signals would be \$1.2 million. Mr. Burnham asked how that would jive with creating a grant package. Mr. Bailey explained that when you package projects and create a longer route and spread out the costs over a longer time, the value goes up and the cost goes down, resulting in a more grant-fundable project. Mr. Burnham also asked if there had been any discussion about reconstructing the Anapamu or Ortega Bridges to make them feasible for a bicycle route. Mr. Dayton replied that it has been discussed in the past. It would be an expensive and impractical project.

Mr. Green asked about the limitation of the ATP grants and if they include the cutouts in Micheltorena options 1b and 1c. Mr. Dayton said that the ATP is for projects that include

pedestrian and bike lanes. Options 1a, 1b, and 1c would all be grant fundable under the ATP. He confirmed that all three options require CEQA review, and that the City is following the process.

Chair Blackerby reminded the speakers that they had two minutes each

PUBLIC COMMENT:

Woody Wilde lives on West Micheltorena and pointed out that property values are affected by traffic and parking. If parking is eliminated on any street, property values are affected. There are three or four parking spaces in front of his house, and three spaces in the back for three of his units. He has been inconvenienced by cyclists since he started living there.

Grace Wilde said that she and Mr. Wilde received an award from the City for their work on improving Micheltorena over 20 years. She pointed out that her renter has to park on Sola at his place of employment. If parking is removed, there will be no parking in front of the house. Emergency access and accommodation for the disabled has not been considered. She also noted that she had not received any noticing for the Listening Workshop or any other meeting, and has not seen the bicycle survey.

Don Longstreet said that when we look at designs and features for bicyclists, we need to be reminded of the basic criteria for bicycle transportation. It should be safe, direct, simple and viable. The Sola Street design does not address safety at Castillo or Bath Streets. Castillo drops 15 feet between Micheltorena and Sola Streets, so vehicles will go faster. In terms of functionality, Micheltorena Street would be ideal because it has controlled intersections from Chino Street to Garden Street. Signals and stop signs are already installed. He would like to see this happen.

John Milhoan lives on Bath Street where there is no off street parking. Parking is a problem that has gotten worse as surveys are done. The parking at the Arlington has disappeared and those patrons are parking in the neighborhoods, which makes parking more difficult for residents. If the Sola Street option is chosen, it would eliminate angled parking. The first thing to do is get parking spots available before moving forward. Street sweeping is another problem. There is no point to it, and if it is eliminated, those savings could be used to fix the potholes.

Terrie Furukawa read a statement about the ATP submittals in June. She believes that we need to consider that grants may not be awarded for these projects. The BMP has shape shifted with what is going to be grant fundable and is in conflict with community viability. Alternative 6B is a perfectly imperfect solution. There isn't a perfect solution. She has heard that cities and other communities without BMPs will get first priority in grant funding. We are at a lower tier because we have an established BMP. The Micheltorena Street neighborhood is a connected neighborhood. Parking has been historically difficult and continues to be with the Arlington Project.

Virginia Milhoan lives on Bath Street, and has no off-street parking. 30 years ago it was easy to find places to park; now impossible, and street sweeping makes it harder. She has to walk home for 5 blocks in the dark. She would prefer the Sola Street option, with no bike lane or parking removal on Micheltorena Street. Micheltorena Street will never be safe. On Chapala Street, bike lanes aren't being used. People still ride on the sidewalk. Green lanes will not help when drivers are distracted. The parked cars slow drivers down.

Carol Sipper: Impressed with work that has been done. Using Micheltorena Street for bike lanes will never be safe. It is too narrow, and too busy, even with 5 intersections it will still be narrow and busy. Bicycles coming from the Westside, across the freeway wind up at State and Micheltorena Streets, which ranks as 2nd in the City for bicycle/car collisions. Adding more cyclists to Micheltorena makes no sense.

Tom Reed did not speak

Marvin Luzum did not speak

Tom Mitchell lives on Coronel Place. He says if you remove parking on Rancheria there will be no place to park. There are high-density apartments and limited parking. If half the parking is removed, the property values would fall.

Cameron Grey spoke on behalf of the Community Environmental Council. He thanked staff for their continuing work on the BMP. Their nonprofit wants to highlight the fact that the quality of the projects will directly impact the City's ability to make goals in various plans such as the general plan, climate action plan, and the updated BMP. It is imperative to take long-term view. Looking forward, there will be challenges. There is currently a job/housing imbalance, the 101 widening will bring more traffic through the City. There is more high density and mixed use development. We need a strong bicycle network to reduce the number of vehicles on our road. The CEC encourages decision makers to keep that in mind

Martha Vallejo says that it is not a good idea for Micheltorena because the aging population needs parking.

John Holehouse owns a commercial office at the corner of Chapala and Micheltorena Streets. Neither he nor his tenants have been noticed on any of these meetings. When the TCC was originally formed, there was a provision for parking mitigation. We have to value the parking and the cost to replace it. A lot of the spots on the street are 90-minutes with high turnover, especially in the business area. Everything is already set up on Micheltorena Street, though intersections would have to be widened, and the work would cost \$500,000 per intersection. The City should try not lose any parking downtown if possible. There is also the AUD impact that hasn't been felt yet. There have been 2500 units approved and in development.

Gabrielle Johnson thanked staff for the effort they put into this. She is a resident on Micheltorena and likes the Sola Street option. She is concerned that the removal of the 77 spots, including red areas creates a safety concern. If Micheltorena is used, and widened, trees will be lost, the bike lane will be squished between pedestrians and the street and there will be no separation between bikes and cars. Sola Street is prettier and has less traffic. Her office faces Micheltorena and she doesn't see a lot of bikes and cars using it. Removal of parking will hurt businesses.

Nancy Gottlieb wanted to thank all those who have put time and effort into the process. She opposes 6a because of the option for two-way traffic on Castillo, which can be dangerous. People on the Westside can connect and get onto the onramp by going to Mission Street. Also, there is a greater loss of parking. She appreciates and supports 6b because it has less loss of parking and is grant fundable, and uses lanes already used by bikes. It can be extended to the high school. She walked all the blocks on the map, and not counting nose-in parking, there are 17 red areas that could be removed without danger, and probably another 10 elsewhere. Also, the bus stops are mid-block and moving them would probably gain 4 parking spots on several corners.

Mark Chrisman supports Alternative 6b. This option gets a lot more utility out of the plan where it can be extended across town. All the Alternative 1 options would be devastating to Micheltorena Street. Alternative 6b is less confusing. The contra flow lane is a new concept and motorists would not be expecting it. 6b makes the most sense and gives the best crosstown connectivity.

Bernard Unterman A lot of people are embracing the Sola Street option. Sola Street is wider with 1/10th the traffic of Micheltorena. A wider street, with less traffic equals a safer street. A narrower street with 10 times more traffic is less safe. If you take out parking, people will drive faster. If people search for parking, that means there is more driving, more pollution, etc.

Eve Sanford said that the Santa Barbara Bicycle Coalition continues to support the Westside bicycle connection. This goal has been supported by the public and Council. The proposal for bicycle lanes on Micheltorena is immediately actionable and grant fundable. It has been supported by decision makers including the TCC, Planning Commission, and Council. SB Bike has met with members of the Micheltorena Neighborhood Association. The 300 block of Micheltorena is a necessary place to focus to facilitate movement from the Westside.

Rose Aldana lives behind Milpas. She pointed out that at the most recent Council meeting, Mr. France indicated that the property owners and residents on Alisos Street were happy with the bicycle boulevard and the diverters. She says that this is not true; people are not happy with the diverters. For many years the neighborhood has been asking for 4-way stops from Cacique to De La Guerra. There is a need for more 4-way stops and no diverters.

Jaclyn Fortini wanted to remind the Committee and staff that community based Crowdfunding has been offered as a solution to the City's transportation and parking woes, and was there to assuage some doubts about Crowdfunding. The BMP will affect hundreds of residents, which is why people worry about it, and why the residents and business owners on Micheltorena are here. The goal of Crowdfunding is to bring the community together. It can also provide a basis for obtaining grants.

Christopher Price of Price, Postel and Parma, who are representing the Micheltorena Neighborhood Association. He said all of these efforts have been useful and helpful. The neighbors support Alternative 6b. A bicycle boulevard will help the community and the innovative design will attract new riders. It is a safer and more attractive addition to the network. The Neighborhood Association is involved in active and ongoing conversations with the Bicycle Coalition, to try to come to an agreement on an option that they can support. The Neighborhood Association cannot support the default option of Micheltorena.

Sebastian Aldana Jr. lives on Cota Street. He has talked to approximately 20 residents and businesses on Cota. They would all like to have a plan that retains parking. The residents and businesses would support a one-way street going west on Cota with one lane for vehicles and one lane for bikes, like on Bath or Castillo. That way all the parking can be retained. He thanked Mr. Dayton, Mr. Brown and Mr. Bailey for looking at Cota as a one-way street

Walter Larsen has a business on Micheltorena. He has been to four meetings and has not heard anyone complain about Sola Street. He supports Alternative 6b.

David Campbell thanked staff for their work. He is part of the Bicycle Coalition, and a long time Westside resident. He uses the Micheltorena Bridge to commute to work. He hopes that the Micheltorena neighborhood association can compromise and get a Westside connection that meets the need of the community. He also urges the residents of Alisos street to consider the bicycle boulevard option.

Chair Blackerby adjourned the meeting for 10 minute break at 7:15

Chair Blackerby recalled meeting to order at 7:25

COMMITTEE QUESTIONS:

Mr. Burnham: One of the speakers made a good point about decreasing the parking on Micheltorena and how it will increase traffic speeds and driving time for people looking for parking. Has staff done any kind of analysis or initial study on what that would look like? Mr. Dayton replied that staff has not done a study. In terms of circling the block, which is common downtown with customers looking for parking. When residents look, they are more familiar with the neighborhood, and more likely to understand where to park. Mr. Bailey said that the parking on Micheltorena creates a narrowing effect and calms traffic. If Micheltorena were widened, higher speeds would be expected. He also pointed out that there are significant drainage features which will help calm traffic. Mr. Dayton added that when staff did the survey, they found that the inconvenience of parking further away from home was the issue more so than drivers circling the block.

Mr. Green asked about the fact that Alternative 6b does not allow for Micheltorena to be used to get to Bath Street. It looks like the intention is that bikes would go blocks to go west on Bath. Mr. Dayton said that comparing 6b and 6a are like apples and oranges. 6a has contra flow lanes in the 1500 block of Castillo which enables cyclists to move up in a bike lane and get to the

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northbound Bath Street bike lane. 6b does not have that option for a person going to Cottage from Micheltorena. Mr. Green said he was comparing Alternative 6b with Alternative 7. Mr. Dayton said that Alternative 7 only has parking removal in the 300 block, but both 6a and 7 don't get to the northbound Bath Street bike lane. Mr. Green also asked how far out Rancheria was in the plan. Mr. Brown replied that staff could put bicycle lanes on Rancheria tomorrow with minimal cost. Parking removal for bike lanes could be handled immediately. He also said that the real importance of the Westside connection to the Chino Street bike boulevard is having a contiguous system that connects out to Goleta, to UCSB, and down to the Waterfront. Rancheria would help close gaps in the network.

Ms. Boche asked for a more thorough explanation of Alternative 6c. Mr. Dayton said that 6c solves the conundrum that Mr. Green raised; there is no connection. There is no gap closure for anyone who is riding from Micheltorena and want to get to the Cottage Hospital area. A hybrid of this would be solved. 6a has the contraflow lanes of there could have parking removal as in Alternative 7, which would get you to the northbound Bath Street bike lane:

Ms. Rodriguez wants clarity regarding Alternatives 6a, 6b and 6c. She asked if the direction of the street is being changed for cars. Mr. Dayton said that in 6a the direction change was for bicycles. Mr. Bailey added that having a contraflow lane would remove parking on the east side of the road on Castillo. Vehicles would have to go down Castillo, but there would be a double yellow line where parking was removed. That lane would be wide enough for bikes to go north; however, staff would need to paint a buffer and some substantial lines to make it unattractive for cars to pull over. It would work well for a gap closure. Ms. Rodriguez confirmed that Alternative 6b has no contraflow lane. Mr. Bailey replied that in that alternative, the need to have a contraflow lane goes away; the connection is made on the 300 block of Micheltorena. He confirmed that on Alternative 6c, there would be something at the corner of Bath and Micheltorena to enable riders to go up Bath Street.

Ms. Blackerby asked about buffering if there was a contraflow lane up Castillo and if there were vertical delineators that could be used. Mr. Bailey said yes, but staff needs to place them carefully because of driveway access and trash pick up.

Ms. Rodriguez wanted to know what staff would do about emergency vehicle access if Alternative 1 was chosen. Mr. Bailey said that emergency vehicles go where they need and stop where they stop. They have priority. She also asked about the intersection of State and Micheltorena and the high number of accidents. Mr. Bailey explained that this intersection was analyzed as part of a routine review. There are no set patterns. Ms. Rodriguez also wanted to address Dr. Furikawa's reference to a tier system, giving priority to communities with new Bicycle Master Plans. Mr. Brown said that he was not familiar with this system, but did say that the state is trying to direct some funds to communities who are just starting to put in bicycle infrastructure. When staff went through the criteria and scoring exercise it was noted that particular criteria was not called out. Finally, Ms. Rodriguez asked about the Arlington complex. There is a big lot behind the Arlington. What's going to go there, and what is the parking situation going to be like? Mr. Dayton said that there is parking in that entire area. Half the lot that is going to be built will be for regular parking, and the other half will be for subscribers and the Theater.

Mr. Green asked what was planned for the grant applications either before or concurrent to, the June 14 Council meeting. Mr. Dayton replied that staff is wrestling with that issue now. When the plan was designed it was designed to go with Cycle 3. Since we have done more community process, the time is not lining up. We are vetting the most favorable grants, and leaving room for other options on the table. We hope that Council will give us some direction on those grants. Mr. Green asked if it was feasible to discuss the option of doing something immediately, such as Alternative 7, and still moving forward with a grant for Alternative 6b. Mr. Dayton replied that staff is listening and have been engaged. Mr. Green said that Mr. Brown used the plan from October for accidents. When does staff expect to have a finished plan to present? Mr. Dayton

replied that the June Council meeting is for receiving direction from Council. We won't amend the plan until we have Council's direction.

Ms. Horne said that she is hearing that Alternatives 6a and 6b are most viable, and backed up by public comment. They look great. She is wondering what staff needs from the Committee for recommendations. Mr. Dayton said staff wanted to hear what the Committee had to say.

Mr. Burnham asked if it was feasible to get the grants in by June 15, if Council is meeting the day before. Mr. Dayton said that it could be done. Mr. Burnham asked about the response time. Mr. Brown responded that the response time is 3-4 months. We might hear by fall, but Caltrans makes no guarantees. Mr. Burnham then asked when we submit it, is it set in stone? Mr. Dayton said that staff would hear Council's direction and go from there.

Ms. Blackerby pointed out that the City is good at getting grants. If these projects are not packaged and funded in this round of the grant cycle, when would the next cycle be? Could we then build into what we send forward as Option A, and if we are unsuccessful, we do Option B. Mr. Dayton replied that the next grant cycle is in 2018. Ms. Blackerby mentioned that Option 6 goes to SB High School on the map, but stops at Laguna, partially because of a Firestation. What are the conditions there, and are there any plans that got moved forward to make that connection safer. Mr. Brown said that Garden Street looks good for a diverter on a Sola Bicycle Boulevard. The stenciling can continue to the high school with other treatments. Ms. Blackerby asked where the interesting traffic calming neighborhoods are. Mr. Brown replied that there is a traffic circle at Olive and Sola Streets, and Salsipuedes will have a connection as will Alta Vista. Ms. Blackerby asked how long it would take to make Sola a bicycle boulevard if the ATP was funded. Mr. Brown said that if it was funded this summer, it would be complete in 2018 or 2019.

Mr. Green asked about Safe Routes to Schools and will the City be applying? Mr. Brown said that the City would apply, and that it is wrapped into an ATP; but, there is also federal money available. Mr. Dayton said that grants used to rely on City priority. Fewer projects were submitted by other cities and counties.

Ms. Blackerby wanted to refer back to the list of projects for discussion and confirm that these are things that staff is looking for feedback on. There is still modelling going on for Cota, and that will be available for the Planning Commission meeting. If Chino is packaged into an ATP grant, it might be possible to include Gillespie as well as Cabrillo and Rancheria for consideration.

Ms. Rodriguez pointed out that the Plan is huge and most of it is acceptable to the community. Don't need another general recommendation.

COMMITTEE DISCUSSION

Regarding Micheltorena:

Ms. Horne favors 6a and 6b as her top choices

Mr. Green said it's hard to see 6a and 6b. He supports 6b with an extension for option 7

Mr. Burnham supports 6a-6c and 7. He says to leave it to staff to look at the safety issues; safety comes first.

Ms. Boche agrees with Mr. Green. She supports 6c, then 6b, and 6a with phasing 6c to get the 2-way lanes on Micheltorena as soon as possible to make the connection. Then, for the Sola Street Bicycle Boulevard, she supports finding as much parking as possible without reducing the red curb that makes it possible to see the oncoming traffic.

Ms. Blackery would like to go through the options 6a-6c and the differences between them. Ms. Rodriguez is confused about Option 7, and thought that it was discussed earlier that option 7 wasn't viable. Mr. Brown said that 7 just says that the Bath and Castillo Couplet is used, but there is currently no connection to Bath. It involves parking removal along the 300 block of Castillo on both sides. If staff goes to 6a and b how are you going get the cyclist to Micheltorena via Castillo and the contraflow lane or Bath? Option 6a will utilize Castillo and the contraflow lane. 6a does not change vehicle traffic. 6b talks about parking removal 300 block Castillo. 6c adds contraflow lanes, which gets traffic to bridge, and parking removal on the south side of Micheltorena.

Ms. Boche thought that 6c was a combination of 6b and 7 – Parking removal on both sides and no contraflow lane. Mr. Brown said that this is a direct way to connect the couplet system. Regardless of options, it's a fight to get people across that connection.

Ms. Rodriguez would be most comfortable with 6c because there is a little traffic removal but minimized. Also a lot of flow, and the Bike Boulevard on Sola is attractive. I'd do 6c and do the minimum in parking removal.

Ms. Blackerby noted that the Micheltorena Neighborhood is in active talks with the Bicycle Coalition. We wish there was a bit of a kumbaya moment, but they aren't there yet. She suggested that we leave a little room to stay open to things when we make our recommendations. Mr. Dayton said that the Committee could give a recommendation or advice for the Planning Commission.

Ms. Rodriguez mentioned a Real version of 6c would be appropriate for the Planning Commission.

Ms. Blackerby pointed out that she went to the Council meeting in February and there was a full house. Council has participated, and heard from the public, and voted 5-2 to move forward with 97% of the plan. We took a difficult step, and she wants to appreciate that and the extra work staff has done. She wants to memorialize that Micheltorena is still a straight shot; parking removal is not fun. She is glad for the discussion and that staff came up with the Sola piece, which seems fundable. However, she is concerned that we will wait a long time on the east-west connection, even if we get the funding. We talk about closing the gaps in the network, but this is the biggest gap. The public deserves something sooner. Option 7 is at least a stop gap measure. Moving forward, the community sentiment is that Sola is more attractive; there's no loss of parking. She does not want this to be status quo until 2018. She would choose 6c, but wants to see a stopgap of option 7, and is interested to see what the Bicycle Coalition and MNA come up with. Started with Micheltorena, brought it back in to the plan the Council voted on it, now it seems like we aren't doing it.

MOTION 1: Recommend that the Planning Commission consider the various 6 options with further input from the Micheltorena Neighborhood Association and the Bicycle Coalition on how to finalize this; and that we encourage them to include Option 7 as something that can be done immediately to improve safety and connectivity as a short term solution that can be modified and is reversible.

Motion made by Boche, seconded by Burnham.

Discussion: Ms. Rodriguez could we include something if they do a 6c where 7 is going to take away of parking on both sides is it appropriate to say we consider 7 a short-term solution and can be modified. Parking back on one side of street in a year or two. It is important we consider 7 short term and reversible

Mr. Green asked if 6d could be included. Ms. Boche included all of the 6 options.

Ayes: 6

Noes: 0

Abstain: 1 (France, recused)

Absent: 0

Ms. Blackerby asked if the Committee wanted to discuss Cota/Haley or another project.

Ms. Boche asked if we want to make motion on all of them or opine on them one at a time.

Ms. Rodriguez suggested that the committee make a motion to approve projects and then discuss to approve projects.

Ms. Boche supports Cota/Haley and supports preserving the trees as much as possible. There is a bus stop on Ortega Street, and she never noticed heavy parking during the day, and is okay with removing parking there if necessary. She is also okay with making Cota a one-way couplet with Haley up to Milpas. She supports the Cabrillo Boulevard road diet; and the Chino Bicycle Boulevard. As far as Rancheria, she is struggling with that. It is only two blocks. It's tight with a fair amount of traffic. It's a very dense neighborhood. She has no strong opinion on that one.

Ms. Rodriguez agrees with Ms. Boche's opinion on those projects.

Mr. Burnham agrees with Ms. Rodriguez and Ms. Boche.

Mr. Green supports Ms. Boche's position but would like to articulate as part of a motion that Rancheria remain Class III.

Ms. Blackerby is hearing agreement on the Chino Bicycle Boulevard and the Cabrillo Boulevard Bike Lanes.

MOTION 2: Recommendation that staff move forward with the Chino Bicycle Boulevard and the Cabrillo Boulevard Bike Lanes

Motion made by Boche, seconded by Horne

Ayes: 6

Noes: 0

Abstain: 1 (France, recused)

Absent: 0

Ms. Blackerby noted Ms. Boche's desire to preserve the trees on Cota and Haley. Mr. Brown reiterated that Ms. Boche would like to see the sidewalk widened near the school property. There are seven trees in the parkway that can be moved or replanted. He also reiterated that she was okay with the bike lane in the street and the removal of 15 parking spaces. He noted that Mr. Bailey will have to look at the data to see if it is feasible to make Cota a one-way street. If it is feasible it will be carried forward to PC, though it may be premature at this time to support it.

Mr. Green wondered why staff can't encroach on the park land for a bike lane. Mr. Dayton explained that Parks are protected open spaces.

Ms. Horne supports Cota/Haley with a removal of the trees, as they could be moved or replanted.

Ms. Blackerby has not seen any particularly heavy parking. Has staff checked the parking counts? Mr. Brown said that there was a community meeting at the Jr. High in October. Residents concerned about peak demands during school. The faculty and staff park on the street and there are a lot of activities in the park – softball, a pool, basketball, etc. The parking is full when it is busy. The demand comes in pulses. Ms. Blackerby also asked about the modeling and possible one-way direction for this street. The Parks Department is concerned about trees and encroachment onto parkland. Mr. Dayton said that they care about parking removal and it will be interesting to see what will be more favorable after Council gives their direction. Parks is also concerned about parking during the summer, and patrons using the pool.

Kathleen Rodriguez was not sure how much has been heard about making Cota one-way. It comes up periodically. She would want to recommend that the Committee doesn't make any recommendations until a study has been done. Haley is working nicely. If Cota was one way the other way, it would be nice.

Ms. Boche asked if there was a bikelane in the parkway at Ortega, how would that interact with the bus shelter that's there. Mr. Dayton said it would be an issue; the street is a live thing with lots of parts. The same is true for a one way street. If any of these items raise challenges, the bus stop is one of them.

Ms. Blackerby suggested a possible proposal to move to PC: the Committee supports the Haley green lanes, but for Cota, there is additional work that staff can do before the PC meeting, and hopefully staff getting the modeling on the one way piece, talking about the bus shelter with MTD, looking at the tree situation, if there is some sort of mitigation, and the parking info.

Ms. Rodriguez said it was a long motion, but she would second it.

Ms. Horne asked if Ms. Blackerby was saying to wait and don't make a recommendation, and leave Haley as it is, and wait and see, or to move forward with Haley and wait and see on Cota. Ms. Blackerby replied that the Committee was directing staff to give PC more info than we have now; bus stop questions, tree questions, one-way modeling and future use.

Mr. Burnham asked if we are partially recommending Haley, but are still discussing Cota.

Ms. Horne does not like that idea, because questions will be coming anyway. She thinks that the Committee could probably give a push in one way or another.

Ms. Boche says that there is no question that we want green lanes on Haley, and we want westbound one-way bike lanes on Cota pending further study, and possibly in both directions.

Ms. Blackerby withdrew her original motion.

MOTION 3: Move forward with green lanes on Haley and westbound bike lanes on Cota pending further study.

Motion made by Boche, Seconded by Green

Ayes: 6 Noes: 0 Abstain: 1 (France, recused) Absent: 0

Rancheria

Ms. Blackerby asked if there were questions, suggestions or a motion.

Ms. Horne said that she was not ready to vote on this. The neighborhood will give fierce feedback against parking removal in such a dense housing situation; it seems contentious.

Ms. Blackerby asked what outreach has been done for this. Mr. Brown said that staff did a Westside package of parking removal meetings, and had similar attendance that the Cota Street meeting did. At that time, however, staff was looking at parking removal on one block of Micheltorena and they didn't have direction from the advisory boards to look at all of Micheltorena. Staff also looked at parking removal on one block of Castillo between Pedregosa and Mission. The residents on Rancheria attended and were not excited about parking removal. The master plan looks at community wide multimodal projects, and the local impacts are felt. The community would like to talk about it, but at this point, the list of projects that Council gave us specific direction to get more feedback on were presented tonight. Mr. Dayton noted that there is now a shift in the BMP with a different focus. When the process was started, staff said that there are no easy solutions. No one wants parking removal; there is no money for plans with no parking removal. Staff came to the Committee with a small amount of parking removal Citywide to close the gaps that the community asked us to do. It's challenging but important to understand that no parking removal is a likeable option, and the people who lose parking are the loudest.

Ms. Blackerby lives by West Beach and will not bike through Rancheria to get to the other side of the freeway. The Ortega Bridge and the Wentworth Bridge are very nice, but she would rather go under Castillo because it feels safer than contending with a constrained area of Class III bike lanes like Rancheria. Theoretically, the lower Westside is a very good route to get

further into the Westside. She would be more likely to take Rancheria if the parking was removed. While it is not easy for the resident whose block it is, the connectivity when we are giving a little on Westside connections, may be the least painful Citywide, and will give a big benefit. She appreciates the frustration and not wanting it done, but she supports it.

Mr. Green likes the current Class III lane. He noted that there has been discussion that bicycle boulevards are Class III routes. Emergency vehicles and buses could pass through an obstacle in the middle of the street. That would help keep the parking and keep it safe for drivers. Mr. Bailey replied that the features of a bicycle boulevard that make it attractive include the fact that the street is a low-volume street that is compatible with a Class III. Rancheria is busier than that. A bike boulevard can be created when there is a good parallel route, like on Sola. Rancheria has no parallel routes, and putting a diverter there is not feasible and would cut off access to the lower Westside from Cliff Drive.

Ms. Boche supports what Ms. Blackerby said. She bikes through this area and it is a little scary during the day. She supports the recommendation for a Class II lane on Rancheria.

MOTION 4: Recommend that staff move forward with staff recommendation with a Class II lane on Rancheria

Motion Made by, Blackerby, Seconded by Boche

DISCUSSION:

Ms. Horne wanted to know if there was a better map. Is it 24 spaces that would be removed?

Mr. Brown said that staff doesn't have a better map, but that Rancheria is 2 blocks, and to remove 24 spaces is 50 percent of the parking.

Ms. Rodriguez asked if [the slide shows] the changes that would be made? Mr. Brown said that parking removal would be on one side of the block, it's a Class III, it connects Montecito to Coronel and connects to Pershing Park.

Ms. Horne asked where will people park. What's their alternative? Mr. Brown said that there is still some on street parking, there is Coronel, there is some offstreet parking in the apartment buildings, and this area is viable for Car Share. There aren't many alternatives, however. Mr. Dayton said that it is critical that people find a space in front of their homes. Wentworth is a long street, with a lot of available parking, but it is two or three blocks away. The challenge is walking to the available parking, which is removed from people's homes.

Ms. Boche sees a lot of people who have driveways but don't like to use them and prefer to park on street. This may be the case in the neighborhood, and they may have access to offstreet parking. Mr. Dayton said that based on site work that has been done, that if someone has a garage, there is a 50/50 chance that there is a car in it. People use their garages for storage, and the street becomes parking.

Ayes: 4 Noes: 1 (Green) Abstain: 2 (Horne, France (recused)) Absent: 0

Blackerby: Is there anything else staff is looking for feedback on?

Chair Blackerby adjourned the meeting at 8:59 PM