



# City of Santa Barbara California

## CITY OF SANTA BARBARA PLANNING COMMISSION

### RESOLUTION NO. 020-15

#### CITYWIDE

#### RECOMMENDATION TO CITY COUNCIL

DECEMBER 10, 2015

#### DRAFT BICYCLE MASTER PLAN (BMP)

The Planning Commission held a public hearing on the draft 2016 Bicycle Master Plan (BMP) to evaluate the completeness of the plan and make a recommendation to City Council for adoption. The intent of the BMP is to establish a set of goals, policies and projects for the City of Santa Barbara in order to improve safety for all road users, reduce collisions, close gaps in the bicycle network and improve transportation options and public health.

**WHEREAS**, the Planning Commission has held the required public hearing on the above BMP, and Staff was present.

**WHEREAS**, 12 people appeared to speak in favor of the BMP, and 22 people appeared to speak in opposition or with concerns mainly to the proposal to remove on-street parking along a four block stretch of Micheltorena Street, and the following exhibits were presented for the record:

1. Staff Report with Attachments, December 3, 2015.
2. Correspondence received in support of the recommendation:
  - a. Kim Stanley, via email
  - b. Tom Nelson, via email
  - c. Katherine Baker, via email
  - d. Molly Ross, via email
  - e. Maureen Boyle, via email
  - f. Phoebe Hitchman, via email
  - g. Austen Musso, via email
  - h. Catherine Lily Bastug Vincenti, via email
  - i. Shine Ling, via email
  - j. Donn Longstreet, via email
  - k. Steve Cook, via email
3. Correspondence received in opposition to, or with concerns, about the plan:
  - a. Jeff Rawlings, via email
  - b. John Day & Ann Marie Konn, via email
  - c. Jennifer S. Larsen, MFT, LPCC, via email
  - d. Walter Larsen, via email

- e. Andrea Borgatello, LCSW, via email
- f. Scott Wenz, Cars are Basic, via email
- g. Leslye Letter, via email
- h. Nancy Gottlieb, via email
- i. Tyson Blades, via email
- j. Rebecca Goodman, PhD, via email
- k. Elizabeth Alden, PhD, via email
- l. Nancy Blum, via email
- m. Terrie Furukawa, PhD, via email
- n. Wendy Halleck, via email
- o. Leslie Sanderson, via email
- p. Mark Christman, via email

**NOW, THEREFORE BE IT RESOLVED** that the City Planning Commission recommended that City Council adopt the Draft Bicycle Master Plan with the following comments:

Commissioner Lodge:

- Cannot support removal of parking on Micheltorena when the Sola Street option is preferred by some cyclists.
- Many of the homes on Micheltorena were built around 1905 with no garages and have been subdivided into apartments no longer serving as single family homes.
- Council needs to speed up the process of investing and planning for traffic lights and put bike lanes on Sola.

Commissioner Schwartz:

- Does not think that the community can wait to secure funds to reconfigure Sola Street and install proper signalized intersections and accommodate all parking.
- Micheltorena bike route is the best solution for bringing balance to a bifurcated city and providing east and west access.
- Safe Routes to School is identified in all general plan phases.
- The public right of way is not proprietary to any one constituency and needs to be shared by all.

Commissioner Jordan:

- Concurs with Commissioner Schwartz. The Micheltorena bike route is a key east/west transport system for both vehicles and bicycles and can be reached in a reasonable period of time.
- There may be other alternatives, but they either cause congestion in other places or cost money and in 15-20 years you will end up back here talking about the next plan.
- Would like to have been at today's point sooner in learning about off street parking and how elimination of it would impact people.

- Requests the same transparency in this public works community benefit process as is asked of private projects. Involve community engagement in contentious projects; spell out what that looks like and write it down so that people can recognize when effort is made and when they can participate.
- Recommends asking for the funding resources to put together an engagement team that will begin to look at cross streets for more available parking, look for where it makes sense to have handicapped or loading zones, look into other opportunities in the neighborhood where there is underutilized parking and where those with displaced parking needs can mitigate with owners of off-street parking.
- Wants to see a commitment of dollars as this plan goes forward to mitigate what will be consequence for people on Micheltorena St.
- With regard to the five year assessment plan, he suggests coming back to the Planning Commission in 2.5 years and talking about what is going on in the street, what are some of the consequences, and what are some of the components that would be important to the Planning commission to see to measure success or to make adjustments
- The overriding component for recommending this plan is that everyone using the road has safe and equal access.
- This plan pecks away at troublesome areas that need to move into modern life and dove tails with the General Plan and the Average-Unit Density (AUD) program.

Commissioner Higgins:

- Agrees with Commissioner Jordan that we are now getting to where we need to be and including people that were not included two months ago. Suggests building in time to meet with people in the area to give people the chance to challenge numbers and assumptions and to provide more detail, defensible analysis to council.
- The Bicycle Master Plan (BMP) still does not do enough to include schools in the network and doesn't recognize all gaps in the network.
- Thinks that Micheltorena bike route is the only solution for implementing some of the other projects and General Plan policies.
- In considering the Sola bike route option over the Micheltorena bike route, he does not want to throw more money at a problem. The concern is whether or not we need to include language in the plan that after 15 years we do need to find funding for Sola.

Commissioner Campanella:

- Agrees with commissioners on need to tie the BMP together, especial east/west connectivity.
- In the absence of hours for biking during peak hours to get to and from work, we have to look toward alternate transportation and safety to tie entire system together. As redevelopment occurs on property that is older, not historical, we are going to need to have fixes to the status quo.
- Agrees with Commissioners Schwarz and Jordan at looking into street markings, what is available for handicapped, how can we squeeze more space in, car share, etc. There are customers, residents that will need to look into car share.
- Look for an opportunity on Micheltorena at what can be done in the immediate vicinity to improve the situation, not just on short term, but on long term.
- Suggested that the Micheltorena bike route stop at State Street so that commercial can still park.

Commissioner Thompson:

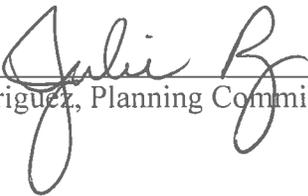
- Thanked the public for attending and making comments, acknowledging that the Micheltoarena corridor was the majority of the discussion.
- Appreciated that Staff incorporated comments and changes from other meetings.
- Logically, Micheltoarena is the only viable east/west route.
- The requirement for an east west route has been in the BMP since the 1998 plan.

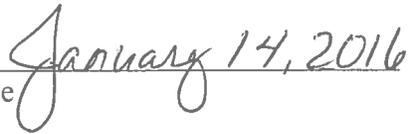
The primary purpose of a street is movement of vehicles (cars, trucks, bicycles). Secondary purpose is parking where space is available.

This motion was passed and adopted on the 10th day of December, 2015 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5 NOES: 1 (Lodge) ABSTAIN: 0 ABSENT: 1 (Pujo)

I hereby certify that this Resolution correctly reflects the action taken by the city of Santa Barbara Planning Commission at its meeting of the above date.

  
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Julie Rodriguez, Planning Commission Secretary

  
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Date