



City of Santa Barbara Transportation and Circulation Committee

Staff Report

DATE: July 26, 2012
TO: Transportation and Circulation Committee (TCC)
FROM: Derrick Bailey, Supervising Transportation Engineer
SUBJECT: West Side Bike Lanes

Recommendation:

That the Transportation and Circulation Committee:

- A. Receive a report on the options for bike lanes on the West Side; and
- B. Support the removal of the part time bike lanes on Valerio, Robbins, Mission, and Gillespie Streets.

Background

Approximately 35 years ago, part time bike lanes were installed on the City's West Side on Valerio, Robbins, Mission, and Gillespie Streets. The purpose of the bike lane is to provide a bike route through the neighborhood for students. Parking is prohibited on the route in the westbound direction (towards La Cumbre Junior High School) during the A.M. peak hour (7:30 and 9:00 AM), and eastbound (route away from La Cumbre Junior High School) during the P.M. peak hour (2:00 and 4:00 PM). The route is illustrated in Attachment No. 1.

The City has received requests from residents living along this route to review the operations of the bike lanes. Due to the parking prohibition associated with the part time bike lane, residents that utilize on-street parking are required to relocate their vehicle several times per day. On street sweeping days, both sides of the street can have a parking prohibition, meaning residents must park their vehicles on nearby streets.

Currently, the route is not striped for bike lanes. The roads were slurry sealed several years ago, and the striping was not properly repainted, however there are signs indicating that it is a bike route and of the parking prohibitions.

Daily traffic volumes are shown in Attachment No. 1. Santa Barbara Metropolitan Transit District (MTD) Route No. 1 runs along westbound Gillespie Street from Portesuello Street to Mission Street, with 15 minute headways during the AM peak, and 10 minute headways during the PM peak. There are speed humps on Robbins Street, between Mission and Valerio Streets.

Discussion

In response to the requests received, Staff performed bike counts along the bike route to evaluate how well this route is being utilized. Three staff members placed along the route counted bike riders

during the times that the parking prohibition is in effect over two days. Staff counted both school aged cyclists and others utilizing the route. Results of this effort are illustrated in Attachments #2 and #3.

In general, the route along Valerio, Robbins, and Mission Streets are not well utilized by students. The highest utilization observed on any of these streets was one school aged bike rider and three non-school aged bike riders. Gillespie Street had the highest utilization with up to 11 school aged children biking along this street after school, although about half of these children were on the sidewalk.

Alternative #1 – Remove the parking prohibition associated with the bike lanes

Staff recommends the removal of the part time parking prohibition associated with bike lanes. Given the low utilization along most of the route, and the impact the part time parking prohibition has on adjacent residents, Staff supports removal of the bike route designation and part time parking prohibition.

Staff met with the Principals of both La Cumbre Jr. High School, and neighboring Santa Barbara Academy to discuss the bike lanes. Neither felt the bike lanes were providing much benefit in terms of encouraging students to bike to school. The Principal of La Cumbre Jr. High School added that she understood the challenging parking conditions in the neighborhood, and supports efforts to improve these parking conditions.

Alternative #2 – Re-paint the bike lane stripes and continue to operate the part time bike lanes.

Staff could repaint the bike lane striping, and continue to operate the part time bike lanes along the entire route.

Alternative #3 – Take no action at this time. Provide the schools and COAST one year to encourage cyclists, and better utilize the bike route.

Staff could reevaluate the bike route in early 2013 to see if utilization of the route has improved. The results of this reevaluation would be presented to the TCC for direction.

Alternative #4 – Retain the parking prohibition on Gillespie Street only, and restripe the bike lane on Gillespie Street only.

Gillespie Street had the highest number of student cyclists, although not all students rode their bikes on street in the bike lane area. Some were observed riding their bicycles on the sidewalks. Gillespie Street had a daily traffic volume of 1,600, which includes Route #1 of the MTD network. Typically, a bike lane would not be created on a single block that is not part of an overall network.

Budget/Financial Information

Alternative #1 – Removal of signs and posts - \$1,000

Alternative #2 – Repainting of bike lane striping - \$500

Alternative #3 – Resurvey the bike route in 2013 and report back to TCC - \$1,500

Alternative #4 – Remove signs and posts on Valerio, Robbins, and Mission Streets, repaint the bike lane stripes on Gillespie Street - \$1,000

DVB/kts

Attachment



WEST SIDE BIKE LANES

CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
ATT. #1 - WEST SIDE BIKE LANES - VICINITY MAP	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: NA	DATE: 07/26/2012
SCALE: NTS	DRAWN BY: DVB



