



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 19, 2019

TO: Mayor and Councilmembers

FROM: Public Works Department

SUBJECT: Vision Zero Strategy - Cabrillo Boulevard Safety Restriping Project

RECOMMENDATION:

That Council find that the Cabrillo Boulevard Safety Restriping Project is consistent with the guiding principles of the Vision Zero Strategy and direct staff to include the proposed striping option as a part of the Fiscal Year 2019 Streets Maintenance Project.

EXECUTIVE SUMMARY

On February 5, staff brought the Vision Zero – Cabrillo Boulevard Safety Restriping Project to Council. Council directed staff to develop additional restriping options for community discussion. Staff developed restriping options and held a well-attended community discussion on March 5. Staff then returned to the Transportation and Circulation Committee on March 14 for additional community participation and for a recommendation to Council. Staff is now returning to Council for a final restriping option decision. Construction of the Cabrillo Boulevard Safety Restriping Project is scheduled for this spring.

BACKGROUND

Cabrillo Boulevard will receive pavement maintenance in the spring of 2019, which provides an opportunity to consider roadway striping changes. As a part of the pavement maintenance, Cabrillo Boulevard was scheduled to be restriped between Milpas Street and Los Patos Way to include bike lanes as described in the City's Bicycle Master Plan. When considering restriping options, Public Works staff also looks for opportunities to improve traffic safety in the area. Cabrillo Boulevard is a Priority Corridor in the City's recently adopted Vision Zero Strategy, which aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

Public Works has identified four collision pattern types along the East Cabrillo Boulevard corridor:

Primary Collision Patterns

- Eastbound single vehicle collisions through the "S" turn

- U-turn involved collisions from existing parking aisle

Other Collision Patterns

- Westbound single vehicle collisions through the “S” turn
- Cyclist involved collisions

The original Cabrillo Boulevard Safety Restriping Project (Project) includes striping changes that will help reduce or eliminate these collision patterns.

The original Project option was presented to the Transportation and Circulation Committee on November 29, 2018. The Committee recommended that Council make a finding that the Project is consistent with the City’s Vision Zero Strategy. Staff also held a community meeting on East Beach on Saturday, January 26, 2018, to get feedback from the public specifically about the back-in angled parking concept in the original Project option. Beach users were overwhelmingly supportive of the back-in angled parking concept and understood the safety benefits for speed reduction, and increased visibility for the U-turn maneuver. Residents of the East Beach Homeowners Association (the condominiums located on Cabrillo Boulevard across the street from East Beach) were less supportive of the back-in angled parking and expressed concerns about increased visual impairment for their properties and increased roadway noise. On January 31, City staff spoke with approximately 10 residents at the East Beach Homeowners Association, where they voiced unanimous opposition of the Project.

DISCUSSION OF RESTRIPIING OPTIONS

Following City Council’s direction on February 5, City Traffic Engineers identified four different options for restriping that will reduce collisions in the corridor in varying amounts. The following options were presented and discussed in detail at the Community Discussion on March 5, and the Transportation and Circulation Committee meeting on March 14.

Options presented included:

1. **Previously Adopted Bicycle Master Plan Option:** restripe from Milpas Street to the intersection at Los Patos Way. A traffic signal would remain at the intersection of Ninos Drive and Cabrillo Boulevard. This option would have two eastbound lanes and one westbound lane. Per the 2016 BMP design, this configuration would add bike lanes in both directions, and retain parallel parking along the southern side of Cabrillo Boulevard at East Beach. There is no additional cost to implement this project, and no change in the number of on-street parking spaces.
2. **Back-in Angle Parking and All Way Stop Option, as Presented to Council on February 5:** East Cabrillo Boulevard would be restriped from Milpas Street to the intersection at Los Patos Way. One eastbound lane and one westbound lane would remain, with bike lanes in both directions. To make the transition from two eastbound lanes to one eastbound lane safe, the traffic signal at East Cabrillo

Boulevard and Ninos Drive would be converted to an all-way stop. This would reduce the speeds at which vehicles are entering the back-in angle parking zone and “set the tone” for the new street section. The City has studied this change, and found that pedestrians, and side street and left turning traffic would experience a reduction in delay, and through traffic on Cabrillo Boulevard would experience a slight increase. The conversion of existing parallel parking to back-in angled parking would add approximately 35 parking spaces, for a maximum total of 95 spaces. This option would require removal of the existing chain link fence, and replacement with railroad ties. The projected cost of this option is under \$75,000.

3. **Back-in Angle Parking Shifted East Option:** East Cabrillo Boulevard would be restriped from Milpas Street to the intersection at Los Patos Way. The traffic signal would remain at the intersection of Ninos Drive and Cabrillo Boulevard. The westbound direction would consist of one westbound lane and a buffered bike lane. In the eastbound direction, in order to allow for two eastbound lanes coming from the intersection of Ninos Drive to merge into one, parallel parking would extend from just east of Sycamore Creek to the western border of the Santa Barbara Zoo property. This area would include one eastbound lane, a 3’ buffer, a 6’ bike lane, and an additional 3’ “door zone” buffer, adjacent to the parallel parking area. At the Zoo border, parking would transition to back-in angle parking, which would continue to the start of the S-curves by the Andree Clark Bird Refuge. This option would provide approximately 11 parallel parking spaces, and approximately 55 back-in angle parking spaces. The projected cost of this option is under \$75,000.
4. **Center Median Option:** East Cabrillo Boulevard would be restriped from Milpas Street to the intersection at Los Patos Way. The traffic signal would remain at the intersection of Ninos Drive and Cabrillo Boulevard. One eastbound lane and one westbound lane will be separated by a 4’-wide center median. Both eastbound and westbound bike lanes will also include 3’ buffers. Parallel parking would remain along the southern side of Cabrillo Boulevard at East Beach. The projected cost of this option will be about \$150,000 because of the required concrete work for the median.

TRAFFIC SAFETY ANALYSIS

City Staff has analyzed each of the four alternatives. The table below shows the likelihood of each alternative to prevent future collisions.

Likelihood of Preventing Future Collisions by Alternative

Alternative	Eastbound Single Vehicle Through “S” Turn	U-Turn Involved	Westbound Single Vehicle Through “S” Turn	Cyclist Involved	Overall Potential for Collision Reduction
1: BMP	Low	Low	High	Medium	Low
2: Back-In Angle	High	High	High	Medium	High
3: Modified Back-In Angle	High	High	High	Medium	High
4: Center Median	Medium	Medium	High	Medium	Medium

Comments from the Community Discussion on March 5 focused on a wide array of different issues, though some basic themes did emerge. Generally, the Council-Adopted Bike Master Plan (Option 1) and the Center Median (Option 4) were the least popular, while the more popular of the options discussed were Back-In Angle Parking (Option 2), and Back-In Angle Parking Shifted East (Option 3).

For the Previously Adopted Bicycle Master Plan option, many felt that the two eastbound lanes would not effectively reduce speeds in the corridor, and noted that the option would not present a significant change from the existing conditions. Some area residents did appreciate the fact that two lanes could facilitate traffic movement, and even evacuation from the area in an emergency. For the Back-In Angle Parking option, some residents were apprehensive about the learning curve for the reverse-angle parking technique, while others voiced concerns that the combination of one eastbound lane with the back-in angle parking could result in worse traffic and an increased collision potential as people attempt to reverse into the parking space.

The additional parking spaces offered by Option 2 were generally appreciated, though some residents mentioned that the additional angled parking would look too dense, and preferred Option 3 or the existing parallel parking. Participants were split about 50-50 on the topic of an all-way stop or a signal at the intersection of Ninos and Cabrillo. There was also general support for removing the chain link fence, and the increased access which removal would allow, though some expressed concern that the lack of a physical barrier could allow children to enter the street from the park side. Option 3, Back-In Angle Parking Shifted East, was a popular option for those who prefer a signal at the intersection of Ninos and Cabrillo. This option also gained support by allowing increased parking options, ADA-accessible spaces, and the lessened visual impacts achieved by shifting the back-in angled parking further east. Some attendees liked the Center Median option and the ability to effectively eliminate the U-turn along this stretch of Cabrillo, though this option

did not garner significant support. Some mentioned that they liked one component of the project: the designated U-turn lane at the Clark Estate driveway.

Other issues and concerns that were mentioned include the following:

- Some expressed interest in shifting the back-in angle parking further east, to where the split rail fence begins
- Some believed that the all way stop option would not be safe for pedestrians crossing the street
- There was desire for a “loading” zone at the western edge of the parking zone, close to Sycamore Creek
- Some expressed interest in adding a double yellow line and “No U-Turn” signage
- Some expressed concerns about exiting angle-parked vehicle headlights confusing westbound drivers
- Some mentioned that perhaps the City “test” back-in angled parking as a concept elsewhere in the City prior to implementing it along Cabrillo
- Some felt that the median would be unnecessarily expensive and would only slow traffic on Cabrillo further.

On March 14, staff returned to the Transportation and Circulation Committee for an update and further guidance on the Project. This Council Agenda Report was issued prior to the Transportation and Circulation Committee meeting on March 14, so the recommendation from the meeting will be shared in a verbal update at the City Council meeting on March 19.

ENVIRONMENTAL REVIEW AND PERMITTING

The project will require design review approval by the Historic Landmarks Commission, and coastal review.

Under provisions of the California Environmental Quality Act (CEQA), Planning Division staff conducted preliminary review of each of the project alternatives under consideration and determined that each project alternative is exempt from further environmental review and documentation under the following provisions:

- Statutory Exemptions – Public Resources Code §21080.37 Alteration of Existing Roadway; and §21080.19 Restriping of Streets; and
- Categorical Exemption – California Code of Regulations/State CEQA Guidelines §15301 Existing Facilities, for minor alteration of existing public facilities involving negligible or no expansion of existing use, including existing streets and similar facilities; and List of City determined activities qualifying as categorically exempt: installation of traffic safety devices.

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