



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 8, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Pedestrian Crossing Treatment Alternatives On Milpas Street At Ortega And Yanonali Streets

RECOMMENDATION: That Council:

- A. Receive a report on the options for pedestrian crossing treatments on Milpas Street at Ortega and Yanonali Streets;
- B. Approve the implementation of a neighborhood striping transition, painted median, and pedestrian activated flashing lights; and
- C. Approve the installation of overhead mounted pedestrian activated flashers at Milpas and Yanonali Streets.

EXECUTIVE SUMMARY:

During the evening of October 7, 2011, Sergio Romero was killed crossing Milpas Street at Ortega Street. In the weeks following the fatal crash, City staff attended two neighborhood meetings. The community has a strong interest in having improved crossing conditions at the intersections of Milpas Street and Ortega and Yanonali Streets.

Staff reviewed both intersections and developed viable alternatives to improve crossing conditions while not decreasing overall safety. Since January, staff has been meeting with City and community groups to get feedback and refine the alternatives.

At Milpas and Ortega Streets, staff recommends the implementation of a neighborhood striping transition from Cota Street to Canon Perdido Street, raised median and pedestrian activated flashers. The striping change would add some delay during peak times. The striping change offers the most overall benefits to traffic operations.

At Milpas and Yanonali Streets, staff recommends the installation of overhead mounted pedestrian activated flashers. These flashers will improve pedestrian crossing conditions while not negatively impacting roadway capacity or on-street parking conditions. Staff also recommends removal of the southbound bus stop at Yanonali Street. Stopped buses create visibility limitations for both pedestrians and eastbound stopped vehicles.

DISCUSSION:

Background

Following the October 7, 2011 fatal crash, City staff attended several public outreach neighborhood meetings to listen to concerns about Milpas Street. The most common concern was pedestrian crossing conditions at Milpas Street and Ortega and Yanonali Streets. Following these meetings, staff developed a number of viable options for improvements, and has been meeting with various groups to get feedback on the alternatives. Attachment 1 shows a summary of the outreach schedule.

The most common request received was for traffic signals at both intersections. Staff included a traffic signal needs analysis as part of the overall study. Staff also heard complaints related to overcrowding due to narrow traffic lanes including difficult parking maneuvers, no space for bicyclists, and side swipe crashes (related to narrow lanes).

Non-Viable Alternatives

Existing Conditions – Painted Crosswalks and Warning Signs

The existing painted crosswalks and warning signs are ineffective in creating consistent driver yielding to pedestrians at these locations. The painted crosswalks may even give pedestrians a false sense of security and cause pedestrians to cross with less caution.

Traffic Signals

According to state and federal traffic safety standards, traffic signals should only be installed when they will improve overall safety and efficiency.

Benefit

- Traffic signals can make crossing the street easier for pedestrians by creating gaps in the traffic stream. Currently, there are few gaps in traffic long enough to cross Milpas Street.

Tradeoffs

- Based on the number of pedestrian involved crashes happening at other traffic signals along Milpas Street in the last 10 years, traffic signals are not likely to reduce the overall number of pedestrian involved crashes.
- Vehicle/vehicle crashes would likely increase (broadside and rear end).
- Added traffic delays and stops for Milpas Street and side street traffic, even with synchronized traffic signals.
 - Delays to Milpas Street traffic caused by a new traffic signal at Ortega Street would average about five to 10 seconds per vehicle during peak periods.

- Delays to Milpas Street traffic caused by a new traffic signal at Yanonali Street would average about 15 seconds per vehicle during peak periods.
- Approximately eight parking spaces on Yanonali Street, and about four parking spaces on Ortega Street, would have to be eliminated.

Traffic signals are not recommended by staff at either location. Although pedestrian mobility would be improved, overall public safety would likely be compromised, and traffic delays and congestion would increase. For these reasons, other alternatives that directly improve pedestrian safety should be considered.

Intersection Improvement Alternatives for Milpas and Ortega Streets

Option 1 – Remove crosswalks and/or relocate northbound bus stop (Attachment 2, Figure 1)

Consideration should be given as to whether or not this is an appropriate place to encourage pedestrian crossings. The bus stop is an attraction that encourages pedestrian crossings at this location.

Benefits

- Removes false sense of security for pedestrians
- Encourages use of other crossings

Tradeoffs

- Does not provide pedestrian with additional crossing opportunities or improve pedestrian mobility
- Adds walking distance for bus riders (new spacing would be three blocks)

Option 2 – Median refuge island with pedestrian activated flashers (Attachment 2 Figure 2)

A median refuge island provides a waiting place for pedestrians, allowing them to stop halfway across the street. It also provides a location for an additional flashing device so that the device is more noticeable to drivers. The flashing device is known as a rectangular rapid flashing beacon (RRFB), and would be the first installation of these lights in Santa Barbara. An illustration of an RRFB is shown in Attachment 3.

Benefits

- Easier pedestrian crossings by providing mid-street stopping point
- No traffic delays
- Bus stop stays in current location

Tradeoffs

- Requires removal of eight on-street parking spaces
- Does not address overcrowding concerns related to narrow traffic lanes.

Option 3 – Neighborhood striping transition (Canon Perdido to Cota) with pedestrian activated flashing lights and other optional features

A striping cross-section can be done between Canon Perdido and Cota Streets that creates a transition from the narrower neighborhood style Milpas Street to the north, and the busier arterial style Milpas Street to the south. This cross section would eliminate one traffic lane, create bike lanes, and widen the remaining lanes. To further enhance crossings, a median refuge island, curb extensions, or a combination of the two could be installed. Traffic volumes on Milpas Street near Ortega Street, are about 15,000 vehicles per day, similar to the section of Cliff Drive that was recently restriped.

Attachment 4 illustrates the difference between the existing striping cross section, and the neighborhood striping transition.

Benefits

- Fewer lanes for pedestrians to cross.
- Wider traffic lanes, resulting in fewer side swipe crashes and easier parking maneuvers with no loss of parking.
- Bus stop stays at current location.
- Bike lanes added.
- Space for future sidewalk widening.

Tradeoffs

- Delay increase of 5-10 seconds for drivers in both directions (average – similar to a traffic signal).
- Longer queues during red lights at De La Guerra Street signal (drivers still served during first signal at De La Guerra Street).

The community requested several variations of crosswalk enhancements to be analyzed with this alternative during the outreach process (Attachment 2 Figures 3A-3E):

- Option 3A – with median refuge island.
- Option 3B – with curb extensions.
- Option 3C – with curb extensions and median refuge island.
- Option 3D – (Transportation and Circulation Committee, and Youth Council recommended alternative): with one curb extension and median refuge island.
- Option 3E – painted median with center mounted yield to pedestrians sign.

All the above alternatives will provide similar benefits to improve pedestrian crossing conditions.

Option 4 – Overhead mounted, pedestrian activated flashers (Attachment 2, Figure 4)
Staff developed this alternative to address the concerns regarding loss of roadway capacity and on-street parking spaces.

Benefit

- Improves pedestrian crossings.
- No traffic delays.
- No loss of parking.

Tradeoffs

- Aesthetics - overhead signs add to visual clutter.
- Does not address overcrowding concerns related to narrow traffic lanes.

Intersection Improvement Alternatives for Milpas and Yanonali Streets

Traffic volume on Milpas Street at Yanonali Street is about 22,000 vehicles per day, or about 50% higher than the volume at Ortega Street. Alternatives at this location are similar to those at Ortega Street, with the exception of the striping plan. Traffic volumes are too high at this location to implement a striping plan, and would create significant congestion.

Option 5 – Remove crosswalks and/or relocate southbound bus stop (Attachment 2, Figure 5)

Benefits

- Removes false sense of security for pedestrians.
- Encourages use of other crossings.

Tradeoffs

- Does not provide pedestrians with additional crossing opportunities.
- Adds walking distance for bus riders.
- Does not address overcrowding concerns related to narrow traffic lanes.

Option 6 – Median refuge island with pedestrian activated flashing lights (Attachment 2, Figure 6)

Benefits

- Easier pedestrian crossings.
- Provides mid-street stopping point.
- No traffic delays.

Tradeoffs

- Requires removal of seven on-street parking spaces.
- Eliminates left turn egress movements from Winchell's Donuts.
- Does not address overcrowding concerns related to narrow traffic lanes.

Option #7 – Overhead mounted, pedestrian activated flashers (Attachment 2, Figure 7)

Benefits

- Improves pedestrian crossings.
- No traffic delays.
- No loss of parking.

Tradeoffs

- Aesthetics - overhead signs add to visual clutter.
- Does not address overcrowding concerns related to narrow traffic lanes.

Advisory Committee and Council Recommendations

Transportation and Circulation Committee – March 22, 2012

- Ortega Street – Option 3D, neighborhood striping transition with curb extension, median refuge island, and pedestrian activated flashers.
- Yanonali Street
 - Preferred alternative – traffic signal.
 - Second choice – Option 6, median refuge island.

Youth Council – April 2, 2012

- Ortega Street – Option 3D, neighborhood striping transition with curb extension, median refuge island, and pedestrian activated flashers.
- Yanonali Street
 - Preferred alternative – traffic signal.
 - Second choice – Option 7, overhead mounted pedestrian activated lights.

Neighborhood Advisory Council – April 11, 2012

- Ortega Street – traffic signal and neighborhood striping transition.
- Yanonali Street – traffic signal.
- Direct Staff and the Planning Commission to develop and implement a comprehensive long-term plan and strategy for improving traffic, pedestrian safety and beautification for the entire Milpas corridor from Anapamu Street to Cabrillo Boulevard in an expeditious manner.

The TCC recommendation and public comments were captured in the minutes of the joint TCC/NAC meeting held on March 22, 2012 (Attachment 5). The NAC and Youth Council Recommendations are outlined in Attachments 6 and 7

Staff Recommendations

City staff has identified a number of options for improving pedestrian crossing conditions at Milpas Street at Ortega and Yanonali Streets. The options considered should improve pedestrian safety, while not reducing overall vehicular safety. In addition, some of the options considered provide benefits such as easier parking, lanes for bicycles, and the reduced sideswipe crashes.

Given the community feedback received to date and based on how the options address the goals for improvement, staff makes the following recommendations:

Milpas and Ortega Streets

- Option 3A: staff recommends a neighborhood striping transition with a raised median, and pedestrian activated flashing lights. This alternative provides the most benefit for all modes of transit including drivers, pedestrians, buses, and bicyclists. This option also meets safety goals. The tradeoffs with this option include potential vehicular delays of 5-10 seconds in both directions (average) and longer queues at the intersection of De La Guerra and Milpas Streets during peak times. However, even with the delays, motorists are expected to make it through the first signal at which they stop. Based on the benefits to pedestrians of fewer lanes to cross, a mid-street stopping point for pedestrians, wider traffic lanes, fewer sideswipe crashes, easier and wider parking lanes, new bike lanes, and space for future sidewalk widening, this viable option would provide the most benefits to all modes.

Milpas and Yanonali Streets

- Overhead mounted pedestrian-activated flashers: City staff recommends overhead mounted pedestrian flashers for the intersection of Milpas and Yanonali Streets. This option meets the safety goals while not impacting parking or roadway capacity. It also would not impact left turn exits out of Winchell's Donuts; however it could add to visual clutter on Milpas Street, which is already an issue. After consulting with MTD regarding the southbound bus stop, Staff also recommends the removal of the southbound bus stop. Stopped buses create visibility issues for pedestrians and eastbound traffic.

BUDGET/FINANCIAL INFORMATION:

At Milpas and Ortega Streets, Option 3A will cost approximately \$170,000 to implement. The source of funding is the Streets Fund. Because this project was not included in the Capital Improvement Plan, a reprioritization of other projects would occur to fund this project.

At Milpas and Yanonali Streets, Option 7 will cost approximately \$82,000 to implement. The source of funding is the Streets Fund. Because this project was not included in the Capital Improvement Plan, a reprioritization of other projects would occur to fund this project.

Details of the financial impact for each alternative are shown in Attachments 6 and 7.

- ATTACHMENTS:**
1. Outreach Summary
 2. Alternative Figures (1 through 7)
 3. Illustration of Rectangular Rapid Flashing Beacon
 4. Illustration of Striping Cross Section
 5. Meeting Minutes of the Transportation and Circulation Committee/Neighborhood Advisory Council Meeting, March 22, 2012
 6. Neighborhood Advisory Council Recommendations
 7. Youth Council Recommendations
 8. Financial Impact Details at Milpas and Ortega Streets
 9. Financial Impact Details at Milpas and Yanonali Streets

PREPARED BY: Pat Kelly, Assistant Public Works Director/City Engineer/DB/kts

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office

Public Works Outreach Summary

- November 2, 2011: attended Neighborhood Advisory Committee (NAC) meeting to listen to the community.
- November 16, 2011: attended joint COAST/Milpas Community Association (MCA)/Pueblo meeting to listen to the community.
- January 26, 2012: presented initially identified viable alternatives to Transportation and Circulation Committee (TCC).
- February 2, 2012: presented alternatives to MCA leadership.
- February 8, 2012: presented alternatives to COAST board.
- February 8, 2012: presented alternatives to NAC.
- March 13, 2012: hosted a come and go style workshop/open house for Milpas Street merchants and property owners.
- March 14, 2012: attended NAC meeting with City Attorney to answer NAC questions.
- March 19, 2012: Milpas Street site visit with members TCC and NAC.
- March 21 2012: presented alternatives to Principals of Franklin School, Santa Barbara Jr High, and Santa Barbara High School.
- March 22, 2012: presented refined alternatives and results of community outreach at joint TCC/NAC meeting.
- April 2, 2012: presented refined alternatives and results of community outreach at Youth Council meeting.
- April 11, 2012: attended NAC meeting.
- May 8, 2012: City Council.

1 - Remove/Relocate Bus Stop And Remove Crosswalk

**Remove/Relocate Bus Stop
Nearest Stop One Block North
Encourage Pedestrians To Use Other Crossings**



**Remove Existing Marked Crosswalks
These Crosswalks Have Been Ineffective In Creating Crossing Opportunities
Removing Crosswalks Could Remove False Sense Of Security**



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
APPROXIMATE DATE: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 08/08/12
SCALE: N/A	DRAWN BY: DVB

2 - Median Refuge Island With Pedestrian Activated Flashers

No Bus Stop Conflict

Partial Median Refuge Island
No Turning Movements Restricted
Allows Pedestrians to Cross Half The Road At A Time



No Spaces Removed

15' New Red Curb - 1 Space Removed

50' New Red Curb - 2 Spaces Removed

70' New Red Curb - 3 Spaces Removed

Loss Of On Street Parking

Maintain Two Traffic Lanes
Per Direction



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05-08-2012
SCALE: NTS	DRAWN BY: DVB

3A - Neighborhood Transition Striping - With Median Refuge Island and Pedestrian Activated Flashers

Bike Lane
 Space for Cyclists
 Reduced Roadway Capacity
 Most Noticeable At De La Guerra



Bus Stop
No Change

Wider Parking Lane
Easier Parking Maneuvers

Median Refuge Island
 No Turning Movements Restricted
 Allows Pedestrians to Cross Half The Road At A Time

Wider Traffic Lanes
Fewer Side Swipe Crashes



No Loss Of
Parking

Fewer Lanes For
Pedestrians to Cross

Spaces for Future
Sidewalk Widening

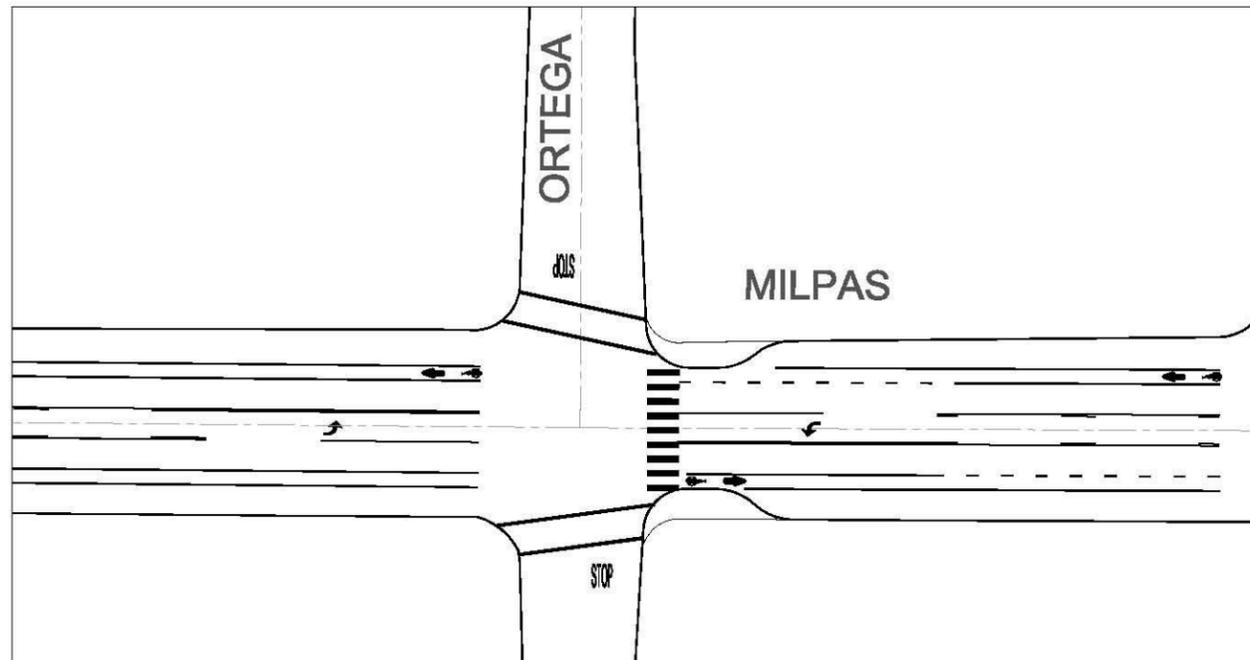
Traffic Volumes Too High
South of Cota - Need Two
Lanes



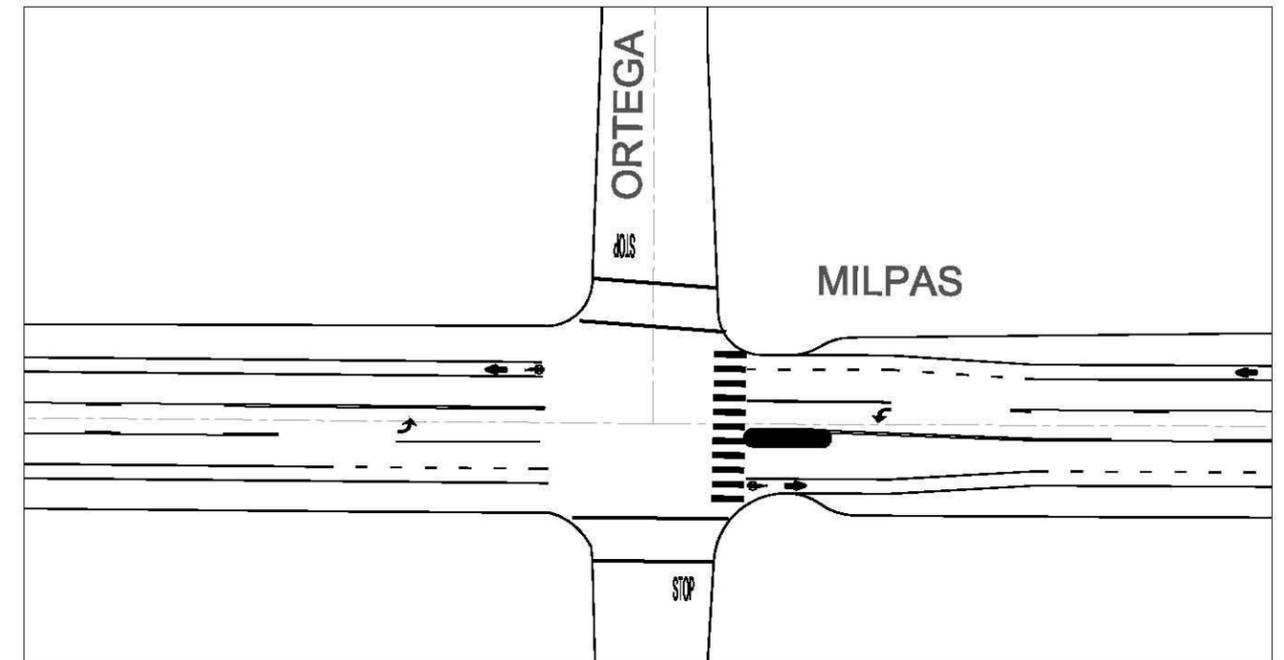
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DATE: [Date]	DATE: [Date]
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Alternative 3 - Neighborhood Transition Striping - With Various Crosswalk Enhancements

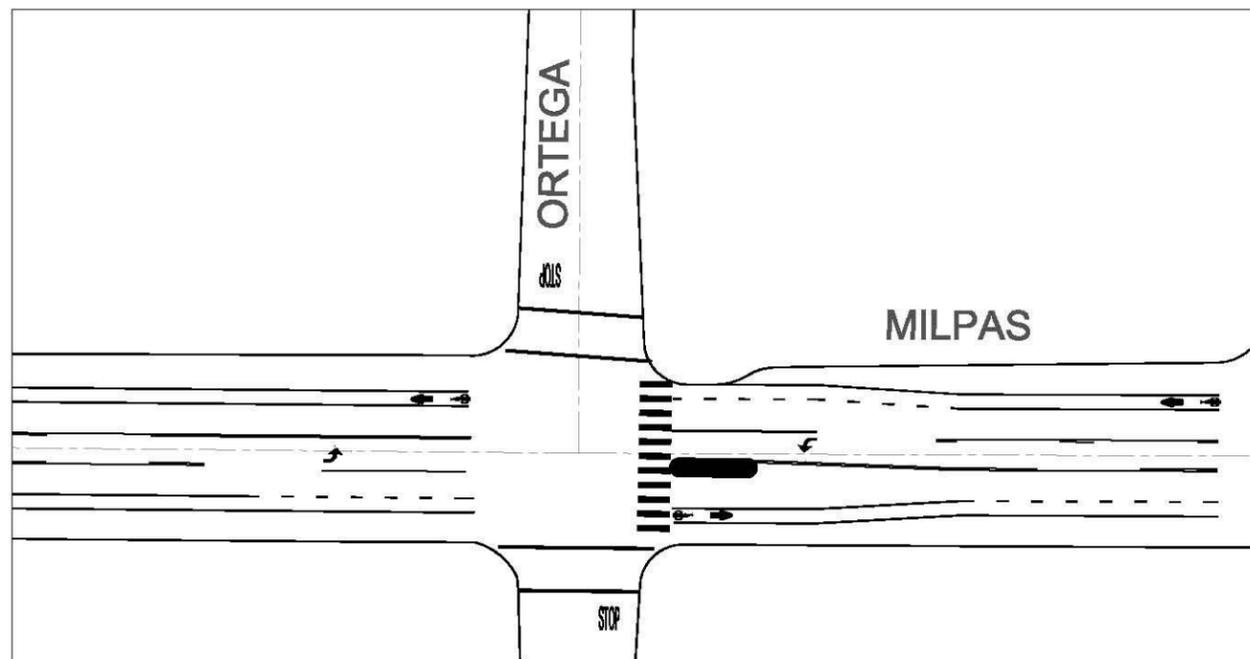
Alternative 3B - With Curb Extensions



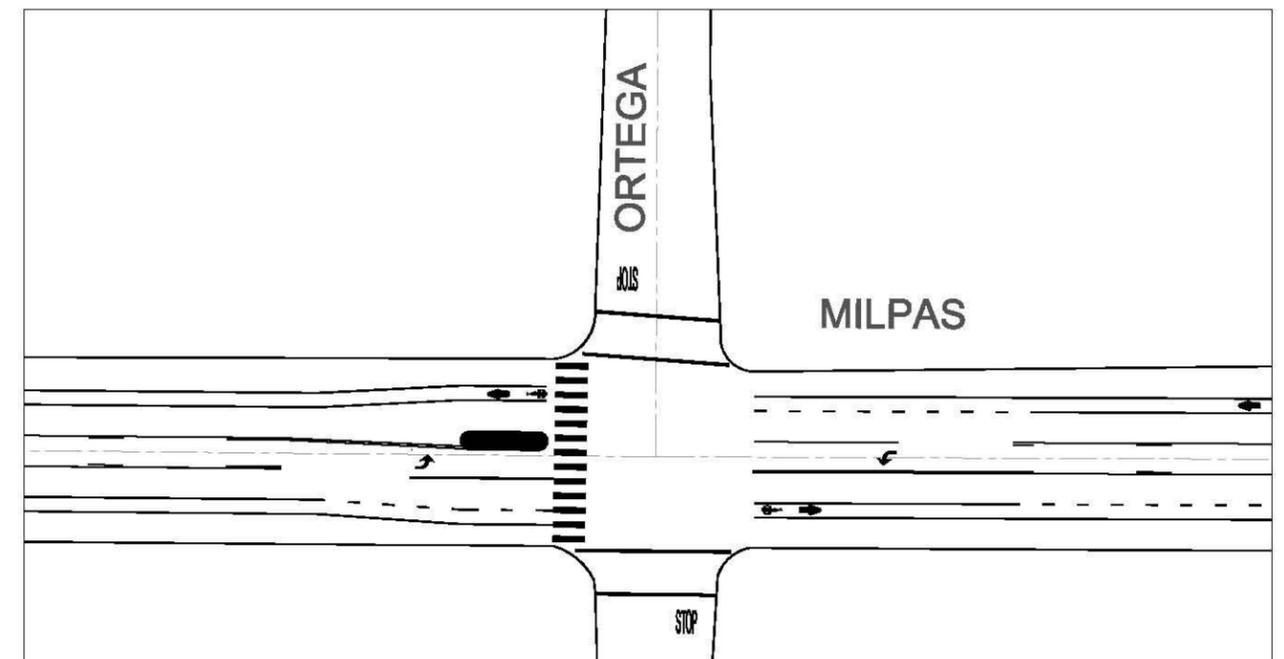
Alternative 3C - With Curb Extensions and Median Refuge



Alternative 3D - With One Curb Extension and Median Refuge*



Alternative 3E - With Painted Median



*TCC, Youth Council, NAC Preferred Alternative



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05-09-2012
SCALE: NTS	DRAWN BY: DVB

4 - Overhead Pedestrian Activated Flashers



Overhead Sign
(Simulation)

Overhead Pedestrian Activated Flashers
No Parking Impact
No Access Changes



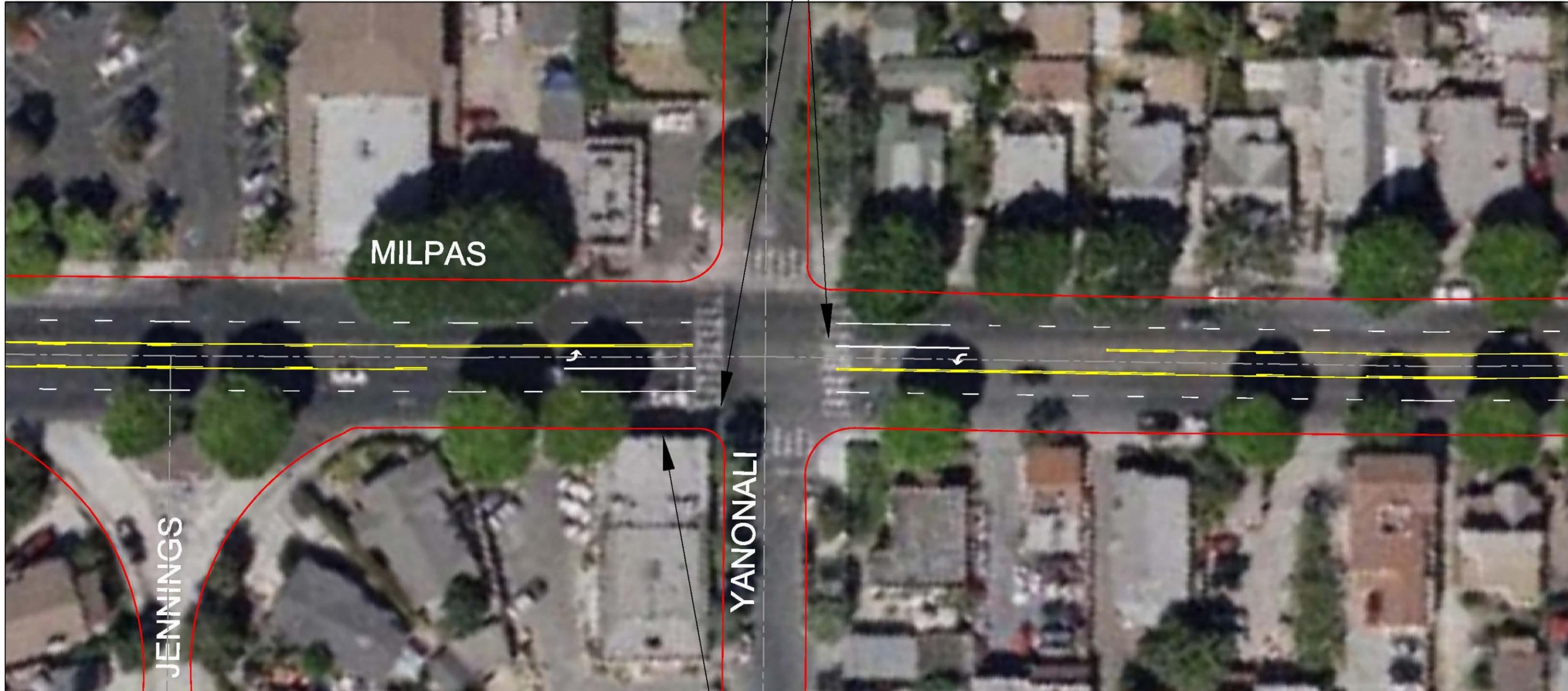
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DRAWN BY: DM	DATE: 08-20-2015
SCALE: 1" = 100'	DATE: 08-20-2015

5 - Remove/Relocate Bus Stop And Remove Crosswalk

Remove Existing Marked Crosswalks

These Crosswalks Have Been Ineffective In Creating Crossing Opportunities

Removing Crosswalks Could Remove False Sense Of Security



Remove/Relocate Bus Stop
Nearest Stop One Block South
Encourage Pedestrians To Use Other Crossings



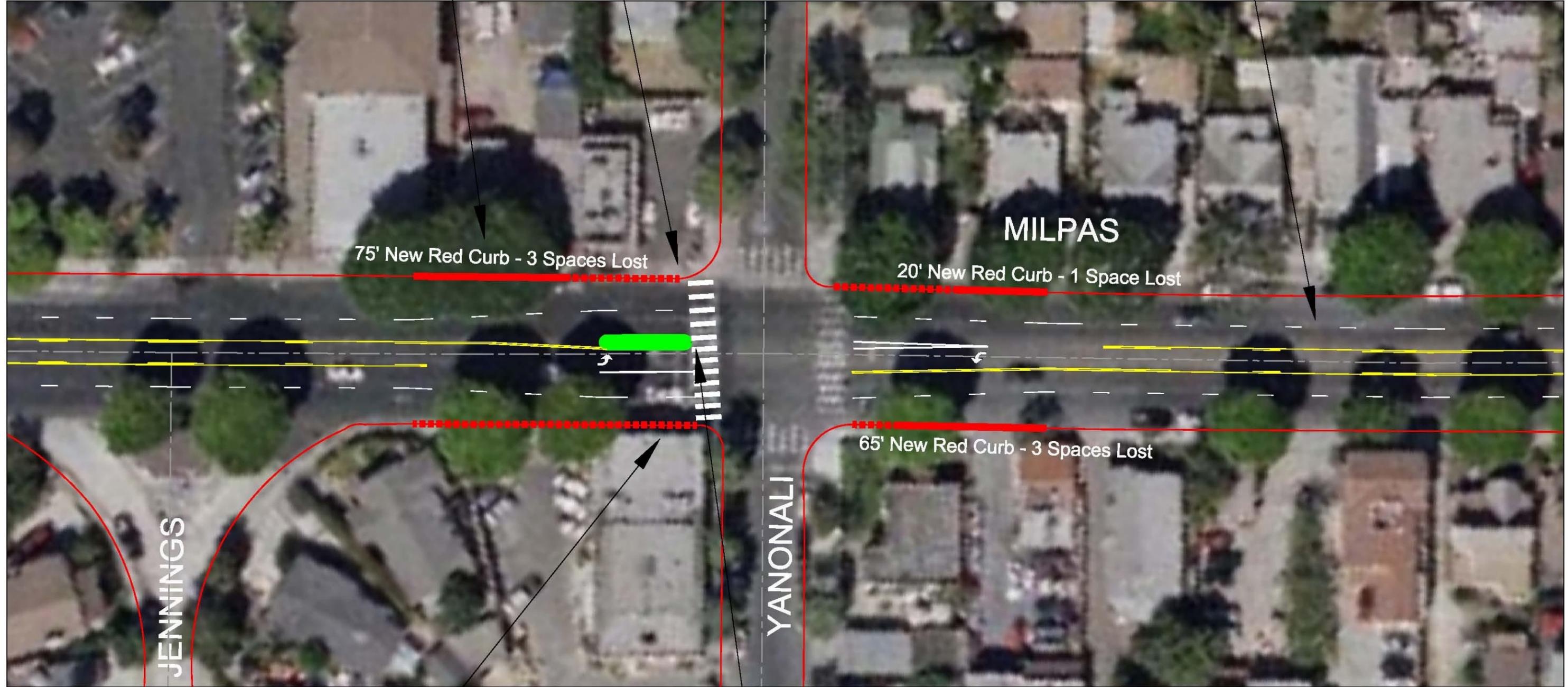
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MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05/08/2012
SCALE: NTS	DRAWN BY: DVB

6 - Median Refuge Island With Pedestrian Activated Flashers

Loss Of On Street Parking

Loss Of Left Turn Access To/From Driveway

Maintain Two Traffic Lanes Per Direction



75' New Red Curb - 3 Spaces Lost

20' New Red Curb - 1 Space Lost

65' New Red Curb - 3 Spaces Lost

Buses At Bus Stop Block View Of Pedestrians

Partial Median Refuge Island Allows Pedestrians to Cross Half The Road At A Time



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05-08-2012
SCALE: NTS	DRAWN BY: DVB

7 - Overhead Pedestrian Activated Flashers



Overhead Sign
(Simulation)

Overhead Pedestrian Activated Flashers
No Parking Impact
No Access Changes



Buses At Bus Stop Block
View Of Pedestrians



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
DESIGNED BY: DM	PROJECT ENGINEER: DM
DRAWN BY: KTE	CHECKED BY: DM

Rectangular Rapid Flashing Beacon



These lights, activated by a pedestrian push button, flash three times in rapid succession on one side, then twice on the other. The light bar is mounted between the pedestrian symbol warning sign, and the down arrow, which indicates the pedestrians crossing location.

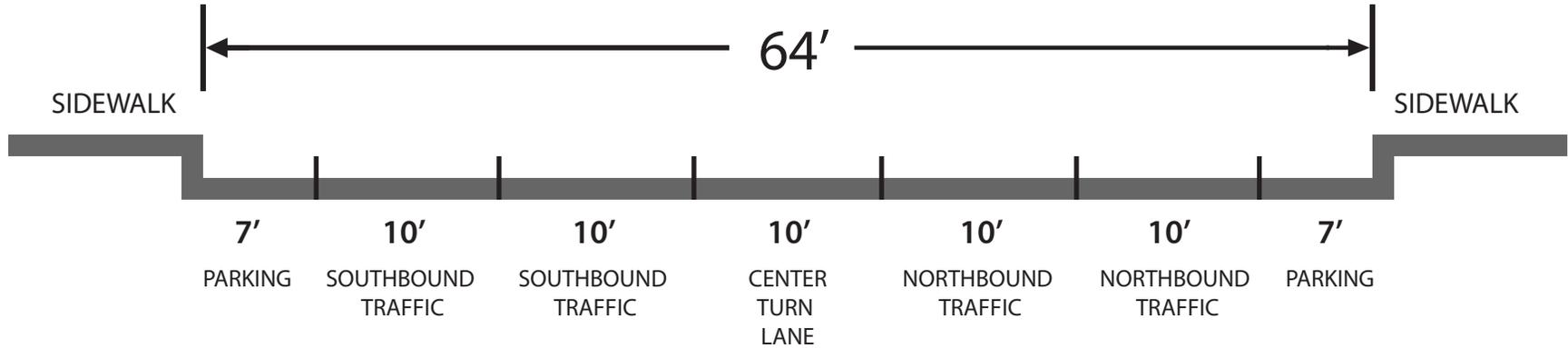
Studies done by the Federal Highway Administration have shown driver compliance rates in the 80% to 90% range, which is far superior to other types of pedestrian activated flashers.

Image courtesy of Spot Devices, one of the manufacturers of these flashers.

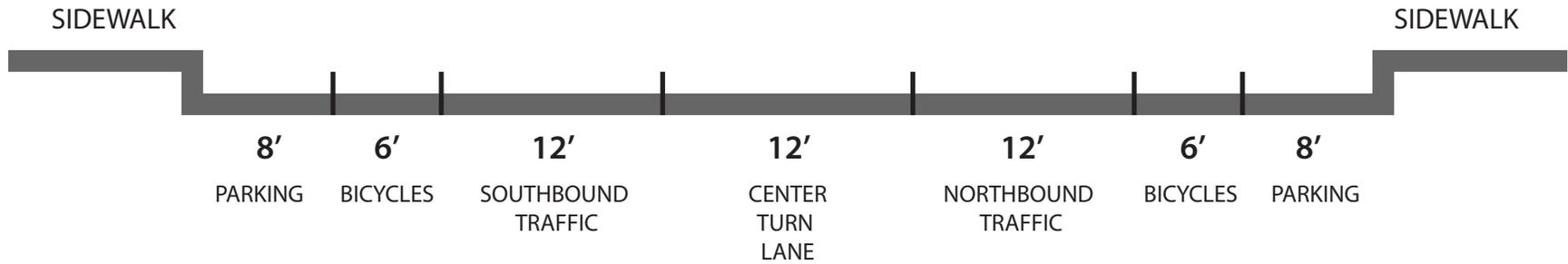
MILPAS STREET

NEAR E. ORTEGA STREET (LOOKING NORTH)

EXISTING CROSS SECTION



PROPOSED CROSS SECTION





MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, March 22, 2012, 6:00 PM

CALL TO ORDER: Chair Blackerby called the meeting to order at 6:03 PM

ROLL CALL:

TCC MEMBERS

Hillary Blackerby
Mark Bradley
Keith Coffman-Grey
Edward France
Susan Horne
David Tabor

Attendance

Present
Present
Present
Excused
Present
Present

NAC MEMBERS

Sebastian Aldana
Sharon Byrne
Sally Foxen
Naomi Greene
Sally Kingston
Javier Limon
Beatriz Molina
Therisa Pena
Ana Soto
Cesar Trujillo
Tony Vassallo
Holly Walters

Present
Excused
Present
Present
Absent
Present
Present
Present
Present
Present
Present
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Pat Kelly, Assistant Public Works Director/City Engineer
Robert J. Dayton, Principal Transportation Planner
Derrick Bailey, Supervising Transportation Engineer
Sarah Grant, Mobility Coordinator
Jessica Grant, Project Manager
Kim Thaler-Strange, Administrative Specialist
Nancy Rapp, Parks and Recreation Director
Mark Alvarado, Neighborhood Outreach Supervisor

LIAISONS PRESENT

Cathy Murillo, Council Liaison
Deborah Schwartz, Planning Commission Liaison

OTHERS PRESENT

Carlos Cerecedo, Interpreter
Patricia Salcedo, Interpreter

CHANGES TO THE AGENDA: None.

PUBLIC COMMENT:

1. Chair Blackerby called the meeting to order at 6:04. She opened with the TCC meeting first.

Ana Lillie stated that ramps are needed at Eucalyptus and Salinas and Olivos and Cacique Streets. There are no ramps to get to the bus for wheelchairs. Her child is in a wheelchair.

Marie Key Delgado said that she has an 18 year old son in a wheelchair, who speaks sign language. She would like something done so that the bus could pick up at Salinas Street.

Ana Rico was here in January to talk about Olivos and Punta Gorda and Salinas. These streets are very dark. More lights are needed. Cars don't respect pedestrians and actually speed up when pedestrians are crossing. It is difficult for kids to be able to play outside because of this. Salinas is one of the worst.

Joel Schwimmer says that on Quinientos and Mason Streets, drivers tend to race, particularly between Milpas and Salinas. They go way too fast and the kids in the community are scared. Parked cars make visibility difficult as well. Something should be done to slow down traffic on Quinientos, Mason and Carpinteria Streets.

CONSENT CALENDAR:

2. **Approval of Minutes from the January 26, 2012 meeting where a TCC quorum was present.**

Motion: Approve the Minutes from the January 26, 2012 meeting.

Motion made to approve the minutes by Ms. Horne, seconded by Mr. Coffman-Grey

Ayes: 4 Noes: Abstain: 1 Absent: 1

Chair Blackerby closed the TCC meeting and opened the Joint Meeting of the TCC and the NAC.

REPORTS

Chair Blackerby introduced herself and Chair Pena. She reminded everyone that we are on television and streaming video, and that this will be online in the next week. She reminded people to make sure to push the button on the microphone, and the green light is on, and gave the order of this item: The staff report will be first, followed by public comment, and then comments by both Committees. During the presentation and public comment, the Committees may only ask clarifying questions. When it is time for Committee comments, Ms. Blackerby will make note, and keep a speaker's list. She requested that people use "spirit fingers" as opposed to applause or loud noise. Finally, she reminded people that each speaker is allocated two minutes, and to respect everyone's time.

3. Milpas Street:

Mr. Allen introduced himself as the Transportation Manager, and liaison to the TCC. He introduced Derrick Bailey, Supervising Transportation Engineer, Sergeant Mike McGrew of the SBPD who was available to answer questions, and Pat Kelly, City Engineer.

He indicated that Mr. Bailey had some drawings to present, and that they would be viewable on the screen or the Committees may gather around. He also pointed out that staff has to put forth their best professional judgment. The City follows the California Manual on Uniform Traffic Devices (MUTCD), and we deal with scientific engineering analysis, not emotion. It will be up to Council to decide what action to take. Staff is asking for the Committees to hear the report, and decide on the preferred options to take to Council. While Mr. Bailey cannot professionally recommend a traffic signal, Council can disregard his opinion.

Mr. Kelly introduced himself and Mr. Bailey, and their objective for this meeting. He indicated the challenge in coming up with these alternatives to include everyone's input. Staff understands the goal and the passion to make Milpas safer, and appreciates everybody's input.

Mr. Bailey presented the options to improve pedestrian crossing options. He gave a quick background about how it came to this point. Following the accident that killed Sergio Romero in October 2011, staff attended several community meetings, and talked to many groups about what happened, and to get input from the community. Last November, he attended the NAC meeting as well as meetings of COAST, and the Milpas Community Association/Pueblo meeting to get more input. Based on that input, staff developed and analyzed alternatives and presented them at the TCC meeting on January 26, 2012. Since then, staff has continued to meet with various groups to get feedback and refine those alternatives. He presented the final list of Alternatives based on community feedback.

The primary goal is to improve pedestrian safety and crossing conditions at the intersections of Milpas and Ortega Streets (Milpas and Ortega) and Milpas and Yanonali Streets (Milpas and Yanonali), while maintaining vehicular safety, to make it safe for everyone. Other issues that that were brought up during the outreach process include narrow lanes for both traffic and parking, not enough space for bicycles, and narrow sidewalks. The narrow traffic lanes have contributed to the 40 reported sideswipes over the past 10 years between Cota and Canon Perdido Streets.

The first thing staff looked at, per public request, was traffic signals. Traffic signals make it easier for pedestrians to cross. However, there are tradeoffs to having traffic signals. Based on experiences at the signalized intersections at Milpas, there are just as many pedestrian involved crashes at signalized intersections. It would not necessarily be an improvement. Since 2000, there have been 113 crashes at the signalized intersections on Milpas; 74 people were injured in these crashes. The intersections at Ortega and Yanonali have only had 1 crash each since 2000. If a traffic signal is installed there will be more broadside crashes, with a higher potential for people to be injured as well as more property damage. Traffic signals for low volume streets are less efficient. The potential congestion will start to push traffic into the surrounding neighborhoods.

Staff is not recommending leaving it as it. Warning signs and crosswalks are current not working. Pedestrians are having hard time crossing street. As things are now, pedestrians have a false sense of security, and even though they are allowed the right of way, drivers are

not giving it to them.

Alternatives for Pedestrian Safety and Mobility

One option is to remove painted crosswalks, which would remove the false sense of security and possibly encourage pedestrians to cross the street at other locations.

Another option is to relocate or remove the bus stops on the northeast corner of Milpas and Ortega. The current bus stop location is an attraction for pedestrians. People want to cross here. Mr. Bailey showed a video of the pedestrian flashing lights that staff is recommending (a rectangular rapid flashing beacon). There has been a good rate of driver yielding with these devices. Pavement lights and pulsing amber beacons have had low driver yielding rates.

Another possible option is to install a median refuge island. The advantage to this alternative is that it gives an opportunity to cross half the street at a time. Currently, there is a center turn lane; there is no good place to wait. The refuge island will allow a pedestrian to analyze one way of traffic at a time. It would give a good place to install beacons. If the beacons are installed only on the sides of roads they may not be noticed by drivers. Milpas is a wide street, so installing a third device in middle of road would ensure that it will be noticed. Another alternative involves a split median refuge island where a pedestrian would be standing in between the medians. Ramps would need to be built with this design. The tradeoff is that the ramp is in the middle of the bus stop and the bus stop would have to be removed. Additionally, traffic lanes would be pushed closer to curb where parking is now. There would be a loss of parking because red curbs would have to be painted. This alternative received no support from the merchants, who use the parking spaces for customers, employees and deliveries.

One variation of median refuge island would make use of the existing ramps and make a shorter island. Crosswalks would be left alone, and pedestrian would be exposed on one side. This would still allow for a beacon in the middle of the street, and result in the removal of fewer parking spaces.

One lane of traffic could be removed at Ortega. Based on traffic volumes, this could be done, with minimal impact. A bicycle lane would be added, along with wider traffic lanes and parking aisles. There would be fewer sideswipe crashes. Reducing lanes would give pedestrians a shorter distance to cross the street. Milpas is still busy street, however and there is a need to make crossing it easier. Both a median refuge and restriping would work. This would cause some congestion at De La Guerra, north of Canon Perdido, where the existing road narrows to one lane each direction. 8,000 cars per day use this section of Milpas. South of Canon Perdido, traffic volumes go up to 20,000 vehicles per day at Cota. The current De La Guerra configuration works at a maximum of 15,000 vehicles per day. There would be longer queues, but cars would still clear the signal in a single cycle. South of De La Guerra, it would take multiple cycles for drivers to clear the signal.

In January, the TCC requested that staff show them an alternative with a curb extension. A curb extension would reduce the length of road that a pedestrian would have to cross from approximately 64 feet to 48 feet. Pedestrian activated flashing beacons would not be necessary. However, there wouldn't be enough room for the bus to pull parallel to the curb and pick up passengers.

Staff was asked to show a combination curb extension and median refuge island. It would have to be on the south side of the street so that the bus stop wouldn't be impacted. One potential issue with this configuration is that there might not be enough space for emergency vehicles. Parking would not be negatively impacted with striping configuration; there might be room for

one or two more spots.

Another alternative to address the on -street parking issue would be overhead mounted flashing lights. This alternative addresses concerns that side-mounted flashers would not catch the driver's attention. They would be more visible and pedestrian activated. There would be no impacts to street lanes, turning movements, or parking

At Yanonali, the traffic volumes are much higher (50% higher than at Ortega. The question is whether or not this intersection is an appropriate place for a crosswalk.

One alternative is to remove the crosswalk, which would get rid of false sense of security. The bus stop is a southbound, near side bus stop, which creates visibility issues. A median refuge island could be placed there, but there would be no opportunity for other design alternatives due to driveways, street lights, etc. There would be waiting spot at center of road, and a third pedestrian activated device could go there. This would result in a loss of several parking spots. Also, eastbound and southbound left turns out of the donut shop would be impossible. An overhead mounted flashing beacon could be placed here, with no impact to parking or capacity.

There are two feasible staff recommendations for Ortega – Overhead flashing beacons, which would create gaps in traffic for pedestrians, and impact driver yielding. Neighborhood transition striping (Road Diet) would also work.

At Yanonali there is no opportunity to restripe road without creating congestion due to higher traffic volumes. Staff recommends overhead flashing lights at this intersection

Tonight, staff hopes to get recommendations from the TCC and the NAC. Next steps include a presentation to the Youth Advisory Council and then a presentation to the City Council in May.

Mr. Kelly concluded that staff is looking at larger goal and responsibility to both the City and the City Council. How can we make the Milpas Corridor safer? It has been difficult for everyone because we are not recommending traffic signal, as it doesn't meet warrants. He went on to explain that a warrant is a formula that defines whether a traffic signal can be installed. The warrant is a tool, and a reflection of key goal. A Traffic signal will have no real improvement to pedestrian statistics; we can generally predict no difference in the statistics. The staggering statistic is that there would be more vehicular accidents, which doesn't make Milpas any safer.

Adding a signal would provide resistance to traffic flow. Part of the discussion is concerning warrants, which requires significant vehicle and pedestrian activity.

Warrants aren't the issue at hand – the issue is *what the bigger picture is?* Staff is also not recommending traffic signals because of the cost, which is \$150,000 to \$200,000 each. We have a good Streets CIP. We have projects funded, but not enough money to do all the pavement maintenance and other policy practices to put more lights in neighborhoods and install handicap ramps and sidewalk links. Money is not influencing decision. We can program that money over several years. Finally he reminded the Committees that he and Mr. Bailey would be available for questions.

Ms. Blackerby asked if there were any brief, clarifying questions, and reminded people to please turn in speaker slips. She also reminded people of the time limit.

Public Speakers:

Robert Bernstein - in 1998 was on the DT Waterfront vision committee has read through historical documents. There was a document created by the Milpas Vision Committee that talked about wide sidewalks and planted medians (this is from 1980). 10 years ago, Mr. Bernstein was crossing a similar road with 2 lanes. One car stopped, but the car in the next lane hit him. Problem with flashing signals and crosswalks is that they don't work with two lanes. You will have to narrow the road to one lane if you are going to have the flashing signals. If we had the wide sidewalks, and bike lanes/planted medians, would they remove them?

Rose Aldana started a petition in November 2011. It now has over 500 signatures of area residents and business owners requesting signal lights. The petition was handed to the City Council on November 20, 2011. The Milpas residents and business owners are asking for signal lights at both Yanonali and Ortega with pedestrian timers. They also ask that the speed be reduced by 5 mph to 25 from 30, like at Haley. That may help reduce rear end accidents, but they were told it can't be done. If there is a consistent lighting pattern it will create a consistent driving pattern for Milpas. They are requesting all reports and information be submitted by staff before the Board and Commissions make a final decision.

Jarret Goren is speaking on behalf of family members and the MCA. He thanks the Transportation staff for their good work putting the information packet together. He is perplexed how this issue is becoming adversarial. Everyone wants the same thing – a safer environment for pedestrians on Milpas. Just because there are differing opinions, does not mean we need to call names. There is a need to engage in good discussion about how to accomplish this. He is opposed to removing crosswalks because it goes against other City policies that are geared towards enhancing pedestrian environments, such as the Pedestrian Master Plan. Option 3B is a good option for the Ortega intersection because of the reduction to 2 lanes. Reducing lane width will slow traffic, and cars will have more reaction time to pedestrians. Yanonali needs a signal.

Ralph Fertig has lived on the Eastside for 30 years. He does not like driving on Milpas, it is busy and distracting. He drives in the inside lane, as do a lot of people; there are twice as many cars in the inside lanes. Moving the outside lanes won't make difference to the traffic but will make things safer for everyone, with fewer lanes for pedestrians to cross, and allow for bike lanes and wider sidewalks. At Ortega, put curb extensions to improve motorist visibility. Yanonali is different due to higher traffic volume. He suggests adding flashing lights and a raised center median. Large 2005 Federal Highway Administration (FHA) report says that raised medians reduces collisions.

Christine Bourgeois is the Education Coordinator for the Bicycle Coalition. She rides her bicycle everywhere, and is on the Eastside because of her job. She works with students at various schools, and doesn't feel safe riding on Milpas. There are 4 lanes that are narrow; and traffic is heavy and fast. The sharrows are not visible. Cars honk when she is bike riding. She supports a road diet. Two lanes, with bike lanes will make it safer. That configuration is working well on the Mesa on Cliff Drive.

Viviana Rodrigues is a junior at SB High School. Met Christine and wanted to be a part of this. She speaks for the 1300 students and staff who signed her petition. She believes that we have work to do as a community. She regularly walks Milpas, but won't walk Ortega. She has talked to community and has noticed more police activity, but it is not enough. She has read the recommendations and sees that they have studied median islands. They would help speeding

drivers slow down, and is supportive of road diet. She would like to see the intersection as a school zone since it is so close to SB Junior High. She will continue to support community concerns, get petitions, protests, and get officials, etc involved. She gave Ms. Blackerby a petition.

Carmen Losano is the Spanish Language Outreach Committee of the SB Bicycle Coalition. They have been reaching out to Spanish speaking bike community. In November, they surveyed a sample of 50 bicyclists on Milpas Street and learned that the typical bicyclist traveling on Milpas is a monolingual, Spanish speaking Latino male, who uses, bicycle as primary mode of transportation. Most cyclists ride on sidewalks intentionally. They are afraid to share the road with cars that travel fast. They have been ticked but would rather pay a fine than risk being hit. 55% of those who ride on the sidewalk are doing so on Milpas. They support the road diet which will reduce speeding and provide safer pedestrian crossing and bike lanes adjacent to the Junior High and High schools.

Sylvia Mendonza is involved with Latino Democrats. They have been speaking to the community in that area; primarily speaking for these people who are Spanish speakers. These people are very afraid they are not heard. They support a traffic light. She understands the time and effort taken to bring up good alternatives and information. The people she has spoken with believe that a traffic signal will be more respected than the other options. She thanked Sergeant McGrew for more police activity. It is an education for the community. Just come together and listen to the people.

Carmen Ponce has to cross Milpas street because of the businesses. She is afraid to cross the street as she has been nearly run over more than three times, even when she has the right of way. She tries to cross when traffic is not heavy, but the cars speed. Please put traffic lights in at Milpas and Ortega and Milpas and Yanonali.

Eva Inbar Coast has been working with the Eastside residents on safety issues. We appreciate the City's staff presentation and work. We are in favor of the road diet. It will provide many benefits; and enable us to have bike lanes, and slow traffic. The Yanonali crossing is more difficult. If we can't have a traffic signal, we need the flashing beacons with a refuge island. That is supported by FHA as an approved safety countermeasure. She is disappointed to see that the staff recommendation did not include that because it would mean losing parking. If safety is the goal, we have to have the refuge island, and a few parking spaces is a small sacrifice.

Lito Garcia is the Principal at SB Junior High. He is charged with making sure all 840 students are safe. He must know that kids can arrive and leave school safely. He is in favor of items 3B and 3C. They are very viable options that will insure student safety. At Yanonali, an island is necessary if we are showing that it will provide safe avenue for pedestrians at Milpas and Ortega; it must be repeated at lower Milpas

Alan Bleeker is the President of the MCA and a shop owner on the corner of Milpas and Ortega. Milpas is a busy commercial corridor, with a major highway interchange, surrounded by three major schools, residential neighborhoods, and community organizations that serve major proportions of the population here. There is no other corridor like it in this city. The street sees multiple uses from these different segments of the community and whatever solutions we implement on Milpas must respect the rights and needs of these various stakeholders. We feel that stoplights are the most appropriate solution for both intersections. The street speaks a dominant language of stoplights, in that eight out of the ten intersections north of the freeway have them. Only Yanonali and Ortega do not fit that vernacular, and BOTH are school

crossings, completely unprotected. Drivers are trained to stop for a red light. Our neighborhood is struggling with why some device with a red light, even if only in use when pedestrian activated is not an offer. We're aware that the City has installed traffic lights, if not warranted under the state guidelines. The precedent for this is Cabrillo and State Street. The City asserts that it will face liability if it proceeds this way. To that we respond: you're already liable. The neighborhood asked for lights at these intersections for years, through the Franklin Advisory Committee. Sergio Romero was tragically killed there, Mrs. Rodriguez before him. Now, there is suddenly movement. The city could face a lawsuit because nothing was done until now. Post-implementation, if another pedestrian gets hit, someone could sue if a signal light could have prevented that accident. We've reviewed the City's proposals at length and this is our position for each intersection: For Ortega: Solution 3B with road diet and curb extensions is most acceptable to neighbors. It increases safety and preserves on-street parking. The City engineers stated that the traffic flows are light enough that it won't create back-ups or congestion. At Yanonali – the neighborhood does not find the proposed solutions acceptable. The traffic volumes are higher there, and less willing to stop. The City's solutions break street continuity and costs small businesses on-street parking spaces essential for their survival. If a signal light were installed, pedestrian counts would quickly rise and likely meet the warrants. We've recently had conversations with the FHA and Caltrans that indicate Yanonali could meet the school warrant now and further, that a flashing red beacon there is advisable. That could satisfy the community's need for a red light and force more drivers to actually stop. Whatever solution is installed, a formal review at six months and again at a year to assess neighborhood fit, safety and traffic flows must be conducted. This work on Milpas must be the start of a long-term plan for this street to give a more boulevard feel and increase usability. Our community stands to fully participate in planning our streets future.

Angel Gonzales is in eighth grade at SB Junior High. He was almost hit on the way home from school because the car didn't see.

Angel Velasquez wants traffic lights; he does not want to be hit like Sergio. SB Junior High should be safe

Santos Guzman has a business on Milpas and has been there for many years. He has seen lots of people crossing at Milpas and Yanonali; they almost get run over at several locations. He is afraid based on what he has seen. He believes that the City needs to see what he has seen. Crossing the street is dangerous. He has to leave his business to accompany his wife and daughters. He believes that putting pedestrian crossing there will not change anything.

Olivia Uribe is part of the Latino Democrats. She has noticed that people do not understand why street lights are not an option. The answer "staff knows better" is the wrong answer. This will be an issue until it can be clarified. Addressing these two intersections is not a new issue. The accident that happened could have been prevented. Milpas revitalization has not been prioritized. State Street and other odd projects have been prioritized over Milpas. The community is asking for immediate solution to a long term problem and even though there is a complex issue, the ultimate decision comes down to the City. Mr. Bleeker addressed liability at different places. City of San Diego had to settle a wrongful death lawsuit because they would not address an intersection that the community has asked about. Latino Democrats are supporting traffic signals, and prioritizing the Milpas Corridor.

Silvia Uribe is the Chair of the Latino Democrats. Their mission includes preparing Latinos to participate in local politics. They support initiatives that will support the Latino community. After attending community meetings we found out that the organizations involved don't reach out to the residents. The Latino Democrats talked with neighbors at the intersections being discussed.

Spoke with 103 neighbors 43% use the intersection for shopping, walking, school and work. 34% avoid the intersections because they are dangerous. 74% of the people they talked to support stoplight. They discussed proposal with the public. 23% favor a median refuge island. They are requesting that the committee consider the traffic signals at intersections, and that a cost comparison be done. Many people attended meetings and the City was responsive. However, after that, no adequate community outreach has occurred with neighbors that aren't business owners.

Sharon Byrne is speaking as the Executive Director of the MCA. She appreciates the explanation of the engineer's that there are a lot more crashes at signalized intersections. The neighborhood is asking for something normal like at the other signalized intersections. She talked to the FHA. There is a possible solution called a hawk beacon. It might be utilized. The concern is that cars won't stop for yellow light. The FHA also recommended an independent road safety audit, where Caltrans engineers take a long-term look at the street. It is independent and non-biased, which would give the neighborhood a long-term vision for the street.

Casey Kilgore is principal at franklin school asked the FHA if is it mandatory to follow mandates. The answer is no, it depends on community needs, and there are ways around it. She looked at data and a worksheet, to see where every child lives. The kids that go to the school live at the boundaries of Salinas, Cacique, Milpas and Ortega. The other side of Milpas is closer to Washington School. She is more concerned about the kids going to SB Junior High. They are crossing our area, at specific places. On late start days, closest place to cross is Yanonali, hate hearing that we lost one of our kids...

Guadalupe Romero is the mother of Sergio. She thanked everyone for being there. She heard all parties, but continues her position for the traffic signal. She says that the refuge island and flashing lights are good, but people don't pay attention and we have to protect everyone. This is not a safe street. If the City puts in a median refuge, it is assumed that the car will stop. The kid that killed Sergio made a sway; it will be done again median refuge. During the walk down to the meeting in honor of her son, no one stopped for us.

Committee Comments:

Ms. Blackerby pointed out that Mr. Allen, Mr. Kelly, Mr. Bailey and Sergeant McGrew were available for questions and reminded the Committees to let her know if they wished to speak.

Naomi Greene – Gave us the statistics on car accidents are there statistics on pedestrian safety with traffic lights vis a vis flashing lights? It would seem that for pedestrians signal lights safest. Mr. Baily replied that there are statistics. Staff compared driver yielding rates with traffic signals or HAWKS; the yield rates were in the 90% range. Beacons have an 80-90% yield rate.

Ms. Blackerby asked Mr. Bailey to explain what a HAWK beacon is. Mr. Bailey replied that HAWK stands for High Intensity Activated Crosswalk. The HAWK beacon was originated in Tucson, Arizona. It is a type of pedestrian beacon that looks like a traffic signal, although the head is triangular with two red lights and a yellow caution light. It is pedestrian activated and remains dark when not in use. When activated, the yellow light starts blinking, cars slow down and red lights go on. It turns off when the cycle is complete. HAWK is a new device just recently approved for use in California. However, HAWK are currently only approved at mid-block locations and cannot be within 100 ft of an intersection or major driveway, which is why

they not used and not considered for this location

Ms. Soto asked about the cost of overhanging beacon lights and the time frame to install them? Mr. Bailey said that it would take three to five months or less to get those in. They haven't been priced yet, but they would be at least half as expensive as traffic signals.

Mr. Bradley asked about the three FHA approved devices that Ms. Inbar referred to. Mr. Bailey answered that they are curb extensions, median refuge islands, and pedestrian-activated flashing lights. Mr. Bradley then asked if curb extensions were considered for Yanonali. Mr. Bailey replied that they were not considered because there should be a buffer between curb extensions and traffic lanes, and because traffic comes within seven feet of the curb, there is not enough from. Painted crosswalks can be appropriate here because the street is wide. Stop bars could also be utilized if vehicles stopped far enough back that the pedestrians walking in front can see beyond the car.

Mr. Vassallo asked if there was any way to configure pedestrian-activated flashing beacons to cycle into a red stoplight after they go amber. Mr. Bailey replied that there is no approved traffic control device that does that. Proven devices must be used. HAWKs and beacons were tested prior to approval for use nationwide – it took a decade to approve HAWKs. Mr. Vassallo commented that Mr. Bailey did a great job putting together wide range of alternatives. The problem he is having with the engineering recommendation is that it's a yellow light, not a stop light. On Milpas people need to know to stop, not just get a warning.

Mr. Coffman-Grey expressed his confusion over this issue. City for many years, was trying to get signal at De La Vina and Figueroa. They had the funding, but when it came down to doing it they found it didn't meet warrant, and were unable to put signal there because the grant money would not fund it. Now we are dealing with Milpas. Signals are not an option because of either accidents or traffic volume, or because the other signals are providing more side crashes. Mr. Bailey presented a chart showing the different warrants. There were nine warrants considered. He pointed out that warrants were part of the study, but not the entire study. He also indicated that when there is enough side street traffic and a high volume of traffic on an arterial street, there will be delays on the side streets which can lead to an increase in crashes. For a warrant to be met, the street must have minimum traffic volume for 8 hours of the day. He went on to summarize and explain the process of determining warrant eligibility and why traffic signals should not be installed at these intersections.

Ms. Foxen asked if given that the fact that people do not cross Milpas at Yanonali or Ortega, would that not account for low numbers? Mr. Bailey replied that it likely does. People feel uncomfortable crossing there and go other intersections such as Mason and Montecito. What it come back to is that even if the numbers were higher, we would come up with same problem. Ms Foxen asked if that was a generic thought. Mr. Bailey replied that it was, and that the table he went through uses actual numbers from Milpas, though it is also based on nationwide experience. Once staff started the study they went through warrants and drilled down further, which is why they started comparing on all signalized intersections of Milpas. The traffic behaves the same, the intersections are same width, and the entire street is configured the same. Comparing crash rates is applicable to what is happening.

Ms Foxen suggested that if there were lights at both intersections the collisions at other streets would be lessened, that it may not increase collisions, but might decrease. Mr. Bailey replied that is a hard prediction to make. One problem is tightly spaced intersections. Drivers are looking down road too far paying too much attention to far away traffic signals. It is possible that with extra signals, eyes will be on farther signals. Impossible to predict.

Ms Foxen then asked if it would also be possible that the collisions might decrease because cars are stopped because of lights. Mr. Bailey replied that it would.

Mr. Aladana challenged the notion that there were more rear-end and side swipes with traffic lights. He reiterated Mr. Bailey's earlier statement that traffic signals can have a negative impact on safety. He wondered how much safer the intersection would be with a beacon; how many less rear-ends would there be. Mr. Bailey replied that all types of crashes would be less because beacons only cycle when there is pedestrian. With a light, there would be more cycles.

Ms Molina expressed confusion about what happens to the bicycle lanes past Cota, between Cota and Yanonali. Where would the bicyclists go? Mr. Bailey said that the bicycles south of Cota would be required to ride in traffic. He talked with Mr. France, who indicated that it was a good thing that there would be a bicycle lane between Canon Perdido and Cota, because while Cota is not a recognized bicycle route, it is well used by cyclist because it is flat and does not have a lot of stop signs.

Ms. Molina replied that she thought bicyclists indicated a fear for their safety coming down Milpas from the SB Bowl to the beach. This recommendation creates a false sense of safety because it's only a couple of blocks before they are in the same situation. Given the solutions recommended, she had hoped that the recommendations would have long-term phase to them that this would last for 10-15 years. She feels that people are unaware of the traffic that increases when there is a concert at the Bowl. It is even more dangerous when there are concerts at night, as drivers have no respect for the residents. She is concerned that the recommendations are not considering the increase of traffic at certain times, or the increase of traffic in the next 10 years. She is frustrated that it is very narrow and does not give a sense of safety for pedestrians or drivers because it's only addressing a little piece of the street. Why aren't we talking about Milpas as a totality?. We once had master plan that addressed the whole section. Recommendation should fit into that in terms of growth.

Mr. Bailey agreed that this was a very big picture, and very challenging. In looking at future growth and accommodating traffic at the Bowl, it suggests not reducing lanes. All interests and different uses are competing for space – bikes, cars, pedestrians, and trees all require space. If we are going to talk about long-term planning; have to talk about whether we are allocating space correctly, which is a long process. Staff is focused on something that can be done in short order, vs. long term planning

Ms. Molina asked how short term, and how long is the solution good for. Present growth is being addressed, future growth is not.

Mr. Bailey replied that restriping the road at Ortega is a long-term solution. One thing that could result from this is that there may be space to widen the sidewalk, which is a long-term solution. The alternatives for Yanonali could work for many years, but what would drive the conversation to next level would be a desire for space reallocation. Realistically, there needs to be two lanes of traffic. What else can be taken? That is a really big conversation; can't solve in two months.

Ms. Molina also asked how the flashing yellow light at SB Junior High came to be on Cota but not Milpas. Mr. Allen pointed out that it was part of the Safe Routes To School program when the City installed curb extensions near schools. A flashing beacon was placed on Cota to give drivers a warning about the crosswalk. It was added when Dru van Hengel was working with school. At that time, the desire was to put it on Cota, not Milpas, where most of the students were walking. Most of students were crossing the street at the signal on Cota; not Ortega.

Mr. Tabor pointed the tricky maneuvering he saw at Monday's site visit with busses stopping and cars backing up and trying to get around them. He asked if the road diet were implemented would that allocate space for busses to pull over and not block traffic. Mr. Bailey replied that yes, that would be space reallocation...wider parking aisle where busses could stop and bikes would pass the outside of bus.

Ms. Blackerby pointed out that Sherrie Fisher, General Manager, of MTD was present to answer questions.

Mr. Trujillo asked if staff would return in six and twelve months and reanalyze the data, if the Committees when with the staff recommendation for the flashers. Mr. Bailey said that they would reanalyze everything and count the numbers of pedestrians using the enhanced crossings, and how well drivers are yielding. If it's working it would be left alone. Mr. Trujillo asked if stop lights would be a possibility in future. Mr. Bailey replied that there would have to be some sort of need. If using the pedestrian flashers was creating an operational issue and not working and the crash rate went up, then a higher level of traffic control would be possible. Mr. Trujillo asked if school zone flashers could be installed at Yanonali and Ortega and if the speed limit could be lowered during school hours. Mr. Bailey said they would act the same as the pedestrian flashers, and that staff would have to review the speed limits.

Ms. Foxen asked Mr. Bailey to clarify that for a warrant, there has to be 20 students crossing per hour at a school crossing. Mr. Bailey said that was correct and gaps in traffic would have to be analyzed. If a combination of gaps and number of students is high enough, and the crossing is difficult enough, what needs to be done is find something besides a traffic signal to make it easier. Ms. Foxen then asked if Milpas counts as an intersection going to school. Mr. Bailey replied that any interaction with students is potentially a school-used intersection. Ms. Foxen asked if it had to be within certain blocks; that if theoretically, someone on Mason going to SB high school is going up Milpas, their crossing would be counted at all intersections?

Mr. Bailey replied that it would be counted where they cross Milpas. High school students are a special case, because they do start to possess judgments. So, yes, if a high school were to travel from Mason, we'd only be looking at where they are crossing on Milpas. They would have to be literally crossing on Milpas.

Ms. Greene looked up warrants and found the phrase "engineering study data may include the following" she mentioned that the phrase speaks to nearby facilities that serve the young, elderly and those with disabilities. She believes that it is speaking about the Bowl, and the community centers. The No. 2 bus line, and there are a significant number of riders with disabilities. She asked if the neighborhood was considered with this data. Mr. Bailey replied that yes that data is leading to is how people use the intersections and streets and whether a traffic signal is most appropriate. There is a need to look at whether or not there are good alternatives. In the case of Ortega, looking at school and how students are traveling, we know that vast majority are crossing at Cota. Ms. Green indicated that they are crossing there because it is safer. Mr. Bailey agreed that they were using good judgment. Ms. Greene asked if the students would cross at Ortega if it was safer. Mr. Bailey replied that traffic signals aren't always installed for convenience; they are installed for safety issues. Staff is trying to address mobility issues and get people across the street.

Ms. Walters said that she was getting a good education about what warrants a signal, which is making it less confusing. She was having a hard time with the two signal lights located mid block (Cabrillo and Cabrillo/Castillo near City College, where they cross to the marina). Those intersections would have been good candidates for flashers. Why are there signals there and not flashers? Mr. Bailey replied that at the time of that project, the signals shown in video were not available; only the less effective ones were. The ones in front of the school are fairly effective on narrow streets, but not on wide streets. The reasons why signals were installed is because the engineer at the time looked at the movements of area and facilities and how people are moving through the area. The pedestrian signal at Ambassador Park (between State and Castillo) was chosen as part of a bigger project it was an RDA Project. There were 3 signals originally proposed, at Chapala, Ambassador Park and Cabrillo, to address pedestrian demand going back and forth from the beach to mainland. After the study was done, it was found that There weren't enough pedestrians to warrant signals. It was decided that one in the middle of the block, and focusing on the center would meet the pedestrian demands. The crosswalks at Chapala and Bath were enhanced. It was decided that this would be the best way to get the pedestrians back and forth between Castillo and State.

The signal at the Pershing Park bike path west of Carrillo, went in as part of a bike path project. The path was supposed to go through park to Montecito. The signal at Rancheria and Montecito was installed to give a link to the beach based on how much anticipated usage that path would get. The path is not complete, which has affected its usage.

Mr. Aldana continued to talk about the two signal lights (at Ambassador Park and 200 ft west of Castillo) they would still need a warrant even though it was an RDA project. He asked if Ambassador Park had a warrant. Mr. Bailey replied that there is an engineering study, but in old project files. Mr. Aldana wondered where the study, analysis and warrant were. He also said that there should be a warrant for the other signal. There was a request at the February 8, 2012 NAC meeting for the study and analysis and warrant of those signal lights. That was seven weeks ago. Mr. Bailey said that staff would look for it.

Ms. Blackerby brought up an idea discussed during public comment about lowering the speed limit. She asked Mr. Bailey to explain the process for setting speeds in California. Mr. Bailey indicated that the drivers set speed limits. When setting a speed limit, a speed study is completed to find out what the prevailing speed being travelled is. The speed limit is set within 5 mph of what 85% of traffic is travelling at or below. The premise is that most are reasonable drivers. 15% drive too fast and are unreasonable. If we set an artificially low speed limit it creates unreasonable drivers and speeders. We don't want to create speed traps, rather let the natural flow of traffic dictate the speed limit. On Milpas, the 85th percentile is 32 or 33 mph. It was rounded down to 30 mph. There would not a significant difference if it was lowered. . People travel at the speed they are comfortable with. If we reconfigure roadway, how comfortable drivers feel at higher speeds may change. Now, drivers aren't comfortable going fast on Milpas. There is a lot going on. When in a wide open space with wide roadway, however, drivers feel comfortable going fast. It is hard to predict whether speeds would go up or down.

Ms. Blackerby mentioned places with speed humps leading to crosswalks. Is this something that would slow someone down before a pedestrian crossing? Mr. Bailey said that it would but caution is needed as to where we place them in respect to crosswalks. If there are too many traffic control devices, drivers lose sight of subsequent traffic calming devices. A certain amount of space is necessary. A speed hump is a traffic calming device, designed to slow all traffic down. Emergency responders need to respond quickly. If we put something out on the street

unreasonably, it would impact emergency vehicles.

Ms. Blackerby then asked about paddle signs indicating the law that pedestrians have the right of way. Would it be possible to have them in English and Spanish? Mr. Bailey said that the signs facing traffic have to be regulation. There are no Spanish signs in the MUTCD. However, the warning signs that would be placed near the button to activate the pedestrian flashers would be in bilingual. This is a warning light, not a red light, and not all drivers would stop and pedestrians need to use caution. Currently, pedestrians are used to hitting a button and getting the right of way. The idea is to notify pedestrians that they still need to use caution.

She also inquired as to the history of the Milpas Revitalization – where did it come from and where did it go? Rob Dayton, Principal Transportation Planner, explained that was back in the time of George Gerth. At that time, the City was working on the Milpas area with the Milpas Business Association on a beautification project that included a road diet and potentially diagonal parking. They did not want the plan because of congestion concerns. Finally, process lingered for long time, the money was used for the pedestrian lighting in corridor.

Ms Horne noted the discussion about pedestrians crossing, and one car stopping and another car going around it and subsequently hitting the pedestrian. She wanted to know that if there is restriping, would something like that happen again. Mr. Bailey replied that it would require a driver to drive out of traffic lane and into bicycle lane. It would discourage drivers, though someone might pass where they aren't supposed to. Legally, however, there would be no passing.

Ms. Molina pointed out that she lives on Cliff Drive, which went from two lanes to one. It has addressed most issues except coming out of a driveway. She sees cars going around into bicycle lanes to pass slower cars. She still sees some cars speeding, which is the basis for what is going on now. Drivers will still break the law.

Ms. Soto pointed out that in previous meetings, there was discussion about the need to educate drivers and the pedestrians and how and when it is safe to cross the street. The law states that pedestrians have the right of way they need to make sure they are seen by the cars. She asked Sgt. McGrew about the stings that occurred that day.

Sgt. McGrew said that Police were at four locations. At Anacapa and Arrellaga, many people failed to yield. There was a road cone placed 200 feet from the crosswalks to measure perception time. There were nine violations there. At Milpas and Yanonali there were 39 people cited in a two hour period. At Salinas and Clifton, there was one person cited. At De La Vina and Arden, 11 people were cited for a total of 60 citations. The media coverage was great, and helped with the education program. The Police Department is out there and watching. However, it is important that pedestrians realize that they have a responsibility too. He gave a brief answer to Ms. Soto's question about the cyclist that was it on Calle Cesar Chavez, who turned left in front of a vehicle. The Police Department does outreach with Safe Routes to School and goes to the schools to talk with the kids about safety.

Mr. Bradley asked why the number of tickets was higher at Milpas and Yanonali. Sgt. McGrew answered that it is due to a higher volume of traffic.

Ms. Foxes asked if in Sgt. McGrew's professional opinion, if there were a traffic light at Milpas and Yanonali and the pedestrians were crossing at the green light when the cars have the red light, would staff have given out 39 tickets? Sgt. McGrew replied maybe, but there is a big picture. Look at the red light violations and the high number of accidents, but if there was a

traffic signal there, no.

Ms. Blackerby pointed out that the Committee's liaisons were present. Mr. Coffman-Grey asked if the members would be allowed to speak to their option choices, as he thought that current discussion was only to ask questions. Ms. Blackerby pointed out that it has been that way; that anyone who wishes to speak may do so.

Councilwoman Murillo asked what the difference is between a sting and traffic enforcement. She would like to consider more enforcement on Milpas. Sgt. McGrew said that due to low staffing, there has not been much. Since the start of this year, there was full staffing of five motorcycle officers and him. He reviews all the collision data, and take phone calls about specific intersections. Patrol officers are also doing traffic control as well as 911 responses.

Ms. Murillo asked if the police presence slows people down. She asked Mr. Bailey why staff was not considering the road diet past Cota to Haley, Gutierrez and Yanonali. Mr. Bailey replied that it is a possibility. The trade off is the issue of space allocation, and increased congestion. The traffic demand is higher as traffic moves south. Ms. Murillo verified that people would wait longer at the light. Mr. Bailey presented a slide that showed Intersection Capacity Utilization which is a measurement of available capacity being used based on volumes. He explained how the ICU is used. It shows how congested and how long a drive will be at a traffic signal. Would take several signal cycles to get through the light.

Mr. Aldana made a motion to make their recommendation at next scheduled NAC meeting so the Health and Safety Subcommittee can have time to meet and come up with a proper recommendation. He asked for the warrant analysis on February 8, and emailed other staff for what specifically was needed. There was a misunderstanding. He did not understand why the NAC doesn't have it. He indicated that he asked about the road diet spec diagram 30 days later, as a resident, only find out that he had to frame his request a different way. He was never notified by Mr. Bailey and wasted another month. He believed that the specific diagram is necessary so business owners can see exactly what it is going to be striped. He would still like to make the recommendation at the next NAC meeting, if the NAC agrees.

Ms. Blackerby reminded the Committees of how the motions work. She said that a roll call vote can be done if necessary and there can be concurrent motions. Mr. Allen said it was up to the Committees. They could make similar motions or different ones. Everyone can participate in discussions, but the votes will be separate.

Mr. Aldana added to his motions that the next scheduled meeting of the Health and Safety Subcommittee was on April 2, 2012 at 4:00 p.m. at the Franklin Center, and that the next NAC meeting is on April 11, 2012 at the Davis Center.

Discussion

Ms. Greene asked Ms. Blackerby to clarify if separate recommendations were to be made. Ms. Blackerby replied that it could be the same or different. Ms. Green asked how much of a connection is there supposed to be between the TCC and NAC. Mark Alvarado, Neighborhood Outreach Supervisor replied that this meeting was to hear final recommendations from the Traffic Engineer, and then the NAC would make a separate recommendation from TCC to give staff time to get items together for a City Council meeting in early May. He was not sure if delaying the vote would delay the presentation to City Council. He reiterated that this was the seventh meeting regarding this issue and that the recommendations were very clear.

Mr. Trujillo asked if the Committee could make a recommendation asking that the engineers

work with the Health and Safety Subcommittee to make sure that the options are what they want.

Mr. Aldana pointed out that April 2 would be the first time that the Subcommittee could sit and talk due the Brown Act. He would like the Subcommittee to have everything on the table so that they can hash it out and make a good recommendation - the way it's supposed to be.

Ms. Walters pointed out that a decision had been made at the last subcommittee meeting; however, they were notified about the open house on the day of their meeting; and then notified about the field trip. They don't want to violate the Brown Act, and were unable to discuss the issues because of that. Mr. Alvarado indicated that he understood that, however there was a discussion that the Health and Safety Subcommittee was going to make a recommendation at the last NAC meeting, but because of the preceding meetings, the recommendation was going to be made tonight.

Mr. Aldana countered that they now have all the information. He also indicated that he had asked for a special meeting the previous week only to be told that the request was denied. He believed that if they had been able to have that meeting, they would have a recommendation. Mr. Alvarado said it was up to the Advisory Council.

Ms. Greene asked how serious would it be if this motion delayed the presentation to City Council, and by how much. Mr. Allen indicated that there was a tentative date for City Council, but it could be pushed back. The community would like an answer as soon as possible, but if the NAC is not ready to make the recommendation, it won't go. He indicated that he didn't know what happened or why their meeting was denied.

Mr. Aldana repeated that he was told that they could not have the special meeting. They wanted it now because have all the information, and the next meeting would be on April 11. Mr. Allen replied that staff would still need to put the report together. The NAC could continue the item over to their next meeting. Mr. Aldana said that if they had not been denied the meeting, they would have had a recommendation. Mr. Alvarado thought that the recommendation would have come through the Subcommittee to the broader NAC. Mr. Aldana indicated that it was another misunderstanding. Mr. Alvarado said that a final recommendation would have to be made at the April 11 meeting. Mr. Allen indicated that the presentation to City Council could be delayed to later in May.

Mr. Alvarado said that the NAC should be given the opportunity to make their recommendation and if staff was not pressed for May 1, he would want them to have the most comfortable decision. Mr. Aldana replied that he would like to continue it to the April 11 meeting. Mr. Allen said that the presentation would not go until it was ready.

Mr. Vasallo said that part of the problem was that the TCC does not have subcommittees; the NAC has a large group that has been broken into subcommittees, and the only thing a Subcommittee can do is formulate recommendations to and bring to the NAC for full consideration. It was impossible to do for this item, because of time constraints. There were large meetings after the last NAC meeting and lots of new, good information came forward. He answered Ms. Blackerby's question about the Subcommittee makeup. Mr. Aldana is the chair, and there are six members.

Mr. Aldana again for the study, analysis and warrant which he requested on February 8.

Mr. Kelly indicated that staff would do their best. They already responded in memo regarding the background of those other two traffic lights. His understanding was that Ambassador Park was directed by staff. There were no warrants done because it was part of a larger pedestrian concept for Cabrillo. For Pershing Park, staff would have to dig through files to find out. That project did have federal funding, so there had to be some study done. The bottom line was that there were unique circumstances, and Traffic Operations was not part of Engineering. Mr. Aldana pointed out that he has the memo from March 9, 2012, which gives the reason but is not the study and analysis. Mr. Allen indicated that staff would need to check. There was a study done for Bath and Castillo, but he was unsure about Ambassador Park. If the studies are available, staff would make them available. Mr. Kelly indicated that considerable time was spent preparing for this, but there are limited staff resources, and Mr. Bailey is the only Traffic Engineer

Ms. Blackerby said that a question had been called and asked if a roll call was needed.

Mr. Vassallo asked how much of a delay would be caused. Ms. Blackerby replied that it would be a couple of weeks. Mr. Allen indicated that it could be pushed back two to three weeks. Mr. Vassallo asked Mr. Aldana if there was any additional information, aside from what was presented that needed to be obtained before the NAC made its recommendation. Mr. Aldana replied that they had it and suggested that the Subcommittee meet now and come back with a recommendation. Mr. Allen said that they could not do that because of the Brown Act.

Mr. Aldana again said he wanted to postpone the recommendation until the next scheduled meeting on April 11. The next Subcommittee meeting was on Monday, April 2. Mr. Vassallo said that it would be valuable to have the TCC's recommendation before their meeting and asked if that would be happening. Mr. Trujillo asked that if the item went to the Subcommittee, it would then go back to the NAC, but not on the agenda? Mr. Allen said that it would have to be posted as an action item. Ms. Blackerby added that the motion would put it on the agenda.

NAC Motion: To make a recommendation at the April 11, 2012 NAC meeting.

Motion made by Mr. Aldana, seconded by Ms. Walters

Ayes: 11 Noes: 1 Abstain: Absent: 1

Ms. Blackerby indicated that the TCC can go around the room.

Ms. Horne asked if the TCC had to make separate motions for Ortega and Yanonali. Ms. Blackerby said that they could do one motion or separate motions that will get passed on to City Council.

Ms. Horne thought that the transition striping on Ortega is a good idea; it worked well on Cliff Drive. It would address the speed issue and was also part of a long term plan. She would like to see the restriping, flashing lights, and a striped crosswalk with a median refuge island. These options seem smart and helpful, and make the street safe for all users.

Mr. Bradley indicated that the road diet is the easiest to decide on, as there is no opposition to it, even if there is a traffic signal. There is a tradeoff at both intersections. The median island with flashing signal would create the loss of parking at Yanonali, but it seems like a traffic signal would be safer and more convenient for pedestrians and less safe for drivers. The policy question is *Who do we favor?* That is for City Council to answer, but he favors pedestrians,

because they are more vulnerable. He would like to see traffic signals at both intersections along with the safest solution which is the median island with flashing lights. The worst solution would be nothing.

Mr. Coffman-Grey agrees with Mr. Bradley. The road diet is a given, and would solve so many problems, as far as narrow streets. It would also add a bit more safety for bicycles and pedestrians. He thinks on what happened at cliff drive and believes that it needs to be slower. The vision of a narrower street makes the driver go slower. For Ortega he didn't like option 2A with the median on the north side, because of drainage issues. The crosswalk would be not at the corner. He did like 3C with curb extension which would make it easier to cross. His preference is Option 3C, though his real preference is to put signal there. He pointed out that signals have been lost over explanations of warrants. He believes that the bus stop needs to stay where it is, and the signal is the way to go for pedestrians and cars, and to keep the neighborhood safe. He would like to keep a sense of walk ability to the Milpas area. If there were a signal there, and the road diet, and curb extensions, there would be no need for a median refuge island. Possibly a combination of 2B and 3C with curb extension combo would work, go to Option 3C if a signal cannot be done.

Yanonali is a tough intersection; it is very narrow and there is a lot of traffic. He would prefer a signal there. He talked with Sherrie Fisher and asked why the bus stop is on the north end and not on the right hand side of the street? If someone is getting off the bus, it is difficult to see across the street. Apparently it has to do with what the property owners want, which is to not lose parking. He would like to see the bus stop moved from the north to south side, going south on Milpas. He would prefer Option 6 with a median island if signals can't be done.

Mr. Tabor said that the real question is how to improve options for pedestrians. On Milpas, signalization serves the greatest need for pedestrians. He can see on Ortega that with the road diet, that signal flashers could work there. They wouldn't work without a road diet on Yanonali.

He thinks Yanonali is a tough call with two lanes and flashers. They are visible, but provide no guarantee cars will stop. He would like to see a signal at Yanonali, but flashers at Ortega. He likes Options 3B or 3C at Ortega. The median island and bulb outs are confusing for 3C, he may lean towards 3B with one lane in each direction with a flashing lights.

Ms. Blackerby expressed appreciation for everyone who has been engaged in this process and has given input. She is hearing a consensus about the road diet, and understands that taking to Yanonali would be messy going towards Gutierrez. She encourages trying to use the Milpas visioning. People want something done soon to make it safer. Taking the view that 'this is our one shot' and throwing everything at it is not the way to approach this. She is a fan of road diets. It's much safer on upper De La Vina now. The rapid flashing beacons and pedestrian islands would be effective, but she is torn between an overhead one and one in the roadway on the median, which would be more visible. The ficus trees get yellow and the flasher might blend in, and make it hard to see. There is a need for a larger master plan. She would love to be part of something moving forward that is more holistic, but taking a look at something that will save lives and make it safer is worth doing it now and moving forward seeing how it is perceived by those using it; and doing outreach to get feedback.

She is not working on a motion, but if it looks like down the road; it's a signal or nothing; maybe that is something that we are forced to move towards. I think we might be able to take steps to make improvements

Mr. Coffman-Grey is listening to his fellow TCC members. There is a consensus on the road diet, and for a signal at least at Yanonali; less for Ortega. He suggested that the TCC start crafting a motion.

He made a motion to recommend the road diet between Canon Perdido and Cota. He hears support for median islands, and more support for signal at Yanonali. He would prefer signals at Milpas and Yanonali and asked if there should be a separate motion or if it should all be done at once. He prefers a signal at Ortega, but if not, he prefers Options 3B or 3C.

Ms. Blackerby suggested that Committee members be as clear as possible and give as much information as possible if motions are going to be separate.

Mr. Coffman-Grey made a motion for the road diet down to Cota. Mr. Bradley asked if they needed to combine motions. Mr. Coffman-Grey suggested a motion on the road diet, and separate recommendations for each intersection.

TCC Motion 1. Neighborhood Transitional Striping from Canon Perdido Street to Cota Street

Motion made by Mr. Coffman-Grey, seconded by Ms. Horne

Ayes: 5 Noes: Abstain: Absent: 1

Mr. Coffman-Grey made a motion to move forward with a traffic signal at Yanonali. Mr. Tabor pointed out that Council could throw it out. Mr. Coffman-Grey modified the motion to support the signal at Yanonali, but also support Option 6, a median island with pedestrian activated flashers. Mr. Tabor seconded the motion.

Ms. Horne asked if those could be separated out. Mr. Coffman-Grey indicated that the traffic signal would be first, but if Council doesn't like it, the TCC wants to show support for improvements in the area, which would be Option 6.

Mr. Coffman-Grey withdrew his motion. Mr. Tabor indicated he would be uncomfortable voting on a traffic signal without a backup plan.

Mr. Coffman-Grey made a motion for TCC Support of a signal at Yanonali. Ms. Horne pointed out that she could not just vote for a signal. She thought that the road diet and flashing signal need a trial run.

TCC Motion 2. TCC support of a signal at Milpas and Yanonali

Motion made by Mr. Coffman-Grey, seconded by Mr. Bradley

Ayes: 2 Noes: 3 Abstain: Absent: 1

Ayes: Bradley and Coffman-Grey, Noes: Tabor, Blackerby and Horne

TCC Motion 3. TCC support for Option 6

Motion made by Mr. Coffman-Grey, Seconded by Ms. Blackerby

Ayes: 2 Noes: 3 Abstain: Absent: 1

Ayes: Blackerby and Horne, Noes: Bradley, Coffman-Grey and Tabor

TCC Motion 4. For a traffic signal at Yanonali Street with Option 6 as an alternative.

Motion made by Mr. Coffman-Grey, seconded by Mr. Tabor

Ayes: 3 Noes: 1 Abstain: 1 Absent: 1

Ayes: Bradley, Coffman-Grey, Tabor, Noes: Horne, Abstain: Blackerby

Mr. Coffman-Grey made a motion for signals at Milpas and Ortega. There was no second.

Ms. Fisher pointed out that they never really want to remove a bus stop. There is a stop one block up from Ortega however, so there could be consideration given to moving the stop and gaining parking.

Ms. Foxen suggested moving the bus stop the other side of Ortega. Mr. Bailey said it could be done, but then it would be a near-side bus stop. Ms. Foxen said that it is an empty lot on that corner that could be purchased to build a parking lot.

Mr. Coffman-Grey indicated that any curb extension on the proposals would have to be on the sidewalk in the middle of the pedestrian island. He asked if that one was not safe for emergency vehicles turning. Mr. Bailey said they have not approached the Fire Department, but they know their concerns. The throw width would stay the same regardless of configuration. Mr. Coffman-Grey then asked if this would be a problem. Mr. Bailey said there were two problems: the ability to turn and if there is an obstruction they would not be able to bypass.

TCC Motion 5. Motion for Milpas and Ortega: Option 3c with a Curb extension on SE corner ONLY, pedestrian refuge island on south side of intersection, and pedestrian activated flashing lights.

Motion made by Mr. Coffman-Grey, seconded by Ms. Blackerby

Ayes: 5 Noes: Abstain: Absent: 1

Mr. Tabor said that there were good comments on that part of the recommendation.

Ms. Molina thanked the TCC for the meeting and said it was important for the community to build a sense of trust. The only negative she saw was with the median. She does not want the Committees representing that as a negative issue, but a protective one.

Ms. Fisher asked if the NAC would like MTD at their meeting for questions. Ms. Pena indicated that they would. Sherrie ask NAC do you want MTD there for questions.

Mr. Allen said that the TCC will have meeting in April.

Mr. Vassallo thanked Ms. Blackerby for doing a good job as chair.

Chair Blackerby adjourned the meeting at.9:56



**City of Santa Barbara
Parks and Recreation Department**

DATE: April 11, 2012
TO: Mayor and Councilmembers
FROM: Neighborhood Advisory Council
SUBJECT: Recommendation Regarding Milpas Pedestrian Safety

DISCUSSION:

After pedestrian Sergio Romero was killed on the night of October 7, 2011, the Neighborhood Advisory Council members and the public expressed concerns regarding pedestrian safety and the need for traffic signals on Milpas Street at the NAC's regular meeting of October 12, 2011. After some discussion it was requested that a special meeting be held with Public Works Traffic Engineering staff which took place on November 2, 2011. During the months following, several regular and sub-committee meetings were held by the NAC including a joint meeting with Transportation Circulation Committee on March 22, 2012. Presentations were provided by Transportation Engineering and Police on their analysis and possible alternatives to Milpas pedestrian crossings, and intersections. The meetings were well attended by the public and concerns were expressed during public comment.

At their regular meeting on April 11, 2012, the Neighborhood Advisory Council by majority vote made the following recommendations to City Council:

1. Recommend option #3C - neighborhood striping transition (Canon Perdido to Cota), with median refuge island, curb extensions, and 3 sets of pedestrian activated flashing lights at Milpas and Ortega intersection.
2. Recommend a traffic signal at Milpas and Yanonali intersection.
3. Recommend the road diet from Cota to Canon Perdido.
4. Recommend to direct staff and the Planning Commission to develop and implement a comprehensive long term plan and strategy for improving traffic, pedestrian safety, and beautification for the entire Milpas corridor from Anapamu Street to Cabrillo Boulevard in an expeditious manner.



CITY OF SANTA BARBARA

April 13, 2012

TO: Mayor and Councilmembers

FROM: Santa Barbara Youth Council

SUBJECT: Recommendation Regarding Milpas Pedestrian Safety

DISCUSSION:

On Monday, April 7, 2012, at their regular meeting, the Santa Barbara Youth Council listened to a presentation from Derrick Bailey, Supervising Transportation Engineer for the City regarding the Milpas Pedestrian Safety issue. Mr. Bailey gave a background of traffic issues relating to Milpas Street in general, and specifically for crossing at Ortega and Yanonali Street. Mr. Bailey identified a number of options for improving pedestrian crossing conditions at those intersections and then answered questions from the Youth Council. At this meeting, the Youth Council also listened to comments from members of public.

Of particular concern for the Youth Council members, was the number of students utilizing Milpas Street. Among their suggestions and concerns, were the following:

- Education to both drivers and pedestrian regarding traffic safety
- The need for more visible speed limit signs on Milpas

After lengthy discussion, the following are the Youth Council's recommendation to City Council by majority vote:

- a. For the intersection of Milpas and Ortega, the Youth Council recommends, *"Neighborhood striping transition (Canon Perdido to Cota Street) with median refuge island, curb extension (southeast corner) and pedestrian activated flashing lights."*
- b. For the intersection of Milpas and Yanonali, the Youth Council recommends, *"Traffic Signals."* As an alternative for Milpas and Yanonali, the Youth Council voted for *"Overhead mounted, pedestrian activated flashers."*

The Santa Barbara Youth Council wanted to extend their thanks to City staff for taking the time to present to them the information regarding traffic safety.

Santa Barbara Youth Council

Financial Impact at Milpas Street and Ortega Street										
Alternative	Improvement Feature							Engineering Design Needed	Alternative Cost*	Potential for Grant Funding**
	Remove Crosswalk	Remove Bus Stop	Neighborhood Striping Transition (Slurry Seal and Restripe)	Median Refuge Island		Curb Extension	Pedestrian Activated Flashers			
				Painted	Raised					
1	✓	✓							\$5,000	
2					✓		✓	✓	\$123,000	✓
3A			✓		✓		✓	✓	\$170,000	✓
3B			✓			✓ (2 Extensions)	✓	✓	\$209,000	✓
3C			✓		✓	✓ (2 Extensions)	✓	✓	\$224,000	✓
3D			✓		✓	✓ (1 Extension)	✓	✓	\$197,000	✓
3E			✓	✓			✓		\$128,000	✓
4							✓	✓	\$82,000	
Approximate Cost Per Feature	\$4,000	\$1,000	\$91,000	\$100	\$6,100	\$27,000 ea	\$15,000 - \$55,000	\$27,000		

* Includes mobilization costs of \$20,000 for hardscape improvements
 **Federal grant funding may be available through the Highway Safety Improvement Program (HSIP). The call for projects will be in the spring of 2012. Minimum project size will likely be \$100,000.

Financial Impact at Milpas Street and Yanonali Street										
Alternative	Improvement Feature							Engineering Design Needed	Alternative Cost*	Potential for Grant Funding**
	Remove Crosswalk	Remove Bus Stop	Neighborhood Striping Transition (Slurry Seal and Restripe)	Median Refuge Island		Curb Extension	Pedestrian Activated Flashers			
				Painted	Raised					
5	✓	✓							\$5,000	
6		✓			✓		✓	✓	\$123,000	
7		✓					✓	✓	\$83,000	
Approximate Cost Per Feature	\$4,000	\$1,000	\$91,000	\$100	\$6,100	\$27,000 ea	\$15,000 - \$55,000	\$27,000		

* Includes mobilization costs of \$20,000 for hardscape improvements

**Yanonali would not score well in a grant application due to very low crash history.