Santa Barbara Bicycle Coalition
448-B Mills Way
Goleta, CA 93117

November 27, 2000

Supervisor Gail Marshall
Santa Barbara County Board of Supervisors
123 East Anapamu
Santa Barbara, CA 93101

Subject: **Pedestrian and Bicycle Modifications to Fairview Overcrossing**

Dear Supervisor Marshall

We of the Santa Barbara Bicycle Coalition want to thank you very much for your good work to try to persuade Caltrans to provide adequate pedestrian and bicycle access to the Fairview overcrossing well in advance of construction. Unfortunately, our best efforts were met with non-cooperation from Caltrans.

At our January meeting the Bicycle Coalition decided unanimously to propose correcting the problems with the Fairview overcrossing in two rounds:

1) An immediate implementation of the proposal submitted to Caltrans by the County and the City of Santa Barbara. This proposal is to add three feet to the concrete path by expanding the path into the southbound shoulder of the bridge. This still leaves a 5 foot shoulder, completely consistent with Caltrans rules for a shoulder which is also used as a bicycle lane. It is also the width of the shoulder before the overcrossing was re-constructed. It will be desirable to make that shoulder of one consistent material so as to avoid a seam which would be a hazard to cyclists.

   This path has historically been used by both pedestrians, by parents pushing strollers, by children on bicycles and by other varied users demanding more space than the inadequate 5 foot width currently provided.

   The 8 foot path resulting from the added width should be continued down to its new connection on Calle Real.

2) The second round of changes is likely to take longer. This round of changes involves:
   a) Widening the path to be 12 feet wide, enough to fully accommodate the mixed uses of that path.
   b) Completing the connection of the path to Hollister Avenue, allowing the path to be used as a Class I bicycle facility from all directions.

In order to complete round #2 of changes, it will be necessary to realign the traffic lanes on the overcrossing. Since Caltrans is using induction loops as traffic light sensors, this change will require changing to the current optical sensor technology used by the County.

Because of the complexity of round #2, we ask that round #1 of changes be implemented immediately, as the details of round #2 are worked out.

We believe that this plan can give all of the advantages of a Class I bicycle facility at a small fraction of the cost of building a separate overcrossing for pedestrians and bicyclists only. As such, it is a benefit to all taxpayers, whether they are pedestrians, bicyclists or motorists. It is also a benefit to people who choose to continue to drive, as we expect a reduction of motor vehicle traffic as people enjoy the benefits of improved pedestrian and bicycle access!

Thanks again for all of your help!

Sincerely,

Robert Bernstein, President
Santa Barbara Bicycle Coalition
967-2700 x2239(W)

Enclosure: Original design modification submitted by the County which would implement Round #1 changes.