



# **MEETING MINUTES**

CITY OF SANTA BARBARA

## **TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)**

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, June 23, 2005  
6:00 PM

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CALL TO ORDER: Chair Coffman-Grey called the meeting to order at 6:00 PM.

### **ROLL CALL:**

#### TCC MEMBERS

William C. Boyd  
Keith Coffman-Grey (Chair)  
Michael Cooper  
Isabelle Greene  
Barry Siegel

#### Attendance

Present  
Present  
Present  
Present  
Present

#### CITY STAFF PRESENT :

Robert J. Dayton, Supervising Transportation Planner  
Tully Clifford, Supervising Transportation Engineer  
Drusilla van Hengel, Mobility Coordinator  
Anna Bosin, Project Engineer  
Anne Van Belkom, Senior Office Specialist

**CHANGES TO THE AGENDA:** None.

### **PUBLIC COMMENT:**

1. None.

### **CONSENT CALENDAR:**

2. APPROVAL OF MINUTES:

The Minutes of the TCC meeting on April 28, 2005, were approved as written.

Ayes: 5

Noes: 0

Abstain: 0

Absent: 0

3. Public Hearing on the Removal of the Westerly Crosswalk on Portesuello Avenue at Gillespie Street and the Easterly Crosswalk on Hollister Avenue at La Patera Lane – Tully Clifford.

**PORTESUELLO AVENUE AT GILLESPIE STREET:**

Mr. Dayton introduced Tully Clifford, Supervising Transportation Engineer, and reminded the TCC about a letter from Jo Ann Caines, La Cumbre Junior High School Principal, that was handed out at the beginning of the meeting.

Mr. Clifford stated that in order to comply with the California Vehicle Code, 21950.5, the public needed to be noticed and allowed to provide input regarding any removal of marked crosswalk. This meeting was scheduled to allow for such public input. Mr. Clifford described the reasons behind the proposed removal of the westerly crosswalk at Portesuello Avenue at Gillespie Street. He also mentioned that he had met with Ms. Caines at the site and listened to her concerns. Ms. Caines had asked for possible alternatives and Mr. Clifford responded that one alternative which may or may not be feasible would be to move the westerly crosswalk further to the west. However, this alternative would need to be studied for drainage issues by an engineer. Ms. Bosin, Project Engineer, described that a six month storm drain project is out to bid at this time and is scheduled to begin in August by the County Flood Control Department. It is assumed that there will be alternative pedestrian access across the street during the construction project.

Public Comment:

Bonnie Elliott wanted to make sure that moving the westerly crosswalk to a more westerly location (upstream from the drainage ) would not create ponding at the curb cuts due to run off water.

Eva Inbar had a procedural comment. She stated that any removal of crosswalk requires a notice to be posted at the site (30 days in advance of the removal), notifying the public of the hearing and inviting them to attend, and that this was required by law. She wanted to know if this had been done. Also, regarding the removal of a crosswalk by a school, she wondered if the school principal had been notified, which was not required by law but certainly advisable, especially in this particular situation.

TCC members agreed that having a ADA compatible easterly crosswalk was a good idea. However, following numerous questions about the drainage issues related to moving the westerly sidewalk in a more westerly direction, the possibility of removing the inlet, moving the light pole, as well as an in depth discussion as to the merit of keeping the westerly crosswalk, several TCC members felt that the old crosswalk should just be left "as is". Mr. Clifford reiterated that due to liability issues, he would prefer the public to choose to cross at the new crosswalk which would be the safest crosswalk, and which would be clearly marked. He was concerned that by leaving the westerly crosswalk with all of its markings, the public would feel that the westerly crosswalk was just as safe a crossing route if the marked crossing lines were not removed. By clearly highlighting the other new crosswalk, he hoped to see more people crossing there than at the old location (even though they still would have the right to cross there).

Mr. Clifford also clarified for the TCC that the purpose of this report was to facilitate a public hearing and that the installation/removal of traffic control devices is at the discretion and the authority of the Supervising Transportation Engineer.

TCC members were not in agreement when the following recommendation was made and thus asked to call the question on the following motion.

**MOTION 1 :** Made by Siegel and seconded by Cooper.

The Transportation & Circulation Committee recommends the removal of the westerly crosswalk on Portesuello Avenue at Gillespie Street with the understanding that the City will look at alternatives for the westerly crosswalk location and come back to the TCC with the information.

Ayes: 1 (Siegel) Noes: 4 (Greene, Boyd, Coffman-Grey, Cooper) Abstains: 0 Absent: 0

**MOTION 2:** Made by Coffman-Grey and seconded by Boyd.

The recommendation of the Transportation & Circulation Committee is to leave the westerly crosswalk at Portesuello Avenue at Gillespie Street "as is" at this time.

Ayes: 3 (Greene, Boyd, Coffman-Grey) Noes: 2 (Siegel, Cooper) Abstains: 0 Absent: 0

Before discussing the second crosswalk scheduled for removal, Mr. Clifford informed the TCC that he would reintroduce this item in order to allow for the 30 day noticing requirement.

**HOLLISTER AVENUE AT LA PATERA:**

Mr. Clifford explained that he planned to add a sidewalk and ramps on the side where there is both a bus stop and sidewalk.

Public Comment:

Eva Inbar asked about what would happen to the two signals on both sides of La Patera and the white lines in the existing crosswalk if this existing sidewalk is to be removed. She also asked about the sidewalk on the easterly side of La Patera where the crosswalk is to be removed. She did not see why this crosswalk needed to be removed.

Following public comment, Tully Clifford answered several questions regarding the informational sign and the island in the street, as well as the existing storm drain. Mr. Clifford responded that none of these would be negatively affected by the removal of the sidewalk.

Following several questions, Ms. Bosin confirmed that the sidewalk to be added is the portion that would come from the new crosswalk to the bus stop. Mr. Clifford also confirmed that that the signal and the pedestrian head on the removed crosswalk would still remain. However, the new crosswalk would be fully marked to show it as being the preferable venue for crossing Hollister Avenue.

**MOTION 3:** Made by Boyd and seconded by Greene.

The Transportation & Circulation Committee recommend the removal of the easterly crosswalk on Hollister Avenue at La Patera Lane but to leave the signal and pedestrian heads at the old crosswalk.

Ayes: 5 (Greene, Boyd, Coffman-Grey, Siegel, Cooper) Noes: 0 Abstains: 0 Absent: 0

4. Update on Current Access Ramp Projects – Dru van Hengel.

Ms. van Hengel began her presentation by reviewing what is required from anyone crossing a crosswalk street. She described how most people use their eyes and ears to orient themselves, and listed various ways in which those who could not see or hear orient themselves when crossing a street. This information segued to ways in which to build crossing ramps to allow for easier orientation for all users. Ms. van Hengel listed the items that made for a good street corner and then showed pictures of a series of street corners that ranged from very good to very poor examples. Ms. van Hengel showed examples of the diagonal and perpendicular (or directional) curb ramps that are planned for Santa Barbara and listed the positive and negative aspects of each type of ramp. She also described several local accessibility issues that had been reviewed by the Accessibility Advisory Committee to Staff (AACS).

In response to TCC questions on how ramps are funded Ms. van Hengel informed the TCC that funding for access ramps comes from three sources: 1) Annual Access Ramp program, 2) ongoing projects in Santa Barbara that include ramps as part of the project, and 3) Land Development Projects of a size large enough to trigger PW improvements such as access ramps. Since an average cost of a diagonal access ramp is \$3000 per ramp and an average cost for a directional ramp is \$6000 per ramp, only a number of ramps can be built each year. Staff considers traffic volume, pedestrian volume, and trip generations in recommending types of ramps at each intersection. However, in Fiscal Year 2006, the City will be able to have 31 ramps built by including the ramp installation as part of the Westside Storm Drain Project being completed by the County Flood Control District. The cost for building the ramps will be shared, with the City paying 25% and the County Flood Control District paying 75%. Ramps being added as part of other programs or projects include 11 ramps through the Fiscal Year 2004 Sidewalk Infill Program, 29 ramps through the Local Road Rehabilitation Project, and approximately 20 ramps through the State Route 225 Caltrans Road Rehabilitation Project. The City will continue to work in conjunction with these types of programs/projects to help increase the number of ramps being built each year.

In response to questions regarding the process of getting access ramps put in, Ms. van Hengel stated that the process often begins with a public request which when possible is coordinated with any street repair or other public work projects that are already planned. All requests and the staff recommended projects will be presented (beginning next year) to the AACS committee for their consideration and in future the developed projects will also be brought before the TCC as informational items. Ms. Elliot (AACS) informed the TCC that only about 25% of intersection corners are ramped. In response to a question from Mr. Boyd, Ms. van Hengel replied that public requests can be made directly Dru van Hengel (564-5544), Tully Clifford (564-5395), or Anna Bosin (564-5383).

5. Staff Updates: St. Francis and Oak Park NTMP's.

St. Francis NTMP – Tully Clifford.

Mr. Clifford gave a quick review of the four temporary traffic calming devices that are installed at the intersections of Garden/Islay, Olive/Sola, Alta Vista/Sola, and Alta Vista/Victoria. These installations are being routinely monitored. So far they seem to be effective. Unfortunately, what has been very challenging has been the illegal removal of the traffic calming devices by members of the public and the replacement of some of the traffic cones. While there have been complaints about maneuvering problems around the mini-circles, staff observed that a Marborg garbage truck had no problems maneuvering around the mini-circles. The public has been notified of these temporary installations and has been asked to give input.

Oak Park NTMP – Dru van Hengel.

Ms. van Hengel informed the TCC that petitions were sent to residents and property owners of the Oak Park neighborhood. The petitions included a bulletin of what was being planned at which location and included a ballot to be sent back with a support or opposition vote regarding the approval of the Oak Park Neighborhood Traffic Mobility Plan. Mr. Dayton also informed the TCC that the traffic calming items for Cottage Hospital are specific to that project and are separate from the Oak Park NTMP. The TCC will be seeing the Oak Park NTMP as an agenda item in the beginning of Fall. While the State Street/De La Vina intersection is part of the Oak Park NTMP, staff is also pursuing other funding for this intersection.

6. Committee Member/Sub Committee Comments.

Mr. Siegel requested the following three items for a future agenda:

- a. Traffic plan for construction for 101 Operational Improvements.
- b. What the City's recommendation would be regarding the 101 In Motion developments.
- c. The traffic issues of the Outer State Street project.

Mr. Dayton invited TCC members to the upcoming Planning Commission meeting on July 12, 2005, which will include a presentation on the issues related to Outer State Street including traffic and upcoming development. Anne Van Belkom will send out a copy of the Planning Commission Agenda to TCC members.

**ADJOURNMENT: 7:55 PM**