



**MEETING MINUTES (Revised 11/07)**

CITY OF SANTA BARBARA

**TRANSPORTATION AND CIRCULATION  
COMMITTEE (TCC)**

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, October 25th, 2007 6:00 PM

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CALL TO ORDER: Chair Cooper called the meeting to order at 6:00 PM

**ROLL CALL:**

TCC MEMBERS

William C. Boyd  
Mark Bradley  
Keith Coffman-Grey  
Michael Cooper  
Steve Maas  
David Pritchett  
David Tabor

Attendance

Excused  
Excused  
Present  
Present  
Present  
Present  
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
Robert J. Dayton, Principal Transportation Planner  
Marck Aguilar, Redevelopment Specialist  
Grant House, Councilmember  
Meryl Perutz, Administrative Specialist

LIAISONS PRESENT:

None

Others Present

Douglas Campbell, ASLA, AICP, Campbell & Campbell  
Regula Campbell, AIA, Campbell  
Derek Rapp, Penfield & Smith

**CHANGES TO THE AGENDA:** None

**PUBLIC COMMENT:**

1. None
2. **Ceremonial Recognition of Barry Siegel, former Transportation and Circulation Committee Member**

*Rob Dayton*, Principal Transportation Planner, spoke in memory of Barry Siegel, who was an original TCC member when the committee was founded. He admired his dedication to transportation issues and his commitment to the TCC. Mr. Dayton introduced Mr. Alex Pujo, who offered a presentation in honor of Mr. Siegel's service to the community, including the 101 Corridor concept and transportation improvements,

including the Cabrillo train trestle, the Hot Springs roundabout, and the Hermosillo arterial (a highway to nowhere). He spoke of the improvements on North Jameson Road, including the 3 bridges that were replaced, the bicycle lane on North Jameson and the Ortega Hill bike path which represents a true multi-modal transportation. He continued, mentioning Mr. Siegel as one of the founders of COAST, the Coalition for Sustainable Transportation. June Pujo then spoke of her long professional relationship with Mr. Siegel as an original member of the TCC. She honored his contributions and dialogue to the transportation community in Santa Barbara. Ms. Pujo introduced Councilmember Grant House. Councilmember House reflected on Mr. Siegel's invaluable contribution to the community. Councilmember House remembered that Mr. Siegel believed transportation could not be taken in isolation. Mr. Siegel emphasized the relationship between transportation, land use and social justice. Councilmember House acknowledged Martha Siegel for her support of her husband's passion for transportation. Councilmember House raised a proverbial glass to Mr. Siegel. He also mentioned the presence of Melinda Burns a former reporter for the Santa Barbara News-Press who covered transportation issues.

## **CONSENT CALENDAR:**

### **3. Approval of TCC Minutes for September 27, 2007**

**Mr. Maas moved and Mr. Tabor seconded approving the September 27, 2007 minutes as written.**

Ayes: 4      Noes: 0      Abstain: 1 (Coffman-Grey)      Absent: 2

## **REPORTS**

### **4. MTD Monthly Report for July, 2007 Transportation Assistance**

*Mr. David Damiano*, Manager of Transit Development & Community Relations, for MTD was available to questions regarding the Monthly Transportation Assistance and Mitigation Reports.

*Mr. Coffman-Grey* is concerned about the down turn on the 6 and 11 lines and the enhancement. It looks either a flat or slightly lower ridership. In the report, it states that San Marcos High School was not in session. September seemed to be a little better. The response was that the monthly reports are not seen until the month is closed.

*Mr. Damiano* said that the 6 and 11 bus lines did quite well. He continued that they need to look at the number of weekdays in the month. They do need to keep an eye on it. We monitor the hours and when they are needed most. We are still early in the enhancement process. As we get further into the enhancement process, we may need to shift hours around.

*Mr. Maas* added the reports point out that even in the months where the over all ridership was flat, that the peak period where the enhancements were added, ridership did increase somewhat, even though the overall didn't reflect that.

*Mr. Coffman-Grey* mentioned employee concerns regarding the time of the last shuttle to the Carrillo Lot, especially with daylight savings time about to begin **end** and the increase in store hours due to the holiday season. He asked if the time of the last shuttle could be tweaked to a slightly later time, so those who park in the Carrillo lot don't have to walk in the dark.

*Mr. Damiano* said he would put out a brief survey to the riders to determine their anticipated needs.

#### **5. MTD Traffic Quarterly Mitigation Report, Ending September 30, 2007**

*Mr. Damiano* pointed out that if you look at the first column in the report you will find that they have exceeded their expected numbers. If you look at the column on the right, it also shows that we are exceeding our expectations and goals of mitigation for the Granada Garage.

#### **6. Plaza de la Guerra Infrastructure – Concept Design**

Before his presentation, *Marck Aguilar*, of the City Redevelopment Agency, mentioned the main City web site serves as an avenue to reach the Plaza de la Guerra Concept page.

*Mr. Aguilar* said that Plaza de la Guerra is the heart of our City. It is centrally located with City Hall, and the Santa Barbara News-Press, a major news provider to the City. There is a lot of history going back 8 decades. We have tried to evolve the Plaza a number of ways none of which have taken.

The most current iteration goes back to 1998. It was a three step process: the first was the publication of a history book called, Santa Barbara: Reconsidered, followed by stake holder meetings about the evolution of the Plaza, and third, the City Council directed staff to come back to them with suggestions for interim fix-its. We came back with a list of infrastructure fix-it's including: lighting, pedestrian amenities, repair to roadway surface, fixing sidewalks, doing landscaping and connecting Casa de la Guerra, Plaza de la Guerra and Storke Placita. In the fall of 2006, we hired Campbell & Campbell and what they found was that not everything worked together very well. There were a lot of unintended conflicts. We were directed to present a more comprehensive plan.

The design team developed a more comprehensive plan and we've begun a series of meetings with City design review bodies to start a dialogue with the public and the commissions to get some ideas about the ideas.

Regula Campbell, of Campbell and Campbell, then offered a visual presentation of the concept design.

Campbell and Campbell started by looking at what currently exists, including Storke Plaza, State Street, Plaza de la Guerra, City Hall, the City Hall Parking lot, the News-Press Building and the cafes and stores that are along the western side of De la Guerra Plaza.

They went to the site, photographed, and documented what was there. They felt that Plaza de la Guerra has not come into its own as a Civic Center and park. What is serves as now, is a parking lot.

They looked at the condition of the roadway. The concrete roadway is cracked causing pollution to potentially seep into the soil. The infrastructure is crumbling. The sidewalk has been patched in numerous places and in some places the curb is at an awkward height. The sidewalk on the west near the cafes, at some points is only 4 ½ feet wide which does not meet the ADA requirements or the City's policies for width of sidewalks. (taking into account the standard turning radius of a wheelchair which is 5 feet.) How does the park function on a day to day basis and at night? There is a lack of lighting across the Plaza. Looking at it during celebrations, the City has recommended removing the agapanthus which creates a very narrow sidewalk passage. There are many problems with the infrastructure for booths during events, such as Fiesta, including electrical, gas line, trash, etc. The electrical box in De la Guerra Plaza should be relocated out of the turf area. The site furnishings are not up to City standards, trash receptacles, lighting, furniture, etc. It is a degraded site. The roadway does not work in this area from an emergency standpoint. We would have to remove a lot of the park in order to accommodate emergency vehicles. What it appears we have now, is a parking lot with a wide median in the center.

The concept design we have come up with addresses all of these issues, with unified paving throughout the plaza and along De la Guerra Street. It is designed all at one level so there are no curbs, including across De la Guerra Street, to the Casa. We added an extra feature, as an eye catcher, to bring people into the plaza: bollards to separate vehicular traffic. We have increased the sidewalk space near the cafes so that there is additional outdoor dining, in front of the walls. A walkway across the center of the plaza is there so you are not always walking across the lawn, wet or dry. The lawn is slightly sloped for run off, toward the area where a stage is normally set up for events. A utility loop is run around the edge of the Plaza to accommodate special events. All utilities would be at grade level; water, natural gas, electric and sewer would all be in the same location. We propose better lighting for night - up lighting in the tree canopy around the edge of the plaza, for shade as well. A connection has been added Storke Placita to add life to that Plaza, as well. We propose diagonal parking along De la Guerra Street. Eliminating parking between Casa de la Guerra and Plaza de la Guerra on De la Guerra Street, we keep it visually open.

*Mr. Derek Rapp*, a traffic engineer from Penfield & Smith, spoke to the question of diagonal parking. One of the key components to the design and to create a full fledged Plaza is the removal of parking in the loop. He continued that currently there are approximately 35 parking spaces in the loop. The mix is of parking that includes 15 minute, 75 minute, loading zone and one handicapped space. One of the key questions that keeps coming up is how do we move the parking spaces around and make it work. The loop currently serves numerous functions, providing access to businesses and City Hall. How do we redistribute the parking?

Our goals include trying to restore the connection between the Plaza and the Casa by creating a unified open space, without parking. Now we need to come up with additional parking to make up for the net loss. The current concept is to install angled parking along at least the first block of De la Guerra Street. The layout would result in a net increase in one space relative to the parallel parking that exists now on the 00 block face of De la Guerra Street. There is still the loss of 35 spaces on the Plaza De la Guerra loop. Another concept to find parking spaces is to carry the angled parking to the next block east on De la Guerra Street. Currently there is a great deal of red curb on that block because of the lane configuration at Anacapa and De la Guerra Streets. This is needed because of the two way traffic on De la Guerra Street. Quite a few more spaces, possibly between 12 and 15, can be picked up by including the 100 block of east of De la Guerra Street in angled parking. It still leaves a 20+ parking space deficit.

There has been a great deal of discussion about the one way traffic flow. There are constraints on the roadway. It is a narrow street, and there is an arcade on the south side of the street and on the north there is a building with a porch/awning with posts which would prevent any overhang of the sidewalk. Currently we are at the threshold of one way/two way standard. On the directionality, we felt it made more sense to go from east to west. One reason is because on State Street, you are restricted from making a left turn onto De la Guerra for most of the day. Second, De la Guerra Street and Carrillo Street are the only side streets that you can make a left onto State Street.

We still have a deficit of 20-23 spaces, so we looked to the City Hall parking lot. This lot currently has 75 spaces. We would like to do a hybrid lot, where a portion of it could be configured to a paid public lot and a portion could be dedicated to City Hall for public access, to pay bills, etc. This concept is still in the early stages and we still need to have much discussion about what the mix would be.

*Ms. Campbell* continued with the presentation. We could increase the quantity of outdoor dining seats, which not only benefits the cafes but also the life of the Plaza, with a sense of welcome and security. The fountain at the entrance to De la Guerra Plaza is also a welcoming presence. The increase in the number of table and chairs in Storke Placita would also be seen as a sign of life and activity in the Plaza.

The City Council also asked for an improvement in signage. We have added, on the pillars to the entrance to Storke Placita, the concept of signs pointing toward City Hall, and De la Guerra Plaza as well to the restaurants and shops through the Placita.

The concept of the fountain, on axis with the beautiful window on City Hall, is to be used as a traffic calming device, as an eye catcher to bring people into City Hall, as a welcoming sign, and as a way of recognizing the important of the Plaza.

On the east side of the Plaza, near the City parking lot, there is a low wall separating the City lot from the Plaza. There are plantings there, as well as a bicycle rack. If a portion of this lot were to be used for public parking for City Hall, it would strengthen the connection between the Plaza and City Hall. Another improvement sought after by the Downtown Organization, was a trash enclosure at the City Hall Parking lot for the businesses which front onto State Street and back up onto Plaza de la Guerra.

The plan shows the raised paving and the plantings which show the connection between El Paseo, the Street in Spain, the Street of Mexico, along the back of the Westin building and the connectivity through Storke Placita to the Plaza. The plans also show the connection from State Street through the Plaza to Santa Barbara Street.

Ms. Campbell said they are hoping for questions about the concept design and are looking for input.

*Marck Aguilar* reiterated that this is the very beginning of the public dialogue. We intend to collect comments along the way, shake out the design, go to all the Boards and Commissions, and general public meetings, to say, here's what we heard, here's what we did, and now what do you think? We would then return to City Council. We have been given \$1 million dollar in seed money for the process. When we return to City Council it will be with a menu of improvements, suggestions for package and phasing in construction that have been culled from input, all depending on how much funding would be available. We would be making our request at that time.

### **Committee Member Comments**

*Mr. Tabor* asked about the stage area. What is involved?

*Ms. Campbell* answered that it is the area where a portable stage may be set up to accommodate events, like Old Spanish Days.

*Mr. Aguilar* specifically asked for questions regarding the parking situation and some of the current concept recommendations, i.e. the removal of the 35 loop parking spaces, the recapture of spaces by angled parking on De la Guerra Street, the one lane traffic, the raised roadway surface on the 00-100 block of East De la Guerra Street, etc.

*Mr. Maas* asked if we were to leave the parking in the Plaza and bring it up to standards for the ADA and emergency services, would that encroach into the green area. Is there a visual representing of this possibility?

*Ms. Campbell* answered that there was such a drawing. No definite width of the street was received from the Fire Department. They had not reached that point yet. It was

believed that in order to ensure public safety, the road would encroach on the lawn. It would take out the line of palms surrounding the Plaza, reducing the green by approximately 20%. It was those drawings which inspired the Council to ask for a new concept design for the Plaza.

*Mr. Pritchett* asked about drainage at the upper end of the Plaza.

*Ms. Campbell* said there is a storm drain in the roadway in front of the News-Press building. Drainage slopes down towards the ocean. She mentioned a drain head in Rome called the Mouth of Truth, an as example of turning something that is utilitarian into a piece of art as well. It would be an opportunity to bring public art into the project.

*Mr. Pritchett* wanted to know if there would still be room for a stage at the low point/south end of the Plaza.

*Regula Campbell* answered yes. They have yet to work with organizers of events to see what their needs are relative to the stage, equipment, etc. That will come later down the line.

*Mr. Pritchett* inquired about the proposal of diagonal spaces and the existing red zone on De la Guerra Street and whether it was to gain a large number in parking spaces.

*Mr. Aguilar* responded that they were looking for opportunities on street, similar to those of the Victoria Street changes.

### **Public Comment on Item 6**

*Matt Fisher*, a legal representative from Cappello & Noel, spoke on behalf of the Santa Barbara News-Press, which is one of the businesses that will be affected by this plan. They are opposed to this plan as it is a dramatic removal of customer access to the property. First, there already exists a parking problem downtown. Second, this plan will make it worse. Parking spaces are going to be lost. In trying to make up the spaces, the new ones created will be further away and they are diagonal spaces, which are considered inferior and more dangerous, as pointed out by the Downtown Parking Committee. In addition, the road will become a one way street, making it more difficult to approach from State Street, exacerbating a public problem. And this is going to cost at least a million dollars to explore.

For customers of the News-Press and City Hall it makes access more difficult, especially for handicapped customers and emergency vehicles. He suggests removing one ring of parking and leave parking available on one side of the street. He suggests fixing the existing problems with a minor facelift, fixing the cracked roadway, lighting, trash, etc., rather than eliminating parking altogether.

*Mr. Dennis Rickard* is a fifth generation Santa Barbara, his family owns the Orena Adobe at the corner of Anacapa and Guittierrez Streets and Jose de la Guerra was his

great-great grandfather. He is opposed to this since he first heard of the proposal three years ago. Originally it was just supposed to be fix-it's, and when Campbell and Campbell was hired that changed. They found all of these problems which could not be remedied with fix-it's. Mr. Rickard believes that as a result of the relationship that Campbell and Campbell has with the Board of Directors of the Trust for Historic Preservation. He believes that this relationship is of benefit to Campbell and Campbell and the Trust. He is opposed to diagonal parking. Why would they allow this plan get rid of red curb on De la Guerra Street from Anacapa Street to Santa Barbara Street, to relieve the parking problem, when they won't do it now to relieve the same parking problem? Three years ago 40 businesses signed a document saying they were opposed to this.

If you take into account the time limits on parking, those 35 spaces really accommodate over 250-300 cars a day go in and out of the Plaza to do business.

*Dr. Cooper* asked Mr. Rickard where his tenants and customer park. He responded that they use De la Guerra Street and the Plaza Loop.

*Mr. Alan Howard* has a business at 706 State Street and has been there for 14 years. He is opposed to the plan as it is now. He stated that whenever the road is closed, whether for special events or repairs, it is chaos and a traffic nightmare on State Street. He refers to tourists that exit the freeway and come up State Street. When they are in the center of town, if they pass a business that they want to stop at, or they see the sign for parking on Ortega Street too late, they are forced to travel several blocks out of their way, creating more traffic. My business sees a lot of tourists and this plan's configuration takes people away from the center of town. He is concerned about seating for Blenders along Storke Placita. What will keep the transients from occupying these tables, chairs and benches? He mentioned the walls along the west side of Plaza de la Guerra, shielding the customers in the cafes from the transients who are now spread across the lawn in the Plaza. He feels that eliminating the parking in the loop, makes it more difficult for the customers of retail establishments on State Street, to load purchases, etc.

*Mr. Tom Williams* is a member of the Downtown Parking Committee. I am here today to see if there was any difference between the presentation today and the presentation that was given to the Downtown Parking Committee. We made some comments at that Committee meeting and I see that most of them haven't been addressed yet. The Plan as it stands now from a parking standpoint is incomplete. There are two pieces of the Plan, one inside Plaza de la Guerra and the other outside the circle. There is the possibility that 35 parking spaces may be eliminated. They may or may not be replaced. There is the question of whether or not the City Hall parking lot can be used to make up some of the lost spaces. We need to know that before the plan is finalized. This needs to be addressed as part of the original presentation. The idea of angled parking on De la Guerra Street only increases parking by one spot. There is also the danger of backing out of angled parking. Will the traffic engineers sign off on angled parking? They need to be consulted.

Mr. Williams mentioned the “Harmer Adobe” near the City Hall parking lot. What happens with it? It is not part of this original presentation. Mr. Williams would like all the comments that are received from each presentation to be included in succeeding presentations.

### **Committee Member Comments**

**Mr. Pritchett** offered some specific suggestions. He confirmed with Mr. Aguilar that the conceptual design as it exists now with diagonal parking on the two blocks of De la Guerra Street added and the loss of parking around the loop leaves about 20 parking spot deficit. The current street in De la Guerra Plaza is what the building people in Santa Barbara call “legal non-conforming”. The street is old enough so that it no longer meets the rules and can be left as long as nothing major happens to it. Keeping the status quo would be keeping a street that is too small, the sidewalks too narrow, emergency vehicles would have a hard time. Drainage at the south end of the loop needs to be addressed more specifically. He suggests a permanent platform, perhaps with steps, at the south end of the loop to continue the Santa Barbara tradition, where De la Guerra Plaza becomes a public meeting place with no government intervention or regulation of public meetings, per the Constitution of the United States. He speaks of numerous rallies in the Plaza over the last year.

Mr. Pritchett spoke of trees in the Plaza. Shade trees may provide shade but they also obscure views.

As for pedestrian circulation, you might add some diagonal pathways through the park.

He refers to the level elevation of the area as something he supports.

The main problem with De la Guerra Plaza, as Mr. Pritchett sees it, is that tourists and visitors don’t know about it. He suggested widening the sidewalk from State Street to the Casa de la Guerra. He also suggested making De la Guerra Street a non-through street, only partially open to traffic from Anacapa Street to the Casa de la Guerra.

He asked, ~~rhetorically~~, if there is a “no-net-loss” policy for on street parking in this area. He reminded the committee that there are three parking lots within several blocks of the Plaza de la Guerra. He doesn’t see a severe impact if we lose surface street parking in the Plaza.

**Mr. Maas** has several questions. He is questioning the transition from the raised block of De la Guerra Street to State Street. Would it be a gradual transitional slope or a bump up?

*Mr. Campbell* answered that they have not reached that level of detail yet. *Ms. Campbell* added they would need to be ADA compliant from curb to curb.

Mr. Maas referred to Mr. Pritchett's discussion about the western section of the block, where it shows 7 diagonal parking spaces. He would like to know if they are taking into account the narrow sidewalk that exists there now.

*Ms. Campbell* responded that they are only in the process of gathering comments at this point and will take them all into account as they refine the plan.

Mr. Maas believes that on street parking is important to customers and it probably would be important to replace any lost parking if this plan were implemented. He believes this question will keep coming up. He would like a more definitive plan to replace those 20 or so lost spaces.

Mr. Maas likes the general initial concepts of De la Guerra Plaza as it has been presented. If we make this a more attractive place it will make it more appealing to other festivals and less appealing to transients if there are more people in the area during the daytime, including outdoor dining and additional shops. He said that basically we have to leave it as it is now, because if we touch it we've got to fix it. If we make major improvements to it you've got to make it ADA compliant and workable for emergency vehicles. If we do that and leave the parking, it would take away at least 20% of the existing Plaza, perhaps more.

**Mr. Tabor** likes the initial concept but feels that there are some major changes that need to be made in order to get where we want to be with the design. The loss of parking is a major issue. He would like to see alternative ideas about parking added to the plan as it progresses. Convenience is also a major issue. He thinks that perhaps the City Hall parking lot is a decent alternative to short term parking for convenience. As for the News-Press losing parking in front of their business, Mr. Tabor suggested that perhaps they ought to consider having guest parking on their own property. He is hesitant about angled parking. It does act as a traffic calming device, and people do drive more slowly on those streets, but it is more prevalent in small towns or villages, and doesn't seem to fit in Downtown Santa Barbara.

He questions the transition from Anacapa Street to the new De la Guerra Street. If the paving is a different height and the same color, then it may deter people from using the street for vehicular traffic and it may encourage the area to become more a pedestrian walkway, which is partially the intent.

He likes the idea of looking at the Plaza as a public space. He compared this Plaza space to the Court House, which is very park-like. He wouldn't mind seeing less grass and still have an open Plaza.

**Mr. Coffman-Grey** said that his first job was at a music store downtown. It is the heart of the City and I believe we need to be careful whatever we decide to do. There is a lot of history here. It has been sad over the years to see it deteriorate to what it is now. It used to be very vibrant. It is wonderful during Fiesta and other festivals but the rest of the time it is very barren. He likes much of what is in the Plan, but is very concerned

about the lack of parking and losing parking spaces Downtown. He feels that the overall plusses of the project may mitigate the loss of street parking. He is not too bothered with De la Guerra Street becoming one way. He would like the City to make a commitment to put some of their spaces in the City Hall parking lot available to the public for short-term parking. He also feels that the News-Press should do the same thing with their parking lot. He hopes that between City Hall and the News-Press and the diagonal parking that it would translate to the 35 spaces lost around the loop.

He is concerned about the whole block being raised. He suggests that a sidewalk and a curb may be necessary for safety reasons.

He would like to see more seating in the area for employees who work Downtown, to sit and have lunch or enjoy on a break. Now there is almost no place to go and have a box lunch.

Mr. Coffman-Grey would like to hear from the Fire Department regarding their needs, in relation to turning De la Guerra Street to one way.

He would like to have more information on drainage in the area of De la Guerra Street.

He also spoke of the narrow sidewalk on the north side of De la Guerra Street from the Casa de la Guerra to State Street. He would not like to lose any more parking but does see a need to widen that particular sidewalk. ***Mr. Coffman-Grey suggested that the sidewalk be level from the Plaza up to the De La Guerra House, then slope down towards State Street.***

**Mr. Pritchett** would like to see some feedback about other nearby streets in the area that could handle diagonal parking configuration. He would like to emphasize pedestrian circulation in the area.

**Mr. Mass** said he liked the idea of raising the roadway only in front of the Casa de la Guerra and the Plaza de la Guerra and leaving the rest of the roadway at roadway level.

**Mr. Tabor** recollected the early opposition by State Street merchants to the Tuesday Farmer's Market on State Street and likened it to the current business opposition to the changes in De la Guerra Plaza.

**Dr. Cooper** said he is conflicted. At the last TCC meeting, it was brought up by Mr. Bradley, that we should address the closure of State Street. If that issue is brought up before the Committee or is brought up to City Council, than much of this conversation is useless. If State Street is closed, it doesn't matter what happens to De la Guerra Street. He believes we should find out what the community really wants. If the community wants to close State Street, then that issue should be addressed by these consultants. He believes that this City does not want automobiles and if that is the case, then why are we so concerned about parking. He feels that there are bigger issues that need to be addressed before we go forward with any projects.

He spoke of Plazas in Europe where there is no grass; they are all concrete. No grass in the Plaza would result in fewer transients, would result in lower maintenance costs, and would result in no water consumption. ~~But, it would result in sewage and run-off problems.~~ He feels that De la Guerra Plaza regardless of the Plan or State Street should be closed off from Anacapa Street to State Street. The Plaza should be a mall. Farmer's Market could be set into the Plaza perhaps on a more frequent basis than it is now. He addressed the issues raised by Matt Fisher, representing the Santa Barbara News-Press. He points out that they do have a parking lot which could be used by customers of their business. He suggests that City Hall make better use of their parking lot by putting employee's in other parking areas or charge employees to park conveniently.

**Mr. Maas** responded to Dr. Cooper. He does not believe that the City or this Committee wants to see the automobile removed from Santa Barbara. He feels that this Committee believes that you should not be forced to drive a car in Santa Barbara in order to conduct business, live your life or do your job and that there should be other options available.

**Dr. Cooper** replied that the circulation element says "we do not want people living in Santa Barbara who have to rely on the automobile as their primary mode of transportation". If you look at ~~the MTD report from April 5, 2007~~ **Rob Dayton's Staff Report from April 29, 2007**, it says at the bottom of page 14, the top of page 15, "we do not want businesses in Santa Barbara that have to rely upon parking to survive". He says he is hearing and reading things that say one thing about no cars in Santa Barbara but the majority of people in this town wants their cars, they want to be able to park their cars. They want the convenience of driving up to businesses for loading and unloading. There seems to be a need for a conversation that has a broader scope than dealing with the small issues. We need to have a clear vision. Congestion and traffic is one of the three major issues in the election next month. Before we spend any more money on this plan, we need to find out what the people want in the broader issue.

**Mr. Pritchett** responded that the point of this meeting and the other first round is to get as much information as possible, with all, some or very little agreement.

Mr. Pritchett wants City Hall to lose parking places in order to change the face of De la Guerra Plaza.

#### 7. **Presentation of ON TRAC Plan Recommendation - Rob Dayton**

This ON TRAC Plan presentation is the work of a Council Sub-Committee, including Councilmember Horton, Councilmember House and Councilmember Schneider. The Council Rail Sub-Committee is a public committee. This Committee was formed in late 2005 in response to the 101 In Motion report from SBCAG, which talked about the need for commuter rail from Santa Barbara to Ventura County. The intent of the committee was to make sure that commuter rail happened. There have been many changes since

2005. They have developed a rail action plan which was approved and adopted by the City Council on August 21, 2007.

Rob Dayton then gave a visual presentation called ON TRAC – A Plan of Transit Rail Action for Commuters.

The presentation is a summary of the plan.

There are three things this plan accomplishes. It builds on the existing consensus and need for commuter rail. It articulates the many challenges and shows many transit opportunities as well and it identifies the initial action steps for City involvement, how do we move forward and get commuter rail going.

In the 101 In Motion there was a lane and a train. We proposed building an extra freeway lane in each direction from here to Ventura County and also a train.

The Measure D renewal that was on the ballot in November, 2006, estimated \$1.5 billion dollars over 30 years, which would have been enough money to do commuter rail. Since that Measure did not pass, SBCAG has pulled back and now we are looking at ½ cent rather than ¾ cent. With that amount, there isn't room for a lane and a train, the SBCAG Board has set aside 140 million dollars as a proposed expenditure plan for freeway widening. There is not consensus for the full commuter rail that was anticipated in 101 In Motion.

The plan that the Council has come up with for ON TRAC is to focus our efforts on establishing new/rescheduled AMTRAK service. The concept is that we will focus first on AMTRAK service. To reschedule some trains that are on the tacks rights now to better meet the scheduling needs of commuters from Ventura.

There are several highway projects on the schedule as of now: Milpas to Cabrillo/Hot Springs, the Linden Interchange, and the Mussel Shoals widening. We will be in construction for the better part of two decades. The one project that is not even on the page is the ultimate widening of 101. So until then, we need to encourage commuter rail service timed to meet the needs of commuters. We expect heavy traffic along the 101 during the next two decades of construction.

The state of the rail corridor is old, going back to the 1920's, it has manual switches, single track, meaning trains have to meet and pull off onto sidings, which are too short for freight trains, so often it is passenger trains that are off on the sidings, which delays passenger trains. In this sense, ON TRAC supports Union Pacific, in investing in better freight movement. We also found that we can improve passenger rail service in our area by creating sidings outside of our area.

The AMTRAK inter-city service that exists today is 12 inter city trains. The Pacific Surf Liner has 10 and the Coast Starlight has 2. The Pacific Surf Liner runs between San Diego through Los Angeles to San Luis Obispo and the Coast Star Light runs from Los

Angeles to Seattle. Both trains are often delayed and many times slower than the automobile. Train schedules now are not appropriate with commuter rail. The ON TRAC Proposal is to support any capital investment to rail line which will improve on time performance of passenger rail. Is it possible for our City to support and rally around the change in timing in the change? AMTRAK brought up this possibility, especially with a subsidy. Our concept is to try and get the train into Oxnard in the evening, have it stay over night and then start in Oxnard in the morning picking up commuters.

The Sub-Committee has learned that you can't have commuter rail without the bus. They are integral. In order for commuter rail to work there needs to be many options. We can partner with Coastal Express, and use the same pass. If your schedule doesn't match the train time you can have access to the bus. The pick up and drop off point needs to be the same, so that your car at the end is in the same location. We are working with MTD. They will be instrumental. People need to get from the train stations in Carpinteria, Santa Barbara and Goleta to their business and it needs to be seamless. We can encourage the private sector, and larger institutions have vans waiting at the train station to make it seamless.

This presentation was given to MTD, with a favorable reaction. We need to develop that single transit pass.

The Rail Sub-Committee also found that there are many interested parties in improving the rail line, including LOSSAN.

The Surf Liner is the fastest growing rail use in the United States and they want to make sure this North corridor from Los Angeles to San Luis Obispo has the improvement it needs to keep the success going.

The Coastal Rail Coordinating Council is interested in a new train that would mimic the Star Lighter that would be called the Day Lighter. It would go from Los Angeles to San Francisco.

ON TRAC will attend meetings of other interested parties so that they are aware we are interested and sharing common goals of commuter rail service.

There are many funding opportunities. New Starts is a federal program, Proposition 1B, we already have \$20-30 million dollars for new sidings between Ventura and up at Gaviota, Measure D has in the proposed expenditure plan allocated \$15 million dollars for commuter rail, and we have a Lois Capps Federal Earmark. ON TRAC will pursue all of these funding opportunities, with the goal of implementing long-term commuter rail. This is not about a Band-Aid approach.

We took ON TRAC to the Ventura County Transportation Commission, and all but one board member supported the plan. They were very enthusiastic. SBCAG staff has attended every meeting where we have presented this plan, and they have been

supportive. We went to the City of Goleta, with ON TRAC and they unanimously supported it, and then recently we went to the Santa Barbara area Chamber of Commerce, the Government Relations Committee and to the Executive Committee and they supported ON TRAC.

The Program that the Council has put together is becoming a bridge builder, getting people on board with the fact of going with long term commuter rail, but we need to do small steps until we get there.

**Councilmember Grant House** explained that he was here representing several sides of the equation; as a representative for Councilmember Schneider, and Councilmember Horton, and also as a representative for the unanimous vote of the City Council to support ON TRAC.

The ultimate plane of ON TRAC is to have three trains in the morning and three trains in the evening that are dedicated to commuter rail including the MTD connection. He would like service and connection for the used at both ends should be seamless convenient and simple. We need to bring employers on board. A short time ago there was a meeting at the University, with major employers in the area asked to participate. The feedback from the 60 largest employers in the Santa Barbara area was that they were quite willing to provide vans and direct connections for their employees from Santa Barbara and Goleta train stations.

We did not know what kind of reception we would get. In the past trains and busses have competed, but we got a great reception. We got strong support from the VCTC, and the City of Goleta assigned 2 City Councilmember's to join us and assist us in building the coalition.

We have a ways to go. We have plans to go to the City of Carpinteria, we plan to go to the HR directors of the major companies in the area. They will be the key people to work with the employees about transportation issues. I believe the "one pass" concept is critical to this plan. I believe it will help the concept and will encourage long term growth of commuter rail.

We also met with Union Pacific representatives. We learned that the key to success for passenger/commuter rail here on the coast, is our willingness to join with them and support them in the enhancements to freight movement, not just here but inland and north and south of us. They see themselves as freight movers. That must be a key component of ON TRAC. They opened our eyes, by offering to continue to participate with us in the rescheduling of the AMTRAK trains. It doesn't mean more trains on the track, it just means rescheduling them.

Baby steps seem to be the key to working with each of the organizations that we have communicated. It is a way to begin, test the market and to grow this concept incrementally and to build this coalition and constituency for use of rail. This will help to build public support that we will need for funding. These coalitions, inter-regional and

intra-regional, will help us get the big money to help build the full blown commuter service.

### **Public Comments on Item 7**

*Mr. Dennis Story* introduced himself as the Chair of Coastal Rail Now. He was at the meeting for Measure D and they spoke about ON TRAC. There is considerably less money from Measure D this time around. The numbers went from \$126 million dollars to \$15 million dollars. In view of this number, I believe that a plan was formed to fit this budget. He believes that the Surf Liner as a platform for this plan will not happen. He has spoken with the head of Caltrans Rail, whose opinion is that the scheduling will not happen, because of the time that it would have to leave from Los Angeles at 5:00 am to get here by 8:00 am. If this happened, the Caltrans Rail representative said they would lose ridership out of Los Angeles and that it would have to be made up. He referred to a mention in the ON TRAC Plan of payment for that loss of ridership out of Los Angeles. There is also the consideration that both evening trains would have to be rescheduled. My problem with the plan is that I am unhappy with the level of funding for rail from Measure D. I believe it needs to be at least \$40 million dollars to put forth a real commuter rail service. The rail consultant that is part of our organization has proposed three different financial level options in the past: \$26 million dollars, \$41 million dollars and \$50 million dollars. Last year Nashville did a 32 mile commuter rail system for \$39 million dollars and it was done with used equipment.

I do not believe you can hang your hat on the Surf Liner plan because he does not want to see the 15 million dollars from Measure D to go to a plan that will go nowhere. He does not agree with the ON TRAC Plan.

### **Committee Member Comments**

**Mr. Pritchett** wants to know if the Surf Liner will get to Santa Barbara/Goleta at the right time of the morning, do we have to subsidize it with fees.

*Mr. Dayton* responded that he really doesn't know yet. We were originally told that we would have to subsidize the time change of the train with \$100,000. per year. This is still a negotiable element.

*Mr. Pritchett* cautions that ON TRAC still has a lot of variables that do not make it quite ready to plug into the Measure D Plan.

**Mr. Maas** referred to the fact that both speakers brought up the issue of pass that would work on the both modes of transportation. Progress has been made recently. He said that if you are riding on one of several services, the Coast Starlight and the Surf Liners, a request may be made to the conductors for two free transfers to MTD services. It does not work in reverse. The Coastal Express and MTD have a mutual transfer agreement that is no charge to the rider.

**Mr. Tabor** appreciates the Rail Sub-Committee's work over the last two years. He believes we are moving in the right direction. If we intend to maintain our position as a regional employment center and keep a vital economy, we need to have another way, besides the freeway, to get commuters back and forth. Rail is an incredibly important part of the transportation picture. The Surf Liner is a good start, but we need to encourage other transportation connections and the cooperative efforts of others.

**Mr. Coffman-Grey** also agrees with Committee Member Tabor. He feels that the small steps we are trying to take are an improvement over doing nothing.

**Council Member House** said that the ON TRAC Plans offers a range of scenarios for funding in terms of what we might do with available funding. The Plan says if there were limited funding that we would at least do some kind of a study of this. If there was minimal funding, we might have enough to combine it with other funding sources, some of which we have identified, that would allow us to say locally that we are making the effort to move forward. This might give us an opening to obtain Federal and State Funding, that we might not normal be eligible for. If we were to obtain additional funds, this Plan is committed to a more accelerated version.

### **Public Comment on Item 7**

*Dennis Story* was please to hear Councilmember House say that the Plan would change if we received more money. There are mitigation funds available from the State of California, which could help fund the rail plan. To mitigate the construction on Highway 101 which is scheduled to begin next year, it is important to the well being of our community to have rail to alleviate some of the traffic congestion.

### **8. Staff Briefings on Current Topics;**

**Mr. Browning Allen** reported that the Measure D stake holders group has been meeting to formulate the expenditure plan for Measure D. The next meeting is on November 7. They are very close to reaching a consensus. Rail seems to be the biggest issue that is being discussed. We've worked out the numbers in terms of transit funding and our direct allocation to MTD. At our next TCC meeting we will share, as an informational item, the documents that have been floating around. At some point in time when the Regional Sub-Committee adopts it, we will bring it back to this Committee for formal recommendation

### **9. Review of Upcoming Agenda Items**

Reminder to the TCC that the next Committee meeting is November 8, 2007. Some of the upcoming items will include a status update on Plan Santa Barbara, and the Measure D process.

#### 10. Committee Member/Sub Committee Comments.

**Mr. Pritchett** would like to have some response on the Plaza de la Guerra questions that were raised including diagonal parking.

**Dr. Cooper** would like to discuss what the City's real goal is in terms of transportation.

**Mr. Tabor** mentioned an assignment from the City Council regarding Modoc Road and parking issues. He would like to know when it will come before the committee.

**Mr. Allen** said it would be some time before it came before the Committee.

**Mr. Coffman-Grey** reminded the Committee that there is a Streetlight Sub –Committee. They met recently, and there were a lot of new committee members. It should come to the other Committees some time in the New Year.

Mr. Coffman-Grey asked about the status Westside Storm Drain. He would like to know when it will be completed. *Mr. Allen* said that it was a County project. Mr. Coffman-Grey asked about the traffic circulation element during construction. *Mr. Allen* said he would have Public Works Inspectors take a look at the area.

#### ADJOURNMENT: 8:57 PM

**Committee Members:** Michael Cooper (Chair), David Tabor (Vice-Chair), Bill Boyd, Mark Bradley, Keith Coffman-Grey, Steve Maas, and David Pritchett

**Liaisons:** Roger Horton (Council Liaison), Addison Thompson (Planning Commission Liaison)

**Please Note :** These minutes were revised on Monday, November 12, 2007. Items in bold and italics have been added to the Minutes, while items that have been crossed out have been deleted.