



## **MEETING MINUTES**

CITY OF SANTA BARBARA

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

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, November 8th, 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    | Present |
| Mark Bradley       | Present |
| Keith Coffman-Grey | Present |
| Michael Cooper     | Present |
| Steve Maas         | Present |
| David Pritchett    | Present |
| David Tabor        | Present |

##### Attendance

##### CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
Robert J. Dayton, Principal Transportation Planner  
Amanda Flesse, Project Engineer II  
Brandon Beaudette, Acting Administrative Assistant  
Jordan Zimmerman, Interim Administrative Specialist

##### LIAISONS PRESENT:

None

##### Others Present

Adam Chase, MNS Engineers  
Greg Knudson, MNS Engineers

**CHANGES TO THE AGENDA:** None

#### **PUBLIC COMMENT:**

1. None

#### **CONSENT CALENDAR:**

2. **Approval of TCC Minutes for October 25th, 2007**

Mr. Coffman-Grey asked to change his comments on page 3 to reflect that he had said the end of daylight savings time. He also asked that his suggestion that the sidewalk be level from the Plaza up to the De La Guerra House then slope down towards State Street be added to his comments on page 11.

Mr. Pritchett asked that the word “rhetorically” be stricken from his comments on page 9. Dr. Cooper asked that on page 12 the phrase “but, it would result in sewage and run off problems” be stricken from his comments. He also stated that on page 12 the MTD report of April 5, 2007 was incorrectly cited. The correct attribution should be the Rob Dayton staff report of April 29, 2007.

**Mr. Tabor moved and Mr. Coffman-Grey seconded approving the October 25, 2007 minutes with the appropriate changes.**

Ayes: 6

Noes: 0

Abstain: 0

Absent: 0

## REPORTS

### 3. Review of Intersection Improvements at State Street and De La Vina Street

Ms. Flesse gave a presentation on intersection improvements at State and De La Vina Streets to provide TCC with a conceptual overview of the proposed reconfiguration. The project proposes eliminating the free right turn movements from eastbound State Street onto De La Vina Street and northbound De La Vina Street onto State Street. In this reconfiguration both existing right turn movements will be controlled by a signal. Extension of the landscape and curb area, located on the southwest corner of the intersection, will replace the existing free right turn lane as well as the landscape median, which currently contains one specimen tree that subsequently will be relocated. On the southeast corner of the intersection the existing landscape median and free right turn lane will be removed and replaced by a share lane and curb extension with directional access ramps. Additional access ramps, median construction, and re-striping also are included in this project.

The project was first discussed during the Oak Park Neighborhood Traffic Management Program and reiterated in Section V of the Upper State Street Study “to modify the intersection as planned to remove the eastbound free-right turn and provide positive signal control for all crosswalks at the intersection.”

Chair Cooper confirmed that this matter was an action item. Mr. Allen stated that it was in fact an action item and that the committee can take action if it chooses to do so. Dr. Cooper inquired about the cost of the project, and Mr. Allen replied that it is a grant funded project, but he is unsure of the total cost. Ms. Flesse stated that at 60% design, the cost is projected to be \$750,000.

Mr. Pritchett requested diameter of the pine tree that would be relocated. Mr. Allen replied that it is a good size tree and that city arborists are looking to relocate the tree to a more suitable location. Mr. Pritchett asked for more detail about the median, and Ms. Flesse replied that it will be a raised concrete median that will reinforce the existing striped one.

Mr. Pritchett then requested clarification about the grant funding. Mr. Allen stated that it is a state grant that was received a number of years ago. The state grant is paying for the project itself, while another grant is paying for the design. He reiterated that no city funds are being used for the project. Mr. Pritchett also asked for clarification regarding the level of service numbers presented. Ms. Flesse responded that the level of service was predicted to increase by 5%, but an option to include a right green arrow turn signal would also be included. Mr. Pritchett stated that the project does comply with the Circulation Element.

Mr. Maas does not believe that the intersection is safe and is happy to see that the city is doing something to improve those conditions. Mr. Maas asked for clarification regarding whether crosswalks were located away from the traffic signal. Mr. Chase replied that the traffic lights are being replaced and relocated, and he believes the project does comply with the Circulation Element.

Mr. Bradley stated that just because you don't see more accidents at this intersection does not mean that a problem doesn't exist. He believes that pedestrians currently avoid the intersection and that improvements might increase foot traffic. Mr. Bradley also stated there is a great demand for parking related to Trader Joe's and anything to improve circulation would be beneficial. He also believes that the project complies with the Circulation Element.

Mr. Tabor asked if on-street parking would be affected. Ms. Flesse stated that additional parking on State Street is a possibility. When the project nears 90% design completion, planners can explore that opportunity. Mr. Tabor inquired about safety related to the right turn from De La Vina onto State Street. Mr. Knudson stated that it was designed so that a single unit vehicle could make the turn safely. Currently, heavy use trucks are not allowed on this street. Mr. Tabor wanted clarification as to why a left turn lane was not added on State Street. Ms. Flesse responded that doing so would result in lost parking on State Street and a level of service reduction in signal usage. Mr. Tabor stated the improvements are good and that the project does comply with the Circulation Element.

Mr. Boyd asked what speed reductions are expected in response to the De La Vina Street right turn reconfiguration. Ms. Flesse responded that a 20 mph maximum speed is predicted. Mr. Boyd inquired if the project was a product of the Upper State Street Study. Mr. Allen responded that this project started before that study was undertaken, but the recommendation to proceed did come from the study. Mr. Boyd wanted to confirm that the concrete median would not impede any future enhanced transit projects that might arise. Mr. Allen stated that it is still too early to tell as staff does not know where a dedicated transit lane would go. Mr. Boyd wanted to know if the open space would be dedicated to the Mackenzie Park expansion, and Mr. Allen responded that the Parks Department was actively involved in designing the additional area. Mr. Boyd states that the project clearly is consistent with the Circulation Element.

Mr. Coffman-Grey asked for information regarding the percentage of cars that turn right onto De La Vina Street from State Street. Ms. Flesse responded that data collected

indicated that the average was 525 cars per hour. Since there is a heavy volume, Mr. Coffman-Grey believes that the right turn signal onto De La Vina is a good idea from the beginning. He also would like to recommend that more trees be planted in the expanded area by Mackenzie Park. Mr. Coffman-Grey states that the project is clearly consistent with the Circulation Element.

Dr. Cooper agrees with Mr. Coffman-Grey with regards to the right turn signal. He would like to clarify that De La Vina is not mixed residential/commercial as this portion of De Le Vina is commercial. Dr. Cooper also believes that any additional parking would be of great benefit to local businesses and that the project is consistent with the Circulation Element.

**Mr. Coffman-Grey moved and Mr. Boyd seconded approving the project with the amendment of adding the right turn signal onto De La Vina Street.**

Mr. Bradley commented that the turn signal would impede safety of pedestrians trying to cross De La Vina. Mr. Tabor noted that engineers believe that it would only slightly increase the level of service and in this instance that it would be preferable to reduce the entitlement of drivers. Mr. Maas stated that the study doesn't indicate that the signal is necessary and therefore he supports the study. Mr. Pritchett inquired about public comment on the project. Mr. Allen responded that three e-mails were received, all in opposition to the project.

**Mr. Coffman-Grey and Mr. Boyd withdrew the amendment adding the signal. Dr. Cooper again presented the original motion finding that the intersection improvements are consistent with the Circulation Element.**

Ayes: 6

Noes: 0

Abstain: 0

Absent: 0

#### **4. Status of Plan Santa Barbara and Parking Master Plan**

Mr. Dayton presented an update on the Parking Master Plan. He began by providing an outline of Plan Santa Barbara (Plan SB) and how the Parking Master Plan fits within that larger plan. Plan SB conditions, trends, and issues have been identified, and a baseline report currently is being developed. The next step in the process will be to develop growth and policy options. This will be accomplished using input from the Planning Commission, staff and consultant analysis, as well as five community forums hosted by various boards and commissions. Mr. Dayton encouraged TCC members to attend all five community forums, not just the transportation forum.

Mr. Boyd inquired as to whether the committee will dialog with staff prior to the transportation forum. Mr. Dayton responded that that would be a good idea, but he is unsure how to arrange that. It is intended that at the forums speakers will address particular issues and then attendees will break off into smaller groups to further discuss those issues. Mr. Boyd believes that input into the scope of the forum would be advantageous. Mr. Allen stated that staff would look into the best way to do this and

report back to the committee. Mr. Bradley inquired about the consultants that have been selected for these forums. Mr. Dayton stated that organizers are very comfortable with these consultants, believing they have a firm grasp on the needs of the City.

#### **5. MTD Monthly Report for August and September, 2007 Transportation Assistance**

Mr. Maas presented monthly reports for the last two months as this item had been omitted from last month's agenda. He stated the report graphs now reflect ridership as well as fiscal year to date.

Mr. Boyd asked Mr. Maas what might have caused the decline in Line 11 ridership. Mr. Maas stated that reduction in summer school attendance might have accounted for the decline.

Mr. Bradley inquired about the enhanced transit and when Mr. Maas would be confident with the numbers. Mr. Maas believes that at minimum a couple years worth of data should be collected before he would be confident signing off on this information.

Mr. Boyd spoke in regards to the Carrillo Shuttle and asked whether this would be a potential way to mitigate loss of City Hall employee parking resulting from the De La Guerra project. Mr. Allen stated that the Cota Lot probably would be a more appropriate designation. Mr. Maas reinforced this, stating that shuttle service to the Cota Lot runs all day.

#### **6. Status of Ongoing Projects**

Mr. Allen presented a timeline for the Draft Measure D Expenditure Plan as well as changes to the plan that would allow investigation of commuter rail improvements. Mr. Allen stated that passage of Measure D will require a 2/3 County vote.

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

The 2008 TCC schedule was dispersed to committee members.

#### **8. Committee Member/Subcommittee Comments**

Mr. Boyd would like to include his comment regarding discussion of the De La Guerra Project that took place at the prior TCC meeting. He believes that analysis of the proposed project was not sufficient to allow the committee to make informed comments. Mr. Tabor stated that Marck Aguilar, Redevelopment Specialist for the City of Santa Barbara, welcomed any comments in regards to the project.

Mr. Tabor stated that he attended the luncheon for Committee members and wanted to pass along the appreciative efforts of the City.

Mr. Coffman-Grey recently attended the Streetlight Subcommittee meeting and expects that the report will be available sometime next month.

**ADJOURNMENT: 8:10 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)