



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC) SPECIAL MEETING

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, March 24, 2016, 5:30 PM

CALL TO ORDER: Chair Boche called the meeting to order at 5:30

ROLL CALL:

TCC MEMBERS

Hillary Blackerby
Cynthia Boche
Bob Burnham
Edward France
E. Howard Green
Susan Horne
Kathleen Rodriguez

Attendees

Present
Present
Present
Present
Present
Present
Present

CITY STAFF PRESENT :

Rob Dayton, Principal Transportation Planner
Kim Thaler-Strange, Administrative Specialist
Peter Brown, Mobility Coordinator
Ashleigh Shue, Supervising Engineer
Jessica Grant, Project Planner
Derrick Bailey, Supervising Transportation Engineer

CITY CONSULTANTS PRESENT:

Brian Hannegan, RRM Design,

LIAISONS PRESENT:

CHANGES TO THE AGENDA:

Chair Boche moved Item 4 ahead of item 3

PUBLIC COMMENT:

Steve Mass of MTD wanted to inform the public that MTD has scheduled six community meetings regarding schedule changes. He left flyers for the public.

CONSENT ITEMS

Approval of Minutes from the December 10, 2015, meeting of the Transportation and Circulation Committee, where a quorum was present.

MOTION: To approve the Minutes from the December 10, 2015, meeting.

Ms. Horne indicated that she was present at the meeting, and is marked as absent.

Motion made by Blackerby, seconded by Horne

Ayes: 6 Noes: 0 Abstain: 1 (Burnham) Absent: 0

REPORTS

Bicycle Master Plan Update

Peter Brown, Mobility Coordinator, gave a brief update on the status of the Draft Bicycle Master Plan (BMP). The Draft BMP went to Council on February 23, 2016. Staff was asked to come back to City Council on March 15, 2016. They also requested that the projects be vetted more and that more outreach is needed. The BMP will be presented at the TCC Meeting on April 28, 2016. A presentation will also be given at Planning Commission on May 5, 2016. On June 14, 2016, staff will return to Council with further community input and documentation and ask for Council's direction on the final plan. There will be other community meetings planned.

PUBLIC COMMENT:

Laurel Hall: Opposes the bike path on Micheltorena; where will service vehicles such as the U.S. Mail and UPS trucks park if there is a bike lane, but no parking?

Gabriella Johnson would like to know where updates and changes can be found. She also wants to know the cost for widening the street.

Bernard Untermann wanted to remind the Committee that a wider street with less traffic is safer (referring to Sola Street). Narrow streets with more traffic are not safe (referring to Micheltorena). A loss of parking will cause the congestion from Micheltorena to spill over into the other streets.

Eve Sanford, SB Bike, thanked staff for the thoughtful deliberation and pointed out that a safe bike route is still needed while the City continues to discuss alternatives. She hopes to hear about other solutions.

Cameron Grey, CEC: seconded Eve's comments. He emphasized that the CEC looks forward to working with City staff to create a long term plan.

COMMITTEE COMMENTS

Mr. Burnham asked what staff sees as the main sticking point in furthering this plan other than Micheltorena. Mr. Dayton replied that the challenge is that this is a planning document and when it went to Council, people were more interested in the design phase than the plan itself. The contract for the plan is expended. We are going to start talking more about design and the alternatives, what is needed, and engaging the community.

Mr. Dayton replied to Gabriella Johnson by saying that the numbers given were planning numbers. It will be easier to get actual costs when the design phase begins.

Mr. Brown added that the cost estimates will come in when we look at multiple alternatives. Cost is a factor along with safety and livability. We will update this information on the website,

along with any meeting dates and presentations. When we return to the Committee we will look at multiple alternatives, and look more at the ability to take action. Staff has heard that cost is a factor, so is safety and livability. We've done a good job of keeping the website up to date. Any updates to community meetings and presentations and other meeting dates, will be posted as they are finalized. Follow the website, check it weekly, and email any questions. As far as the grant process goes, there is one primary grant that was just completed. The three lane string for the spine network received Measure A money. We need an adopted plan to be able to take full advantage of grant opportunities. Another grant opportunity is through the ATP program. We anticipate that those allocations will be due in June. We are going to have to struggle with which path we take, based on how these next meetings go. Staff is hoping to get authority to apply for grants; however, we still need to follow Council's direction.

Mr. France wanted to know what the general timing for planning and finding contractors for striping plans and slurry seals, and how the slurry seal schedule would impact any projects. Mr. Brown gave an overview about how the street improvements are broken down. Transportation and Engineering staff will work together to coordinate slurry sealing with any bike-related projects this summer.

Mr. Green acknowledged the information shared at the February 23, 2016, Council meeting, and pointed out that the plan showed a cost of \$8 million for striping State Street. He also noted that there was nothing that said that it would be policy to put green everywhere. The plan talks about the spine network, but he doesn't have a sense that green will be applied when other corridors are slurried. He asked if there could be some sort of ranking process. Mr. Brown replied that there are no bike lanes on State Street, between Constance and De la Vina. There are bike lanes going down State Street from De la Vina to the Wharf. Staff will talk with the Traffic Engineer, but in order to get the width and preserve parking, State Street would need to be reconfigured.

Ms. Blackerby wondered what other places the City has placed green sharrows. Mr. Brown replied that the plan can be revisited in 2020 and 2025 to see what is working. The spine network was chosen because it addresses our collision corridors. If the City can get paint on the ground, we can evaluate it. We don't want to green lane all the Class II bike lanes, as it becomes a maintenance issue and will take away from other projects. Ashleigh Shue, Supervising Civil Engineer, explained to Ms. Blackerby that the City is broken down into zones, and one zone is done per year. For the past several years, there have been two contracts – one for spot repairs and one for slurry seal. This year there won't be a slurry seal contract. The City will only be doing grind and overlay, and plans to make larger contracts as there will be striping changes. Mr. Dayton added that maintained streets are necessary for a bike plan. Rain hurts the quality of the road. We have less available Capital funds and have to be sensitive with what projects are being completed.

Ms. Horne noted that with grant deadlines it might be worth having a conversation about splitting the Micheltorena/Sola discussion out and moving forward with another part of the BMP. Mr. Dayton indicated that staff is reviewing different options. The ATP has always been successful and will be due in June. There may be opportunities to ask for a grant for something less controversial.

Ms. Rodriguez said that it is good that most of the plan is not controversial. Mission had on-street parking removed and is really narrow with a lot of houses, very similar to Micheltorena. What was documented from when the Micheltorena Bridge was built? There are bike lanes that end abruptly. The bridge is wonderful, but it stops. Can we find out what Council and the planners were thinking when the bridge was put in? What's the history? Mr. Brown pointed out

that when you replace a bridge, you want to leave opportunities open. Because of the public process, loss of parking is a big discussion item. Mr. Dayton added that in looking at the history, Micheltorena was about the freeway. Former planners mapped out the City in five-block increments. It was very well thought out.

Mr. Green pointed out that Council was given 4 options at the February 23 Council meeting, and he didn't think the TCC was presented with Option 3. He hopes that Option 3 will be in the proposal when staff comes back to the TCC. Mr. Dayton said it was in the proposal.

Mr. France said that a town hall style meeting would be nice, and indicated that it is better to have conversations with the community and analyze the different options. He also said that two Council hearings is odd, and perhaps the PC could present something to Council. Mr. Dayton agreed that a meeting like that is a good suggestion. Staff held listening workshops for the Eastside plan, and everyone was able to comment. Staff has scheduled April 12, 2016, for a listening workshop. The neighborhoods around Micheltorena and Sola would be noticed. All alternatives will be presented.

**MTD Reports on the Downtown Waterfront Shuttle for October, November, and December 2015, and the Traffic Mitigation Report for quarter ending December 31, 2015.
Recommendation:**

This report normally happens in August, but Steve Maas was asked to come and speak about what is going on at MTD. Mr. Maas spoke about ridership changes on the shuttle and how the fare increase in July 2012 contributed to the decrease in ridership. Ridership is still decreasing though there was an increase in February.

Howard Green said that charts have a lot of detail and asked if staff had considered graphing the charts so the shifts can be better observed. Mr. Maas replied that the annual report has some graphs.

Mr. Burnham asked about a separation in the data between spring and summer and if they are tabulated differently. Mr. Maas went over the headways for the shuttle during spring and summer. There are additional shuttles that run when cruise ships are in town, and there is a spike in ridership at those times.

Ms. Blackerby asked if the on-time performance is being met on regular days. Mr. Maas replied that MTD makes efforts to keep them evenly spaced, but sometimes they get bunched. Planning staff constantly monitors this.

Mr. France wanted to honor David Damiano who was part of the Downtown Organization. MTD has always been part of the community. Could this line be integrated with the specific plan? Could there be a linkage at the parking lot, with the lot ticket being used as a pass for the shuttle?

Ms. Rodriguez wondered if there was a specific reason why ridership is down. Mr. Maas indicated that the board and staff have had discussions about the decrease. The drop in gas prices may be a contributing factor. Also, ridership follows the City's TOT tax, which was up in February.

Jim Marston rides the shuttle and says that a round trip is 45 minutes. He also asked if cruise ship shuttles are paid by individuals or by cruise ship. Mr. Maas said that the Waterfront

Department charges the cruise ship and uses that money to pay for the extra shuttles. Ms. Boche said that she is not sure how many shuttles are running, but it is more than two.

Las Positas/Modoc Multiuse Pathway

Jessica Grant and Ashleigh Shue introduced the project. Ms. Grant is moving to Community Development and wanted to thank the Committee for the past eight years. This project has been in concept since the 1970's. The City received \$1.2 million for the planning and environmental phases of this project. Ms. Shue is the City's project lead, and Brian Hannegan, of RRM Design, is the consultant.

Brian Hannegan, ASLA from RRM Design, made the presentation for this project.

PUBLIC COMMENT:

Eve Sanford attended the public outreach event. People were excited to get a look at this project, which is supported by SBBike as it completes the cross-town connection and gives riders a coastal connection. She'd like to see a Class IV treatment on streets like this.

Jim Marsten asked if the railing is meant to be decorative or functional. What are the plans to go from the north end of Las Positas to State Street? Mr. Hannegan said that the railing is designed to Caltrans standards. It can be decorative, but is really for safety. Mr. Brown said that are some potential improvements to the Class II bike lane above Modoc going towards State Street. The BMP envisions a Class I lane. Staff sees the need to connect.

COMMITTEE COMMENT:

Ms. Blackerby asked about the barrier, and if there is access for emergency vehicles if someone gets injured mid-path. Mr. Hannegan said there was discussion during the design process and that there was a roadway for first responders.

Mr. France asked what the ballpark was for cost and what the likely funding matches are. Ms. Shue replied that it will be roughly \$10 to \$15 million for construction. The City plans to apply for construction funding through the ATP, and has a pretty good chance of receiving it since the design was funded. It may need to be constructed in phases. Mr. France then asked about collisions at Modoc at Calle de los Amigos with traffic turning left to go west. What is the reasoning behind the design at non-traffic controlled intersections? Mr. Hannegan said that there is a detail for treatment on the driveways and on non-signalized street crossing. Driveway crossings will be striped and have warnings. At street corners there will be stop signs on the path, as well as striping. Mr. France asked about comparisons for using the roadway and retaining wall vs. connecting Las Positas Place. Mr. Hannegan said that the design was looked at using a wide open space and that staff was directed to keep it closer to Las Positas Road.

Ms. Rodriguez pointed out that the corner of Modoc and Calle de Los Amigos is trouble. There are a lot of senior drivers and the prevailing speed was high. The speed limit was set because it was the prevailing speed. She is glad that there will be a crosswalk and trees and medians to help slow people down coming from Modoc and La Cumbre. Mr. Dayton explained that there is a policy in the Circulation Element to support legislative changes for speed limits. Ms. Rodriguez said that there will be a huge improvement with the crossing down by the condos on the freeway side. She added that the Chumash used to use that beach, and at one time it was a horse path. It's very respectful that we are trying to make this prettier and safer for people.

Mr. Green had questions. On sheet 2, by the church, there is green striping on the multiuse path but not on the bike path. The fact that it seems like it is important enough to put on multiuse path, it would be appropriate on the roadway. We don't see the green striping until page 6 of the plan. This raises questions on page 6 which is the first time we see green stripes. We should be putting green on a lot of this. Was there staff direction or was it a judgment call. Mr. Hannegan said that on page 5 there is green across some of the driveways. The green probably didn't make it onto this plan set. Mr. Green then asked how will bicycles going to make a choice between using the shoulder and the path. Brian: There are different user groups. Cyclists will be more likely to use the Class II, and not be as concerned about the people on the Class I. The corridor was made as wide as possible. We have to narrow it when we get to the Caltrans's wall. The narrowest part of the path is 10 feet Pedestrians and Bicyclists will have to be self-policing.

Ms. Blackerby thanked Ms. Grant for her hard work on this project and so many others.

Ms. Rodriguez pointed out that when her father has taken walks with her, she has had to walk out to see if traffic was coming because there is a blind right turn due to heavy shrubbery. The shrubbery is nice, but needs to be a consideration at the corners. A similar situation exists at the entry of Vista del Monte. Mr. Hannegan replied that in design those corridors would be open. Ms. Rodriguez said that it was too bad the project has to end at that corner, because when it's all done we will still have a gap from Calle de Los Amigos to the bike path that goes to the University. The County needs to do something about that as it is their jurisdiction. Mr. Hannegan has met with the County and they are excited about looking at that connection which would complete the system. She noted that the path to the beach is a bit treacherous. Mr. Hannegan said that there are ways to change the grade and the connection.

Mr. France loves the project; it is very well done. He is concerned about the project costs. If we can get the ATP grant that would be great; however, if that is not straightforward due to costs, we need to think strategically to make sure there are some backup cost saving scenarios before design. This project is a priority and will help connect the coastline. Mr. Brown noted that we have been thinking of costs, and there are a couple ways to address them. The costs are attributed to the places where the work needs to be done. Options include looking at phasing the project. If we applied for and received the ATP grant, staff would look at three phases to spread the costs out. He also pointed out that a Class IV lane is similar to a Class I, with full separation, but the Class IV doesn't leave the right of way. Staff will bring this back to the TCC with cost savings opportunities.

Mr. Green asked staff to comment on a letter that came from a member of the public regarding the yellow truncated domes at intersections. Mr. Brown said that the truncated domes indicate where the sidewalk ends and the roadway begins, and where bicycles and pedestrians leave protected travel. There are no safety issues.

Election of Chair and Vice Chair

Ms. Horne nominated Ms. Rodriguez for Chair. Ms. Rodriguez refused. Mr. Burnham also declined Chair. Ms. Rodriguez would be fine with being Vice Chair.

MOTION: That Hillary Blackerby be TCC Chair for 2016

Motion made by France, seconded by Green

Ayes: 7 Noes: 0 Abstain: Absent: 0

MOTION: That Kathleen Rodriguez be TCC Vice Chair for 2016

Motion made by Blackerby, seconded by Burnham

Ayes: 7 Noes: 0 Abstain: Absent: 0

Chair Boche adjourned the meeting at 7:52 PM