



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, January 27, 2005
6:00 PM

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

ROLL CALL:

TCC MEMBERS

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

Attendance

Present
Present
Present
Present
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Anne Van Belkom, Senior Office Specialist

OTHERS PRESENT:

Steve Maas, Manager of Planning, SBMTD
Marck Aguilar, Redevelopment Specialist

CHANGES TO THE AGENDA: None.

PUBLIC COMMENT:

1. None.

CONSENT CALENDAR:

2. APPROVAL OF MINUTES:

The Minutes of the Transportation & Circulation Committee meeting on December 9, 2004, were held over until the following TCC Meeting in order to add the corrections requested by Mr. Coffman-Gray and Chair Boyd.

3. Review of November and December 2004 MTD Downtown/Waterfront and Commuter Lot shuttle Report, and the Second Quarter MTD Crosstown Shuttle Report.

Browning Allen informed the TCC about the three reports that were included in the packages that were mailed to them. There were no additional questions.

4. Downtown/Waterfront Shuttle Service.

Per request from a Councilmember, Mr. Maas from MTD prepared a report on the feasibility of adding a West Beach (Harbor) extension to the trips made by the Downtown Shuttle (currently going up and down State Street from Sola Street to the Dolphin Fountain). Mr. Maas analyzed the feasibility of this and concluded that extending the Downtown Shuttle to West Beach or tweaking the Downtown/Waterfront Shuttles to include a West Beach extension would not be feasible from either a financial or service standpoint. An extension to West Beach on the Downtown Shuttle would result in 11 fewer trips per day and would extend the average headway (currently at 10-11 minutes) to 14 minutes. Comparing ridership during the month of December 2004, the State Street portion of the Downtown/Waterfront Shuttle attracted 25,993 riders, the East Beach portion on the Waterfront Shuttle had 3,288 riders and the West Beach (Harbor) portion of the Waterfront Shuttle had only 1, 095 riders. With the Downtown Shuttle (State Street portion) attracting such a significantly higher number of riders, TCC members felt that MTD should not jeopardize the revenue hours and possible ridership on the Downtown Shuttle by either decreasing the number of trips or headway times on this shuttle.

After additional discussion, TCC members told Mr. Allen that due to the low ridership experienced on the West Beach portion of the shuttle route, the excessive cost involved in adding this extension, as well as the small potential of significant future increases in ridership to even partially offset this additional cost, this issue should not be explored any further.

5. Plaza De La Guerra Subcommittee.

Marck Aguilar, Redevelopment Specialist, explained the purpose of the Plaza De La Guerra Subcommittee that would be comprised of seven persons, one each from Parks & Recreation, the Planning Commission, the Historic Landmarks Commission, the Downtown Organization, the Transportation & Circulation Committee, and a representative from the businesses around the plaza. City Council, in October 2004, asked the Community Development Department and the Redevelopment Agency to be the lead agency to proceed with a conceptual design of infrastructure improvements to De La Guerra Plaza.

The improvements being looked at include the replacement of sidewalks and the installation of ADA compliant ramps and parking spaces, as well improving the landscape to have a more consistent design between De La Guerra Plaza and Storke Placita. Also looked at would be the design of the roadway and lawn area to improve safety and access during large events, as well as the street portion around the horseshoe area itself for possible repaving and/or additional changes and improvements.

Michael Cooper volunteered to become a member of this subcommittee, and Keith Coffman-Grey volunteered to become the alternate member.

6. Staff Briefing on Current Topics.

Browning Allen brought the TCC up to date on the following:

Oak Park NTMP:

There have been several core group meetings recently, and the mobility plan is in the process of

being finalized and being made ready for the balloting process. Depending on the balloting process, the Oak Park Mobility Plan should be brought before the TCC in late spring or by June 2005. Traffic Operations and Transportation Planning staff members are meeting with neighbors on Stanley Drive this Saturday at 10 AM (1/29/05) to hear their concerns and to review and demonstrate some of the types of improvements being considered.

St. Francis NTMP

The next trail installation of traffic calming features will be done at the end of February 2005. They probably will be done on the Garden Street intersections and on Alta Vista. Again, this will be done with temporary cones for a two to three-week period, then made semi-permanent for six months to a year, and then permanently installed if proven to be successful. Funds for these improvements come out of the \$300,000 that the City originally set aside for the St. Francis NTMP and out of the \$450,000 from the Safe Routes to School grants for improvements near Santa Barbara High School and Santa Barbara Junior High School. Staff confirmed for Mr. Coffman-Grey that less costly solutions such as narrowing the street via striping programs are being done (such as the edge line on Ontare Road) and that this work is being coordinated with Engineering who is working on the slurring and sealing of affected streets.

Staff responded to Chair Boyd that the traffic circle at Anapamu Street is not moving forward due to the inequity of the balance of cars and the poor yield rate by mostly adult drivers. Additional signage and directed driver education seemed to have little effect on the poor driver yield rate. Curb extension may be tried instead. Of note, the traffic circles at Five Points and at Milpas Street have proven to be successful in part due to the high driver yield rate experienced at those locations.

101 In Motion:

This group is currently looking at eight options in order to cull them down to three. In answer to Chair Boyd, Mr. Allen replied that the ferry option was dropped earlier in the selection process and would not be revived at this point.

101 Operational Improvements:

This item went to the Planning Commission in December 2004, and a Coastal Development Permit was issued. However, both Caltrans and SBCAG have appealed some of the Conditions the Planning Commission placed on the project, and staff is currently working with both Caltrans and SBCAG to iron out the problems. If an agreement cannot be reached, this item will go back to Council.

Per Barry Siegel, Jim Kemp from SBCAG is very pessimistic about funding. Mr. Allen agreed that funding for the project will continue to be a major problem and projects may be delayed until the economy improves.

As requested by Mr. Coffman-Grey, Mr. Allen will ask Mr. Ewasiuk to e-mail to TCC members the Planning Commission's ranking of the projects in the Streets Capital Improvement Program.

7. Review of Upcoming Agenda Items.

February 24, 2005: Public Hearing on the abandonment of Castillo Street. TCC needs to recommend if Council should approve the abandonment. Staff will not be able to send a report with a recommendation to the TCC two weeks prior to the meeting, since discussions with Cottage staff members are currently in process and may well continue up until the next TCC meeting. Staff could send out a copy of the requested mitigation measures and then send an update when the discussions with Cottage get finalized.

After further discussion, the TCC decided to not include the Pedestrian Master Plan in the February 24th TCC meeting since a large turnout is expected for the Abandonment. The Pedestrian Master Plan will be moved to March 2005 and could be done in separate TCC and PC meetings.

Another agenda items at the February 24th meeting will be the selection of Chair and Vice-Chair, which will be the first item on the agenda. TCC members reconfirmed their desire to have the Vice-Chair automatically rotate into the Chair position for the coming year.

8. Committee Member/Subcommittee Comments.

Dr. Cooper named a number of current land use projects that have transportation issues but which have not been brought before the TCC. Mr. Allen again reiterated that the role of the TCC is to recommend policy changes, and that the Planning Commission is responsible for handling transportation issues involving projects that are in process.

Chair Boyd asked staff who was responsible for the decisions on the curb and gutter locations on Las Positas/Cliff Drive. Mr. Allen replied that Caltrans is fully responsible for this state highway and that the City has no authority over this project.

ADJOURNMENT: 7:02 PM