



# **MEETING MINUTES**

CITY OF SANTA BARBARA

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

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, March 24, 2005  
6:00 PM

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CALL TO ORDER: Chair Coffman-Grey called the meeting to order at 6:02 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 :

Jim Armstrong, City Administrator  
Browning Allen, Transportation Manager  
Robert J. Dayton, Supervising Transportation Planner  
Stacey Wilson, Asst. Transportation Planner  
Jan Hubbel, Senior Planner  
Renee Brooke, Associate Planner  
Jason Haber, Redevelopment Specialist  
Anne Van Belkom, Senior Office Specialist

#### OTHERS PRESENT:

Roger Horton, Councilmember  
Jonathan Maguire, Planning Commissioner  
Gregg Hart, Government Relations/PI Officer, SBCAG  
Sherrie Fisher, General Manager, SBMTD  
David Damiano, Community Relations Mgr., SBMTD

**CHANGES TO THE AGENDA:** None.

### **PUBLIC COMMENT:**

1. None.

### **CONSENT CALENDAR:**

2. APPROVAL OF MINUTES :

The Minutes of the Transportation & Circulation Committee meeting on February 28, 2005, were approved as written with a vote of 4-0-1 (abstain: Greene). Ms. Greene's attendance was corrected from being "present" on February 28 to being "excused" on that day. Also, per request from Ms. Greene, a clarification was added to Agenda Item 4, Paragraph 1, which linked the temporary, semi-permanent, and permanent traffic calming installations with their corresponding

Stage 1, Stage 2, and Stage 3 levels of installation.

3. Election of Vice-Chair.

Chair Coffman-Grey nominated Barry Siegel for Vice-Chair, which was seconded by Bill Boyd. It was also agreed that the Vice-Chair would no longer be automatically required to fill the Chair position for the following year.

4. Downtown Waterfront Monthly Report.

Browning Allen asked if there were any questions on this report. Dr. Cooper asked about the possibility of bus drivers being able to turn left onto Anapamu Street instead of Figueroa Street when exiting the bus terminal, in order to keep from having to immediately cross four lanes of traffic to make the turn. Sherrie Fisher from MTD informed the TCC that their drivers have already been informed that they have the option to make the left turn on either Figueroa or Anapamu Streets. Dr. Cooper raised a concern that some bus drivers are not checking carefully enough for pedestrians in the sidewalk when making the left turn onto Figueroa Street.

Dr. Cooper also questioned the feasibility of the commuter lot shuttle since at times it was faster for him to walk to work instead of waiting for the shuttle. Sherrie Fisher replied that this topic was being discussed with Browning Allen to determine whether or not this shuttle service should be continued. There were no further questions.

5. MTD Valley Express Service.

Sherrie Fisher and David Damiano from MTD gave an overview of the MTD Valley Express that began service between Solvang/Buellton and Goleta/Santa Barbara on March 1, 2005.

With ridership primarily from the Solvang/Buellton area, there are currently four buses leaving each morning from Solvang/Buellton and arriving via Highway 101 at four distinct destinations in Goleta/Santa Barbara, such as Raytheon and Cottage Hospital. In the afternoon, the buses return from the locations in Santa Barbara/Goleta to the pickup locations in Solvang/Buellton. Ridership is averaging about 60 passengers per day on this service, which is the daily average number projected as a goal for the end of year one of the service. This service will continue for at least three years, with the goal of ultimately carrying 90 passengers per day at the end of the third year. That number of daily riders would cover the cost of the service. So far, there has been a very positive response from employers in Santa Barbara/Goleta, with some of the larger employers subsidizing their employees for riding the Valley Express.

Ms. Fisher and Mr. Damiano also discussed the marketing of the Valley Express through the use of a specific logo on all buses and advertisements, and reviewed the schedule and rate structure. While a one-way ticket is \$4.00, there is a 10-ride pass option for \$35, as well as a 30-day pass option for \$120 that can be used on all MTD buses.

TCC members received clarification regarding why the service ran via Highway 101 instead of Highway 246, and where commuters were able to park their car if they need to drive to the bus stop.

Dr. Cooper was informed that since Kent Epperson from Traffic Solutions would be one of the presenters at the Downtown Parking Committee/TCC meeting on April 14, Mr. Epperson would

be able to give a more detailed comparison between the Valley Express and the Coastal Express, which runs from Ventura to Santa Barbara/Goleta.

Public Comment:

Mr. Harley Augustino asked to have all MTD passes distributed as widely distributed as possible, including having passes sold on each bus. Sherrie Fisher replied that passes are not sold on regular MTD buses at this time due to the lack of money and technology, and due to the fact that this would slow down the boarding of the buses.

6. Santa Barbara Urban Village.

Jason Haber, Redevelopment Specialist, informed the TCC that the Downtown Urban Village project, currently being contemplated for development, is a joint project between the City's Redevelopment Agency and MTD. This project was presented at a joint bi-annual workload session of the City Council and Planning Commission on September 23, 2004, where it received a favorable response.

By agreement from the MTD and RDA Boards, funding contributions were appropriated for the preparation of a multi-disciplinary Planning Strategy and Feasibility Analysis for the project, and on January 27, 2005, another \$2 Million was earmarked for this project by the RDA Board.

Mr. Haber described the project site and the redevelopment opportunities that could occur with the installation of a new MTD Transit Center, such as a mix of affordable and market-rate housing, retail, office, and possibly non-profit components. Mr. Haber further described how the planning strategy and feasibility analysis would be developed and gave a timeline for the project implementation process. In addition, Mr. Haber cited a list of questions relating to the site constraints, redevelopment opportunities, project financing, and alternative site assessments and other transit modes, which would be included in the study. Staff replied to Bill Boyd that both the possible acquisition of the two buildings in the site's outlot, and the access requirements needed by the merchants on State Street on the back of the properties were being included in the analysis. Mr. Allen advised the TCC that since so much of this project related to alternative transportation, this project would come before the TCC in the future.

7. 101 In Motion.

Gregg Hart from the Santa Barbara County of Associated Governments (SBCAG) gave an update of the remaining six packages that will undergo further review. He briefly described each package and gave additional information regarding how the traffic calming solutions in each package related to the reduction of daily hours of congestion, the length of peak period travel times between Goleta and Carpinteria, and cost effectiveness. Also being tested is a "no new growth" regional scenario to see how major land use policy changes could affect traffic congestion. Mr. Hart listed the key challenges that must be dealt with in the 101 In Motion Action Plan. Now that there are fewer packages, there will more scrutiny and more information available on the effectiveness of each package.

Mr. Boyd asked Mr. Hart when he could expect to get an answer to the questions in Barry Siegel's memo regarding the viability of the numbers used by SBCAG. Mr. Hart stated he hoped to be able to answer all the questions in time. It was also clarified for Mr. Boyd that the 101 In Motion project is very much tied in to Measure D, and that it will become part of the Measure D

reauthorization. Ms. Greene asked whether a high speed ferry service was again being looked at. She was informed that this item was back on the table but was being looked at only as an interim solution during the construction period of the project. Dr. Cooper was informed that Wilbur Smith and Associates was the consultant for this project, and was also told that there would be an extensive public outreach effort done as part of this project.

8. Veronica Meadows Project.

Stacey Wilson was introduced to the TCC as the Assistant Transportation Planner who worked diligently in reviewing this project. Rob Dayton, Supervising Transportation Planner, handled the presentation. Mr. Dayton explained that this bridge was proposed by a development project and is also proposed to be a City street, which is why this item was being presented to the TCC.

Barry Siegel announced that he felt strongly that the TCC should be looking at the entire project and other developments in the Las Positas Valley instead of only the bridge. While he described the bridge as a "slam dunk", he said the approval of the project was not.

Dr. Cooper said that the bridge was not the appropriate issue for the committee. He stated that he did not think he could participate in this discussion of the bridge or support it because he is not in favor of the project. Chair Coffman-Grey suggested that Mr. Dayton be allowed to make his presentation first, and to have TCC comments follow the presentation.

The presentation covered the site itself, its location, additional background information on the site, where this project is in the development review process, the Environmental Impact Report findings as they relate to the bridge, and the applicability of the installation of this bridge to goals in the Circulation Element. Mr. Dayton clarified that the TCC is being asked to consider only the installation of the bridge since the role of reviewing the entire project is under the purview of the Planning Commission. The TCC comments and recommendations regarding the bridge will be brought to the Planning Commission.

Mr. Dayton showed a slide of the Veronica Meadows site along with the proposed location of the bridge, and explained in detail why this particular location was selected for the bridge. Historically, there had been such pressure from Alan Road residents to prevent any possible future impacts from through traffic using Alan Road, that Council was persuaded in 1972 to approve a resolution prohibiting vehicle access through the Veronica Meadows site from Alan Road through Las Positas Road. This is why the bridge ended up being aligned with the intersection of Elings Park at Jerry Harwin Parkway. The proposed bridge is needed to get from Las Positas Road to the development and will allow access options in the valley as well as connect the Class I bicycle trail envisioned in the Bicycle Master Plan for the Las Positas and Hidden Valley corridors.

Staff related that the construction of the bridge had some negative impacts that cannot be mitigated (removal of native and non-native riparian habitat), but that the bridge's width will be made as narrow as possible in order to minimize any impacts to biological resources. There are also very positive impacts in constructing this bridge since it will create more public access between Las Positas Road and Elings Park, and Alan Road and Cliff Drive. Staff stated that they would want to see the bridge even if there was no Veronica Meadows project simply because of the ability to improve public access.

Public Comments:

Jonathan Maguire responded to Mr. Siegel that the TCC's function was to consider this bridge only as it related to the Circulation Element. Other issues need to be addresses elsewhere and are being addressed in other committees/commissions. Speaking as a resident, Mr. Maguire is in favor of the bridge since it connects the Westside with Arroyo Burro Beach and thus would improve public access.

Mark Lee, applicant for this project, had planned to do a presentation. (Since staff was not informed of this, this was not added to the already full agenda schedule.) Mr. Lee informed the TCC that this was the only project he was developing and there would be no impact on traffic. He asked the TCC to support the bridge.

Jeff Gorrell, architect for this project, showed the TCC a picture of what the bridge would look like and cited the fact that this was a very low impact bridge. He also listed all of the positive aspects of the bridge in terms of circulation and public access and asked the TCC to approve the bridge.

Gary Shoemaker who lives on 516 Alan Road approves of the bridge but does not want to see any increase in traffic on Alan Road which is already very narrow.

Following all public comment, TCC staff members asked specific questions about the width of the bridge and the number of lanes it would contain, as well as the timeline for the installation of the proposed traffic light at the intersection with Las Positas, especially since Caltrans is not in favor of a traffic light. Mr. Gorrell added that even with the developer offering to install the traffic signal at their own cost, Caltrans would not allow them to do so. Thus, the only way a traffic light could be included would be after the relinquishment of Highway 225, which could be a two to four year process. Ms. Greene questioned whether it was necessary to have development in order to have pathways and open space, and stated that she would prefer to see a park at that location. Mr. Boyd and Chair Coffman-Grey commented on the positive aspects of this bridge in terms of public and emergency access. Several TCC members also voiced their concerns about keeping the bridge as low profile and narrow as possible without giving up the two lanes (as identified in the proposal), and making sure that a traffic signal would be included as early as possible. It was decided to add these two conditions to the original motion recommended by staff.

MOTION 1: Made by Boyd and seconded by Siegel.

The Transportation & Circulation Committee members are in support of the staff recommendation that Planning Commission support a bridge from Las Positas Road to the Veronica Meadows in consideration of the Veronica Meadows Specific Plan that is consistent with the policies of the Circulation Element, with the following conditions: 1) the width of the bridge is to remain as identified in the proposal with inclusion of the two lanes, and 2) a signal light is to be included at that intersection as soon as feasible.

Ayes: 3      Noes: 1 (Greene)      Abstains: 1 (Cooper)      Absent: 0

9. Staff Briefing on Current Topics.

Browning Allen gave the following updates:

St. Francis NTMP

On Tuesday, March 22, 2005, Dru van Hengel and Browning Allen gave a Council Presentation on the St. Francis NTMP. Temporary traffic calming installations will begin on April 11, 2005.

Public Meeting on Westside Storm Drain Access Ramp Project

Included in the TCC packets was a memo from Anna Bosin, Project Engineer, regarding the Westside Storm Drain Improvement Project Public Outreach Neighborhood Meeting, to be held at 6:30 PM on April 6, 2005, in the Westside Community Center.

Recruitment Process for Vacancies on Boards and Commissions

Staff has been informed by the City Clerk's Office that the only time an additional recruitment process would be done (other than the normal ones in spring and in fall of each year) is if an Advisory Group has fewer members than would be required for a quorum. The only exception that might allow for an extra recruitment would be in case the membership of the PC, the HLC, or the ABR dropped to exactly the minimum needed for a quorum.

10. Review of Upcoming Agenda Items.

Joint Downtown Parking/TCC Meeting

This will be held on April 14, 2005 at 7:30 AM in the Gebhard Room. Presenters will include PUEBLO on parking fees, MTD to ask for future funding, and Dru van Hengel to present information on the Green Bike and the Bikestation.

Pedestrian Master Plan

On April 28, 2005, the Pedestrian Master Plan will be discussed.

Sidewalk Infill Program

On May 26, 2005, the Agenda will include the Sidewalk Infill Program. Certified letters will be sent to owners inviting them to this meeting.

Browning Allen asked if there were any other agenda items that the TCC was interested in. Barry Siegel asked about Land Use for the 101 in Motion, since the project packages that will be chosen will depend on what people want the South Coast to look like in the future. Dr. Cooper asked staff to look into the identity of the private vendor who had left a 4' by 4' unfinished section of exposed dirt just outside the Santa Barbara Club that was never repaired. There is also another unfinished section in front of a parking lot in the block between Figueroa and Chapala Streets. Staff will look into this matter.

11. Committee Member/Subcommittee Comments

There were no further comments.

**ADJOURNMENT: 9:09 PM**