



# MEETING MINUTES

CITY OF SANTA BARBARA

## TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, May 11, 2006 6:00 PM

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CALL TO ORDER: Chair Coffman-Grey called the meeting to order at 6:01 PM.

### ROLL CALL:

#### TCC MEMBERS

William C. Boyd  
Mark Bradley  
Michael Cooper  
Isabelle Greene  
Keith Coffman-Grey  
David Tabor

#### Attendance

Present  
Present  
Present  
Present  
Present  
~~Present~~  
**Absent**

#### CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
~~Robert J. Dayton, Supervising Transportation Planner~~  
Anne Van Belkom, Senior Office Specialist  
Tully Clifford, Supervising Transportation Engineer  
John Schoof, Principal Civil Engineer  
Yvette Waugh, Engineering Technician

#### OTHERS PRESENT:

Sherrie Fisher, General Manager, SBMTD.  
Steve Maas, Manager of Strategic Planning and Compliance, SBMTD  
Roger Horton, Councilmember

**CHANGES TO THE AGENDA:** None.

### **PUBLIC COMMENT:**

1. None.

Dr. Cooper came in at 6:08 PM.

### **REPORTS:**

2. Queuing Pocket For The Granada Garage – John Schoof, Principal Civil Engineer.

John Schoof informed the TCC that an error in the determination of the curb to curb width of Anacapa Street created a problem in implementing a right turn “queuing lane” from Anacapa Street into the Granada Garage that had been included a part of the original Granada Garage project. Since the addition of the queuing lane was based on the street being 38 feet wide instead of the actual 36 feet, there was no longer adequate space for a queuing lane. Watry Design completed feasibility and concept level design options including cost estimates for the various options.

The six consultant design options along with a staff option were presented to the TCC:

- a) Option 1 - Garage-side Curb Relocation
- b) Option 2 - County-side Curb Relocation
- c) Option 3 – Relocate curb on both garage and County sides, and install right-turn lane.
- d) Option 4 – Eliminate County-side Street Parking
- e) Option 5 – County-side Curb Relocation, Landscaping, and Street Parking Elimination
- f) Option 6 – Right-Turn Lane

The final option was a staff option that included the relocation of part of the curb on the garage side, and the installation of the right turn lane.

Both pros and cons of the consultant options and the staff option were analyzed by John Schoof including costs associated with each option. He also reviewed the staff recommendation that had staff observing and analyzing traffic on Anacapa Street for six months following the completion of the Granada Garage and, if deemed appropriate and necessary, completing and implementing a right turn queuing pocket into the Granada Garage from Anacapa Street.

There was no public comment. TCC members asked numerous questions about the various alternatives and asked for clarification as to the consultant's liability. Staff explained that the consultant completed feasibility and concept level design including cost estimates at no cost to the City but that the consultant would not be liable for actual construction costs that may be required for the specific option that is chosen.

TCC members did not feel comfortable with an observation period for traffic flow analysis. They questioned whether staff would be able to make any worthwhile analysis even after a period of six months or longer since the Anacapa entrance is already not available due to the construction of the Granada Theatre, and the Granada Theatre is not scheduled to be fully operational until September 2007, at the earliest. Thus, staff would have no indication of what the normal traffic flow would be with the use of both entrances into and out of the Granada Garage, nor would they be able to determine how this traffic flow would be affected immediately before or after large events at the Granada Theatre.

TCC members were also concerned about providing only a pocket queuing lane instead of a full queuing lane, especially since no accurate analysis could be done to determine whether the pocket would be long enough. After much discussion, TCC members stated they would rather not take a chance with a pocket lane that might prove not to be long enough, and thus recommended the up front construction of a full queuing lane, since this lane was originally included as part of the construction of the Granada Garage. Following this determination, TCC members also agreed that Option #4 (Eliminate parking on the County side, and install the right-turn lane) would be the less costly and less disruptive option available, especially if the lost parking spaces on the County side could be relocated in front of the Sunken Gardens.

TCC members decided not to accept the staff recommendation, but to put forward the following recommendation.

**MOTION 1** : Made by Boyd and seconded by Greene.

The Transportation & Circulation Committee recommends Option # 4 which is to eliminate parking on the County-Building side of the street and install a right-turn queuing lane as soon as possible, and relocating the lost parking spaces by placing new parking spaces in front of the Sunken Gardens between Anacapa and Santa Barbara Streets.

Ayes: ~~6~~ **5** (Boyd, Bradley, Coffman-Grey, Cooper, Greene, ~~Faber~~)

Noes: 0      Abstains: 0      Absent: 0

3. Update on Measure D – ~~Rob Dayton, Supervising Transportation Planner.~~ **Browning Allen – Transportation Manager.**

~~Mr. Dayton~~ **Mr. Allen** informed the TCC that there were a number of compromises reached to get the 12-0-1 SBCAG vote (Solvang abstained).

The Measure D plan is now in process of being presented to various city councils. It will be presented to Council on June 6, 2006. A majority of the city councils in the County must approve this plan for it to be presented to the County Board of Supervisors. Staff is in support of the expenditure plan.

4. Staff Briefing on Current Topics.

Chair Coffman-Grey informed the TCC that the Subcommittee had identified a number of topics which included the following:

- a) City's Emergency/Communication Plan.
- b) Conflict of interest for TCC Members.
- c) More presentations from groups such as the Bike Coalition, Traffic Solutions etc.
- d) Presentation by the Community Development Director on what triggers a project to come before the TCC for review.

Mr. Allen reminded the TCC that the Traffic Analysis Workshop would be held on Thursday, May 18, 2006. Mr. Boyd asked for a packet from the previous workshop on Traffic Analysis. Staff will mail this information to TCC members. Since not everyone was able to attend the first workshop, Mr. Boyd also asked if perhaps Rob Dayton could do a presentation on Traffic Analysis at a future TCC meeting.

5. Review of upcoming Agenda items.

June 8, 2006 (7:30 AM – Gebhard Room) Joint Downtown Parking Committee/TCC Meeting  
Downtown Employee Survey Results - Davies  
Kickoff on Urban Village Study – Consultant will also be present.

June 22, 2006 (6:00 PM – Gebhard Room)  
Parking Design Guidelines  
Street Light Committee Report (additional work was required for this report and this item may not be included if report is not ready)

Chair Coffman-Grey asked when the Oak Park NTMP was going to Council. Staff plans to take it to Council in June 2006 but no specific date has been set.

6. Committee Member/Subcommittee Comments.

Ms. Greene will be out of town on June 8, 2006, and will not be able to attend the Joint DPC/TCC meeting.

7. There will be no meeting on May 25, 2006. The next regular TCC meeting will occur on June 22, 2006.

**ADJOURNMENT: 7:35 PM**