



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, July 27, 2006 6:00 PM

CALL TO ORDER: Chair Koffman-Grey called the meeting to order at 6:00 PM.

ROLL CALL:

TCC MEMBERS

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

Attendance

Excused
Present
Present
Present
Present
Present
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Robert J. Dayton, Supervising Transportation Planner
Alexandra Ho, Administrative Specialist
Addison Thompson, Planning Commissioner

CHANGES TO THE AGENDA: None.
Mark Bradley came in at 6:01 PM.

PUBLIC COMMENT:

1. None.

CONSENT CALENDAR:

2. APPROVAL OF MINUTES:

Dr. Cooper inquired if a date had been set for the Oak Park Neighborhood Traffic Management to be taken to Council. Mr. Allen explained that it would not be taken to Council; instead the balloting as submitted would stand.

A motion was made by Dr. Cooper and seconded by Mark Bradley to approve the TCC Minutes from May 11, 2006, as written.

Ayes: 4 (Bradley, Cooper, Greene, Coffman-Grey)

Notes: 0

Abstain: 2 (Tabor, Maas)

Absent: 1

A motion was made by Isabelle Greene and seconded by David Tabor to approve the TCC Minutes from June 22, 2006, as written.

Ayes: 5 Noes: 0 Abstain: 1 (Maas) Absent: 1

REPORTS:

3. MTD's Monthly Downtown/Waterfront Shuttle and Commuter Lot Shuttle Report (May and June)

TCC members were concerned that ridership was down for both the Wharf Woody and Waterfront Shuttle due to heavier congestion on State Street. Dr. Cooper asked if it would be possible for traffic lights on State Street to be reset so they would be synchronized; he also wanted to know how the Circulation Element applied in this situation and whether or not the Circulation Element would apply in closing down sections of State Street. Browning Allen suggested that congestion was not the only factor; post 9/11 showed a major drop in ridership and weather issues also played a part in the decrease. Mr. Allen said the SBMTD are planning to do a more thorough analysis on why ridership is down. TCC members were very interested in alternative solutions, such as synchronizing traffic signals on State Street or possibly closing down portions of the street.

4. Update on TCC's involvement in the Land Development Process

Paul Casey, Community Development Director, gave a status report on the various projects in which there was TCC involvement. One project the TCC engaged in was the Veronica Meadows Bridge Project. The project went to City Council but they were unable to support it in its current form. Another example of TCC involvement was its role in the transit subcommittee – a number of the members served on it and came up with a successful solution on how to get more transit out on the street. Redeveloping the SBMTD Transit Center also involved the TCC. A feasibility study was initiated with many different groups and the study should wrap up in the next few months. The TCC is also involved in policy implementation, such as supporting the Circulation Element. One example of this is Council just adopted the Pedestrian Master Plan. Other examples include the neighborhood traffic management projects, both St. Francis and Oak Park. There are also two major policy issues coming up: one is the Upper State Street Study. TCC needs to look at this project from a circulation standpoint; what is the overall goal for Upper State Street? Another project is the General Plan Update (SB 2030) – this is looking at the City as a whole and what direction the City will be going in the next 20 to 30 years. Housing will be a crucial element as well as transportation and circulation. This plan will also give the TCC a chance to test the Circulation Element and revisit it from time to time to make any changes it deems necessary.

TCC Comment:

TCC members wanted clarification of what role the TCC will play in these upcoming projects. Dr. Cooper suggested that land development and transportation are one and inquired how SB 2030 worked and how revisiting the Circulation Element would change things. Mr. Casey explained that 2030 is a two-step process. First, the City must lay out the big picture and discuss various growth scenarios. Once there is a direction, all the elements, including land and transportation, must be researched, and that is where the TCC can recommend changes. Dr. Cooper also wanted to know how the citizens of Santa Barbara could become involved in the process. Mr. Casey informed the TCC that for the Upper State Street Study, there would be

TRANSPORTATION AND CIRCULATION COMMITTEE

Meeting Minutes

July 27, 2006

Page 3 of 3

walking tours and a number of public workshops. He also encouraged people to come to the different board and commission meetings as well as to City Council meetings. City staff is also going to be available to speak with any organization that would like more details on the issue.

Ms. Greene suggested that if land development and transportation are as one, then two members of the land development review board should sit on the TCC and vice versa. Mr. Casey clarified that was the role of the Planning Commission – they were responsible for balancing the different elements. Mr. Tabor proposed having an annual report on the state of current projects; that way the TCC could stay ahead of the issues. Mr. Casey stated he had the report on Measure E for Planning Commission which he would forward to the TCC. Chair Coffman-Grey suggested that the TCC provide input on the transportation aspects of projects, and that would help smooth the process for the Planning Commission and City Council.

5. Staff Briefing on Current Topics

The St. Francis Neighborhood Traffic Management Plan is moving forward on the design. The Engineering department took it to the Architectural Review Board and the plan is to go back in August with more designs. The price of the project is in the \$40,000 range. Browning Allen will email the TCC the exact cost. TCC members also inquired about the Oak Park Neighborhood Traffic Management Plan. Mr. Allen explained that for the St. Francis area, two ballots were issued. One ballot was supported by 80%. The same process was done in Oak Park, but the ballot did not receive 66% support. However, if the neighborhood comes back, then the City will look at it again.

6. Review of Upcoming Agenda Items

September 2006 – Parking Design Guidelines

Annual Report for Downtown Waterfront Shuttle and Commuter Lot Shuttle

Rob Dayton, Principal Transportation Planner, informed the TCC that hopefully an emergency evacuation presentation can be scheduled for September.

6. Committee Member/Sub Committee Comments

Dr. Cooper met with the consultant for the De La Guerra Plaza, but nothing concrete will happen until next year.

ADJOURNMENT: 7:27 PM