



MEETING MINUTES

CITY OF SANTA BARBARA

TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday December 14, 2006 6:00 PM

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

ROLL CALL:

TCC MEMBERS

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

Attendance

Present
Present
Present
Present
Present
Present
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Robert J. Dayton, Principal Transportation Planner
Tully Clifford, Supervising Transportation Engineer
Dru van Hengel, Mobility Coordinator
Elizabeth Schulz, Executive Secretary
Teresa Martinez, Administrative Specialist

OTHERS PRESENT:

Cynthia Boche, Assistant Planning Manager, SBMTD

CHANGES TO THE AGENDA: None.

PUBLIC COMMENT:

1. Judy Mckee expressed her concern for the constant stream of garbage trucks surrounding Saint Francis Hospital. She cited the dangerousness of the intersections in the area especially in regards to Garden Street and Arrellaga Street. She requested cooperation and open communication between the City, Cottage Hospital, and the residents of the area regarding the haul routes.

CONSENT CALENDAR:

2. The Minutes of the Transportation & Circulation Committee meetings on July 2006 and September 2006 were approved with the understanding that the cited revisions would be amended.

July 27, 2006 corrections:

Dr. Cooper had questions regarding the July 27, 2006 Minutes in terms of Item 4, the SB 2030 Update and the Land Development Process in terms of how it relates to TCC; and Item 5

regarding the specific financial costs of operating the St. Francis Neighborhood Traffic Management Plan. It was responded that there was \$400,000 to work with to do the projects in the neighborhood with the Safe Routes To School grant and \$400,000 for Traffic Calming of the St. Francis area. Dr. Cooper requested Browning Allen to provide a ledger sheet of the past expenses of the project. Mr. Allen asked for clarification on what numbers are being requested: how much has been spent to date or how much the proposed traffic calming is going to be with the Safe Route To School and the St. Francis because they are different numbers. Chairman Coffman-Grey suggested moving this discussion to Item 7, Upcoming Agenda Items. Dr. Cooper accepted this suggestion.

Chairman Coffman-Grey asked that under Item 5 the amount of \$40,000 be changed to the correct amount of \$400,000. He also cited the misspelling of his name under the Call to Order and asked for that correction to be made in the revised Minutes.

A motion was made by Chairman Coffman-Grey and seconded by Mr. Bradley to approve the TCC minutes from July 27, 2006 with the aforementioned changes.

Ayes: 6 Noes: 0 Abstain: 0 Absent: 0

September 28, 2006 Corrections:

Mr. Boyd was excused from the September meeting, but was cited as making comments under Item 2. Mr. Bradley remembered making the said comments. Also, Mr. Boyd was excused, not absent.

Mr. Boyd and Ms. Greene recognized that the month of September was omitted from the heading at the top of the page.

Mr. Allen recognized that on Page 2 there was one too many zeros in the FY 2008.

Mr. Bradley recognized that under Item 4: A.M. was missing from the 4-6 o'clock reference. He also noticed that MTD does not start service operation until 5:30 a.m., not 5 p.m.

Ms. Greene recognized many typographical and grammatical errors. She also stated that some of her comments were not cited as what she meant. She dictated what she meant and asked that these corrections be revised.

Chairman Coffman-Grey asked that the revised Minutes be included in the next Agenda packet, but also suggested approving the Minutes due to the member changes of the TCC committee next month. Ms. Greene moved to approve the September 28, 2006 Minutes and the motion was seconded by Mr. Maas.

Ayes: 6 Noes: 0 Abstain: 0 Absent: 0

Reports

3. MTD's September and October 2006 Monthly Downtown Waterfront Shuttle and Commuter Lot Shuttle Report, and 1st Quarterly Crosstown Shuttle Report. – Browning Allen

Browning Allen introduced Cynthia Boche as the contact person pertaining to Committee questions.

Dr. Cooper asked Ms. Boche why the Wharf Woody was performing so well and the other shuttles are not. Ms. Boche referenced the paragraph at the bottom of Page 2 of the Shuttle Report citing the increased advertisement campaigns at Chase Palm Park on Cabrillo Boulevard and also in the hotels along the East Beach shuttle route as the reason for the Wharf Woody's success. MTD is hoping to do similar advertisement campaigns in order to increase ridership for West Beach and State Street routes.

Chairman Coffman-Grey reminded the Committee that this was just an information item.

4. Bike Station Update.

Browning Allen introduced Dru van Hengel, Mobility Coordinator, to present a PowerPoint on the Bike Station Update. Ms. van Hengel informed the Committee that last week the Bike Station Coalition was awarded a contract to finish furnishing the Bike Station at the Granada Garage and to operate the Bike Station annually for five years. It is currently furnished with 76 bike parking spaces and is waiting to be fully furnished and finished by the Bike Station Coalition. The finished Bike Station will consist of a welcome area with an information kiosk, vending machines for items such as bicycle lights and other related items, a self service repair station with tools affixed to the wall in order for riders to make minor repairs, and an air compressor to fill tires. There will also be day-use lockers, and restrooms with a shower and changing rooms. The Bike Station is a project component of the Granada Garage and it increases parking options, reduces vehicle emissions and congestion, and increases transit trips because of the natural linkage between the Bike Station, MTD, Vista, and the Clean Air Express.

The award to the Bike Station Coalition includes in its scope of work the finishing preparations for the facility for operations. They are going to provide ongoing bike parking operations with Access Management Device that allows for 24-hour accessibility by using a Key Card. Membership names and contact information will be recorded with the membership as it is executed as a way to keep track of people's usage as a security measure. The facility will also host the Green Bike and Loaner Program that has yet to evolve. The Coalition will do the promotion, advertising, and marketing for the Bike Station that is consistent with the other Bike Stations throughout the State and West Coast. The Coalition will give the City monthly and annual reports in regards to costs and usage as incurred by the Coalition. The Santa Barbara Bike Station can be found on the Bike Station Coalition Website. A membership to the Santa Barbara Bike Station will allow for memberships to any Bike Station run by the Bike Station Coalition. There is a one time fee of \$20.00 for the Proximity card plus the cost of using the Station. The Grand Opening of the Bike Station has a target date of March 1, 2007 if not sooner.

TCC Member Comments:

Mr. Maas asked if a person could sign up and start using the facility now. He also asked how a member would receive their access card. He was informed that a member could sign up now, but would not be able to use the Station until after the Grand Opening and that the card would come from the Bike Station Coalition to the member via mail.

Mr. Boyd asked if the Bike Station would be staffed in order to sell services and supplies and if not, how services and supplies will be sold. He was informed that the Bike Station would be initially staffed to get people acquainted with it, but it will be an unstaffed facility which is the reason for the Access Management System. He also asked if volunteers could be utilized in

order to staff the Station instead of using paid staff. It was answered that the option of using volunteers had not been explored, but the resource of the Downtown Parking hourly staff could be utilized during peak-time hours if need be. Browning Allen also commented that in accordance with the experience of the Bike Station Coalition, this Bike Station will work well as an unstaffed facility once it is operational due in part to the utilization of vending machines.

Mr. Bradley suggested that joint promotions be done with the Coffee Cat so that for every \$20.00 dollars spent a member could get a free cup of coffee. It was replied that there would certainly be joint marketing and shared efforts. He also asked if there is demand for more than 76 bikes is there room to expand. Currently there is space dedicated to vending machine retail and bike repair although as the facility evolves if these services are not being used then the space can be used for added bike parking. The development of the MTD Transit Center is also being considered as a place for another Bike Station to be added.

Mr. Tabor asked if Downtown residents would be able to house their bikes at the Bike Station if there living situations did not afford them other bike parking. It was answered that the Bike Station is meant to be a commuter service and if the desired success of the Bike Station is realized a model would be adopted so if a bike did not move every couple of days it would no longer be eligible to use the Bike Station.

Dr. Cooper inquired into what the cost was to create the Bike Station and what the cost will be to maintain it. Browning Allen replied that the cost to create the Bike Station is unknown due to its being a shell as part of the construction of the Granada Garage project. As far as operation costs there is a \$25,000 annually operating budget that was approved by Council last week and a one time \$86,000 from the Parking funds to do tentative improvements. The \$25,000 annual budget is broken down into \$12,000 going to the Bicycle Coalition for member management each year, utilities at \$6,000, repairs at \$2,000 and marketing at \$5,000.

Mr. Maas asked if there was a cutoff ratio based on how many spaces available per how many members there could be in case there was such a demand that members would regularly find that there were no available spaces. It was replied that the Bike Station Coalition would have that answer, but at this time it was unknown.

Dr. Cooper inquired about bicycle theft and security measures as it pertained to an email from Roger Horton regarding bicycle thefts at the train station. It was replied that the Bike Station is a double lock system where there is a lock to get into the door and then members lock their bicycles in the spaces as well. Browning Allen also responded that with the use of the key cards, it will be known who enters the facility at any given time so if a bike is stolen during a certain time the records could be pulled to find out who was in the Station during that timeframe.

Mr. Tabor made inaudible comments regarding if the cost per bike space versus the car parking space were compared...

Dr. Cooper made a rebuttal to Mr. Tabor's comment stating that he would like the City to project the cost per vehicle for any parking structure to the city in tax revenue compared to the tax revenue of anybody who is riding a bicycle in the city because long term the tax revenue for vehicles outweighs any income from anyone riding a bicycle both in sales tax, car tax, and gasoline tax, etcetera.

Ms. Greene would like to see the comparative figures of the costs of building a parking space to the costs of building a bicycle space.

5. Update on Enhanced Transit and Bus Pass Program

Browning Allen presented a status report update on enhanced transit. The Committee made recommendations to Council during the past calendar year and the agreements are going to Council on Tuesday December 19, 2006 to amend the agreement with MTD to start the service. The Enhanced Transit Lines 1, 2 and 3 of the Master Agreement with MTD are being recommended for approval. The service will start March 5, 2007. The City of Goleta will be taking consideration on Monday December 18, 2006 for the Priority Number Two for Lines 6 and 11. If Goleta approves it, the County has already signed off on it and Council will approve that agreement on Tuesday and that service will also begin on March 5, 2007. It is looking positive that the three priorities the Committee weighed in through the Enhanced Transit Sub Committee will be implemented in March of 2007. The cost summary is included with the agenda. Priority 1 is being funded out of the MyRide Program. Priority 2 will be funded out of the MyRide Program and Measure D funds. Priority 3 is being funded 100% from Measure D funds. MTD was able to acquire the necessary buses to move forward with enhanced transit and the City's cost towards the capital is just under \$25,000. Those buses will be used permanently on Lines 6 and 11 and on an interim basis until we get the hybrid electric diesel buses on lines 1 and 2 which is Priority 1. We will be assisting MTD with a capital match on Priority 1, lines 1 & 2 of \$250,000 which will be from Parking funds and Measure D funds.

Mr. Bradley asked if MTD is paid per MyRide pass or per each time the pass is used. It was responded that per the agreement MTD is paid per usage at \$1.25 to the Parking Program. The current MyRide program is being phased out which started on October 1, 2006. The Downtown Parking Committee recommended modifying the MyRide bus pass program for the downtown workers to a 90 day pass. In order to accommodate the request of the Enhanced Transit Sub-committee which was supported by all of the advisory committees there will be a charge of \$45.00 per 90-day pass. The passes are available to persons who work in the Downtown core which consists of north/south boundaries of Sola to Mason Street and east/west boundaries of De la Vina to Garden Streets.

Mr. Tabor asked about the report for the number of Downtown employees. It was replied that the data is still being analyzed, but a report is soon to come.

Dr. Cooper asked if there was an alternative to Measure D. It was replied that at this time there is not an alternative. It is likely that SBCAG will put it back on the ballot in 2008, but there is no talk about that at this time.

Mr. Coffman-Grey commented that he was surprised to see the changes to the 10-ride bus pass program from what was proposed by the sub-committee in November 2005. The Enhanced Transit Sub-committee moved for Priority 2 to propose a limit but not to eliminate the 10 ride program completely. He assumed MyRide money would be used for it, but the 10 ride program would continue. It was replied that the 10 ride program has been in commission since 2000 and that because of the limitations of the budget, it was possible that the 10 ride program would have to be suspended if the budget was expended prior to the end of the fiscal year. The Downtown Parking Committee met and discussed the budget issue, the inconvenience to the riders to have to renew passes every two weeks, and the lack of tracking and enforcement of the 10 ride pass. It would not be possible to continue the bus pass program as is it currently is and continue with the enhanced transit program. The proposed solution to capping City costs is

by charging a nominal cost of \$45.00 thus supplementing 1/3 of the cost of the program. Other benefits of the new MyRide pass are it is more user friendly, we will be able to track usage, and get rider ship reports in order to see how effective the program is. Mr. Coffman-Grey voiced his concerns for the people who are not affected by the enhanced transit program and also for people who benefit from using the 10 ride pass on a sporadic basis such as those who utilize the Commuter Lots and pay a fee for their permits, but don't necessarily drive downtown everyday. He feels that the proposed \$45.00 fee will deter those people from taking alternative transportation. He also feels that discontinuing the current program for another program is not consistent with the goal of reducing cars coming into the downtown area, but may actually serve to reduce bus rider ship instead. It was replied that rider ship will be monitored and if there is a decrease in rider ship then this program will be reevaluated and taken back to the Downtown Parking Committee, but at this time both the enhanced transit and the 10 ride program were not feasible and that hopefully with marketing efforts the new MyRide program will attract and keep bus riders who would otherwise buy a Commuter Permit and spend money on gas to drive to work instead of paying the \$45.00 for three months to take the bus. Mr. Coffman-Grey also asked about the motion that was made by the Enhanced Transit Subcommittee suggesting to consider using Waterfront funds to fund a portion of the Downtown/Waterfront Shuttle in order to free up Measure D funds and if that motion was considered in this decision. It was replied that that motion was brought forth to Council, but it was not approved. Measure D funds and Parking funds are the only funds being used for Enhanced Transit.

6. Staff Briefing on Current Topics

Ms. Greene announced that this will be her last meeting for a while. She congratulated and thanked the City for its public appreciation and complemented Browning Allen for his calm and respectful demeanor during the meetings.

Mr. Coffman-Grey thanked Ms. Greene for her work on the Committee and for her insight and input.

Mr. Allen introduced new staff of the Transportation Division including Teresa Martinez, Administrative Specialist; Sarah Grant, Planning Technician; and Steve Foley, Supervising Transportation Planner.

7. Review of Upcoming Agenda Items

Review of the 2007 TCC Calendar. The second Thursday of the month designates tentative TCC meetings and the fourth Thursday of the month designates the regular meetings. During November and December the regular meetings will be held on the second Thursday of those months due to the holidays.

The agenda for the next meeting will include a report on the Downtown Employee Survey based on some results of the Davies Study and on the staff efforts of Downtown Parking. If ready, the report will be included with the agenda materials for next month's meeting.

The second part of the Streets Capital Budget was requested to be brought back to the Committee. The second part of that discussion along with the Street Light Advisory Committee Report will be coming in the future.

The Report on Measure E for 2006 was requested to be forwarded to the Committee in the January mailing for informational purposes only. It was not requested to put this item on the Agenda.

Dr. Cooper asked if there was a response to the public comment and if it is even in the jurisdiction of the Committee to be concerned about the hauling of waste from St. Francis. Browning Allen responded that it was not in the jurisdiction of the Committee, but Tully Clifford, Supervising Transportation Engineer, would be reviewing and approving the traffic control plan and haul route and he will take into consideration the residents' concerns. It was requested that the Bungalow District be contacted with Tully Clifford's information because at this point they believe that Tony Nisich, Public Works Director, is the contact on this issue.

8. Committee Member/Sub Committee Comments

Mr. Boyd asked what was the status of the recommendation to do a re-study of the Oak Park Neighborhood vote. Browning Allen responded that the direction from City Administrator and Council is that the Oak Park Study is complete unless the residents come forward with some type of petition or neighborhood process asking to reinstitute it. There will not be any more work in the Oak Park area except for the work that is being done by Cottage Hospital as part of the Hospital Modernization Program. Mr. Boyd responded that sweeping aside this issue goes against the hard work and recommendations of the Committee. Browning Allen responded that he along with Rob Dayton had a conversation with the Chair and the Committee a few months ago and the direction was to let the ballot stand as submitted. Residents took a vote and they are letting the votes stand. It is still in the work-plan to bring to the Committee and Council the Neighborhood Traffic Management Program Manual by the end of this fiscal year or early next fiscal year learning from the St. Francis Area and Oak Park Area.

Mr. Boyd also voiced his concerns regarding the St. Francis area especially in regards to the Arrellaga and Garden Street area as part of the Second Phase of the Transportation Plan. He asked where the improvements stand in regards to the Second, Third, and Fourth Phases. It was responded that we are the final design phase of the St. Francis Traffic Calming and Safe Routes To School in the St. Francis area. Garden and Arrellaga streets are a part of Phase 1 which are curb extensions with an enhanced crosswalk. We have been in the Environmental review process for 3 months. We are also awaiting final approval from the Architectural Board of Review for the aesthetics of the curb designs. Once final approval is granted, the drawings will be submitted to the Engineering Division for approval and then they will go out to bid. The conditions of the project were to get the First Phase in place and operational for a number of months and then come back with a report on how they were working. There is a budget for the St. Francis Traffic Calming and the Safe Routes To School. Once it is evaluated how well it's working and received, then we will look forward to future programs. In order to move forward with projects, an identified budget is needed. There is an identified budget of a \$450,000 grant for Safe Routes To School plus \$50,000 in matching funds minus consulting costs of \$40,000 and \$300,000 set aside for Traffic Calming.

Dr. Cooper feels that for \$700,000 or \$800,000 for obstructions in the street, the City could have used that money better by putting more police officers on the streets to enforce speeding violations and make safe routes to school safe.

As a resident of St. Francis area, Steve Mass has seen a big improvement on Alta Vista Street. The two roundabouts on Alta Vista and the one on Olive at Sola have worked very well and he looks forward to seeing the future improvements.

Ms. Greene was curious about the attitude of law enforcement in regards to speeding because she has observed an increase in speeding and she was wondering if there was a relaxation in enforcement that is contributing to this trend. Browning Allen responded that there were some staffing issues with the Police Department. He then introduced Tully Clifford to discuss the Speed Awareness Program that the Transportation Division has implemented with the Police Department. Tully Clifford explained that the Speed Awareness Program consists of the Police Department's radar trailer being brought to specific locations around the city for one week to measure speeds. The locations are chosen based on key locations identified by the City as speeding concerns and also by city residents' concerns. After a couple of weeks, the police visit those areas to undertake enforcement so that way education is being provided for drivers and then there is enforcement to that education. Another part of this program is public awareness of the program through media outlets. Mr. Boyd requested the trailer be brought to Flora Vista. It was stated that the recommendation would seriously be added to the list.

Ms. Greene requested the trailer be brought to De la Vina above Constance. It was responded that De la Vina Street is a main concern and that the trailer is already scheduled for the 2100 and 1200 blocks of De la Vina. Ms. Greene also asked why the Santa Barbara Police Department is under funded by a considerable amount in comparison to other cities when Santa Barbara is a wealthy city. There was no response to this comment.

Mr. Maas asked if the program included violations of pedestrian right-of-ways. He would like to see more efforts to enforce the right of way of pedestrians. Tully Clifford responded that there are signs in development to educate motorists of the right of way of pedestrians. The signs will be rotated in the same fashion as the radar trailers. There are also signs being developed for pedestrian education.

Mr. Bradley suggested using a program similar to the "Smart Street Program" that some counties in the Bay area use which is a combination of volunteer organizations and government agencies getting together to try to educate people about the issues at hand. It was recommended that Coast is a possible organization that might be interested in joining those efforts.

ADJOURNMENT: 7:16 PM

Committee Members: **Bill Boyd, Mark Bradley, Michael Cooper (Vice-Chair), Isabelle Greene, Steve Maas, David Tabor, and Keith Coffman-Grey (Chair)**