



# **MEETING MINUTES**

CITY OF SANTA BARBARA

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

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, May 24, 2012, 6:00 PM

CALL TO ORDER: Chair Blackerby called the meeting to order at 6:03 PM

### **ROLL CALL:**

#### TCC MEMBERS

Hillary Blackerby  
Mark Bradley  
Keith Coffman-Grey  
Edward France  
Susan Horne  
David Tabor

#### Attendance

Present  
Present  
Present  
Present  
Present  
Present

#### CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
Malinda Reese, Project Engineer, derrick, john e  
Kim Thaler-Strange, Administrative Specialist  
Derrick Bailey, Supervising Traffic Engineer  
John Ewasiuk, Principal Civil Engineer

#### LIAISONS PRESENT

Cathy Murillo, Council Liaison  
Deborah Schwartz, Planning Commission Liaison

#### OTHERS PRESENT

Sherrie Fisher, MTD

**6:00**

**CHANGES TO THE AGENDA:** None.

### **PUBLIC COMMENT:**

1. Chair Blackerby called the meeting to order at 6:01

Public Comment:

### **CONSENT CALENDAR:**

2. **Approval of Minutes from the April 26, 2012 meeting where a TCC quorum was present.**

**Motion:** Approve the Minutes from the April 26, 2012, meeting.

Motion made to approve the minutes by, Keith Coffman-Grey; seconded by Susan Horne

Ayes: 5      Noes:      Abstain 1      Absent:

## REPORTS

### 3. Downtown Waterfront and Commuter Lot Shuttle Service Changes

Browning Allen, Transportation Manager presented this report. Due to the elimination of the RDA, the budget for the Downtown Waterfront and Commuter Lot Shuttles has been cut by \$300,000. Staff would like the Committee to make a recommendation to eliminate financial support for the Commuter Lot Shuttle and raise the fare on the Downtown Waterfront shuttle to \$.050.

The Committee asked questions about the other means of transit that could be used by those few who utilized the shuttles. Would there be the possibility of a discounted bus pass? Mr. Allen indicated that there was a bus stop near the Commuter Lot that served five or six different routes, including lines 1 and 2. He also said that the possibility of issuing bus passes for those users could be evaluated, perhaps by raising the fee for the use of the lot. Mr. Bradley asked if the City's action would be to reduce the subsidy to MTD and let them figure it out. Mr. Allen answered that in the agreement with MTD, \$101,000 is spent on the Crosstown Shuttle, which is used as part of the mitigation measures for the Granada Garage. The elimination of the Commuter Lot Shuttle was approved by the MTD Board.

Mr. Tabor wondered if there was consideration given for the peaks in ridership due to employees arriving at and leaving work. Mr. Allen said that the Carrillo Lot Shuttle was only used during the A.M. and P.M. peak. Mr. Coffman-Grey expressed that he understands why the City is going in this direction, and supports staff's recommendation, but was concerned that this would result in a cutback on essentials for minimum wage employees, and that downtown workers would start doing the "75-minute shuffle" again. He also said that raising the rate of the Downtown Waterfront shuttle to \$0.50 was not a big deal. Staff had given this issue serious consideration, and with only 12,000 riders per year, it is difficult to support ridership that is that low.

Ms. Schwartz asked about the timing of this decision and how it was calibrated within the budget, and asked if there was any news from the Oversight Committee. Mr. Allen said there was no news from the Oversight Committee yet, but that the City hoped to hear something soon. He also indicated that he had to move forward as if they were going to take the money, and that this is the second year of the budget cycle. If the money is lost, this item will go to City Council. If we are able to keep the money, then this issue is off the table; although the increase in fare for the Downtown Waterfront Shuttle would still happen.

Mr. France asked Ms. Fisher if the City could buy passes for everyone. He spoke to the programs in place at City College and UCSB. Ms. Fisher replied that anyone can buy the passes and that the schools pay for all the students whether they ride or not. MTD would be willing to work with the City on this option and thanked staff for being forthcoming with this information, which allowed MTD to solicit public opinion. Mr. France then suggested bike pods for the various stops.

Mr. Allen replied to Mr. Bradley's question about reallocating the \$300,000 if the City gets to keep the money. That is a conversation to have with the City Administrator. These funds were used to support mitigation measures, and would probably have to be used in similar fashion. Ms. Blackerby was in support of the recommendation and likes the bike pod idea.

**Motion:** Recommend that Council accept staff's recommendation to eliminate the Commuter Lot Shuttle and increase the fare on the Downtown Waterfront Shuttle to \$0.50.

Motion made by Mr. Coffman-Grey seconded by Mr. Tabor

Ayes: 6      Noes:              Abstain: 0      Absent: 0

#### **4. De La Vina and Figueroa Intersection Improvements**

Malinda Reese, Project Engineer, presented an informational report about the De La Vina and Figueroa Intersection Improvements. On January 24, 2012, Council received a report on the options for improvements at the intersection of De La Vina and Figueroa Streets. Given four alternatives, Council directed staff to move forward with installing curb extensions at all corners of the intersection, as well as safety lighting. Highway Safety Improvement Project (HSIP) Grant funding has been awarded to the City for this project alternative.

Mr. Allen indicated that this is an informational item to give a status report to the Committee.

Ms. Blackerby asked if painted crosswalks were part of the plan. Ms. Reese said that they were not. Mr. Bradley wanted clarification about the red and green parts of the map. The green indicated areas that would be landscaped, and the red indicated where red brick raised pavers will be.

There was concern about the raised pavers being a trip hazard. Staff indicated that ADA requirements need to be met; and that this is the minimum size area that we can put those in. Mr. Bailey added that staff is taking a measured step by step approach. First, there would be intersection improvements. Next pavement markings would be added. If more was needed, then staff would begin exploring the use of flashers. Mr. Coffman-Grey said that he was pleased that this was going forward.

Ms. Horne wondered what the criteria for the "next step" would be. Mr. Bailey replied that staff believes that this will solve the problem, and that one accident may or may not trigger more improvements. He answered Ms. Blackerby's question about painted ladder crosswalks by saying that the City was not doing that because it was a maintenance issue. If that turns out to be a step that makes sense, it will be done. The false sense of security is not a big concern. Mr. Tabor pointed out that the crosswalk has the purpose of letting a driver know that something is coming up.

Mr. Bailey clarified sight friction for Ms. Horne, and replied to Mr. Bradley that yes, a yellow sign would help in combination with crosswalks; however the City wants to limit the number of new traffic control devices that are introduced. Mr. Coffman-Grey asked about painting a crosswalk on the north end of Figueroa. Mr. Bailey replied that the drivers and pedestrians would have to be aware of each other. However, if a driver had to wait at the intersection, he/she may lose focus and not notice the pedestrian.

Mr. France expressed appreciation for the fact that bikes and cars will be able to share the road, as well as how turning movements are articulated for large vehicles. He mentioned other cities using more paint on their streets. The paint is a plastic-like paint. He finds that the idea of paint as a maintenance issue alarming and that there is a lack of uniformity in the traffic control devices. He believes that the general trend is leaning towards more paint on the roads for cyclists and pedestrians and he would like to see a crosswalk on the north side of Figueroa.

Ms. Blackerby is excited to see this item, and asked if there was a plan to reroute the MTD busses to this street. Ms. Fisher said that they would stay on Anapamu. Ms. Blackerby and Mr. Tabor agree with

Mr. France's view that there should be more paint used on the street and that the crosswalk should be painted. Mr. Tabor applauded staff's efforts but agreed that there is a lack of uniformity around town.

Mr. Allen and Mr. Bailey answered Ms. Horne's question about how turning movements are figured. They are figured out using a template.

## **5. Mason Street Bridge Replacement Project**

John Ewasiuk, Principal Civil Engineer, presented a report on the Mason Street Bridge Project and asked the TCC to comment on its consistency with the Circulation Element and Pedestrian Master Plan, and provide recommendations to Council on whether Kimberly Avenue (Kimberly) should remain as a two-way street, or change to a one-way street.

Mr. Ewasiuk described the location and the issues surrounding the project, and how it fits in with other City projects.

### **Public Comment:**

Lee Moldaver, member of the Creeks Advisory Committee (CAC), representing the special ad-hoc subcommittee of the CAC, indicated that the CAC wanted Kimberly to be one-way with the narrowest possible bridge. He pointed out that the HLC indicated several times that the current design could be better, and that Creeks suggested that there was no pressing need to keep Kimberly as it is.

Ms. Blackerby summarized a letter received from Children's Museum (Museum) that said that they would prefer Kimberly to remain two-way as they anticipate a large annual attendance, including school children arriving on busses. If Kimberly remains a two way street, it will be safer for the children. Another letter, written by a neighbor requested that parking on Kimberly not be slanted or angled, and expressed concern about a loss of revenue to businesses that have Chapala Street (Chapala) addresses if they have to be accessed via Kimberly.

Ms. Kay expressed concern about the loss of parking to residents and businesses in that area and that the neighborhood was not informed about any of these changes. She requested that the parking be retained on Kimberly and Yanonali Streets and that there be no slanted or diagonal parking.

### **TCC Comments**

Ms. Blackerby asked staff to clarify whether or not parking would be removed whether or not Kimberly stayed as a two-way street or became a one-way street, and asked that if the issue of the sidewalk, had been brought before the Access Advisory Committee. Mr. Ewasiuk indicated that the proposed project includes the two-way configuration for Kimberly, and that if the project is not done this way, the City will be in violation of the Americans with Disabilities Act (ADA). Mr. Allen added that per the ADA, the minimum sidewalk width is five to six feet, and that the Pedestrian Master Plan (PMP) calls for a six-foot sidewalk. He also said that this street was on the City's sidewalk infill list.

There was discussion of HLC's issues with project, and the bridge. Staff indicated that the ST-70 is similar to the historical bridge and that it is the same size and could be made to look like wood. However, it cannot have more than a 4" gap. ST-80 would need more gaps, and looks more like mission creek. There were concerns about parking for the Children's Museum. Mr. Allen indicated that they have onsite parking, and are meeting their demand by using the depot lot.

There was discussion of sidewalk width, and the narrowness of the bridge, along with discussion of the average daily trips across the bridge. The average daily trips are quite low. Staff is trying to minimize the exceptions that are being asked for. Mr. Ewasiuk answered Mr. France's question about policies regarding ADA compliance by saying that when there is work that impacts pedestrians, we must meet ADA compliance.

The committee ultimately agreed that the sidewalk had to be there, but there was debate whether it should be five or six feet. There was interest in the see-through railing, and it was suggested that if staff could get that railing approved, there might be some wiggle room for the sidewalk width. The Committee also agreed that community outreach to this neighborhood was critical. They supported keeping Kimberly as a two-way street. The main debate during discussion was on the sidewalk width. The majority of the Committee was concerned with keeping within the guidelines of the PMP. Staff suggested that a motion be made that would help staff get in alignment with the HLC and CAC desires, but reminded them that this is ultimately Council's decision.

Staff asked for a unified direction regarding Kimberly, and indicated that the design engineer will do what the City requests. Staff also said that if Council wants Kimberly to be changed to a one-way street, they would pursue a separate project.

The following motions were made and passed:

**Motion:** That the Committee recommend five foot sidewalks on the creek side of Kimberly, six foot sidewalks on the State Street side, and six foot sidewalks on both sides of Mason.

Motion made by Ed France; seconded by Keith Coffman-Grey

Ayes: 5      Noes: 1      Abstain      Absent:

Noes: Bradley.

**Motion:** That the Committee recommends keeping Kimberly the way it is in the proposal, through staff recommendations, as a two-way street.

Motion made by Keith Coffman-Grey; seconded by Hillary Blackerby

Ayes: 5      Noes:      Abstain: 1      Absent:

Blackerby adjourned the meeting at 9:10

