

Transportation & Parking Services

Transportation Alternatives Board

December 10, 2004
3-5PM
Cheadle Hall, Room 5123

AGENDA

- | | | |
|------------------|---|--------|
| I. | Roll Call | 3:00PM |
| II. | Introduction of Guests | 3:03PM |
| III. | Approval of Minutes | 3:05PM |
| IV. | Public Comment (Any member of the public may address the Committee for up to 5 minutes on an alternative transportation related item not scheduled elsewhere on the agenda.) | 3:10PM |
| DISCUSSION ITEMS | | |
| V. | Campus/Rail Link | 3:20PM |
| VI. | West Side Bicycle Access During/After Construction | 3:45PM |
| VII. | Update on Transportation & Parking Services Transportation Alternatives Program Initiatives | 3:55PM |
| VIII. | Update on Relations with Community Agencies Involved in Alternative Transportation | 4:10PM |
| IX. | Other Comments | 4:30PM |
| X. | Update on Bike Locker Program | 4:45PM |
| XI. | Adjournment | 5:00PM |

**Transportation Alternatives Board
December 10, 2004
Minutes**

Members Present: Greg Foltz, Logan Green, Steven Gross, David Pierce, Patrice Summers and Bruce Tiffney

Staff Present: Laura Condon, David Gonzales, Traci Kellogg, Tana Lucido, Tom Roberts and Bob Silsbee

I. Roll Call

The meeting was called to order at 3:05PM with Marguerite Bouraad-Nash, Mark Frickel and Art Gilbert unable to attend.

II. Introduction of Guests

Nancy Gallagher, History & Middle East Studies and Cyril Johnson, Physics were present.

III. Approval of Minutes

The minutes were approved with David Pierce abstaining.

IV. Public Comments

Nancy Gallagher addressed the Board as an active rail commuter and asked when our campus would have shuttle service to and from campus for our Amtrak commuters. She also shared with the Transportation Alternatives Board (TAB) her knowledge of how California State University Northridge (CSUN) started their campus rail shuttle service.

With Transportation and Parking Services (TPS) currently working on a shuttle program, Ms. Gallagher suggested that TPS monitor Amtrak arrivals, as delays are common and this would help to reduce unnecessary shuttle wait time.

DISCUSSION ITEMS

V. Campus/Rail Link

To encourage campus commuters to use rail service, a transportation link to and from campus is necessary. How to best achieve this goal was the focus of Board discussion with emphasis on determining demand, possible transportation options and costs.

With demand unknown at this time the Board recommended making the commitment to transport rail commuters as soon as possible as this will provide the opportunity to monitor user data and determine demand based on those statistics.

Taxis, contract shuttles, and UCSB's Transportation Services were considered and the Board concluded that the costs associated with taxi service could be as low as \$400 monthly or as high as \$1,600 monthly depending on the number of trips, with limited passenger capacity.

Contract shuttles require substantial commitment as they come with a designated driver but they have increased passenger capacity. Using a fleet vehicle from Transportation Services and tasking existing staff to drive would provide more flexibility while demand is still a dynamic variable and is available immediately.

TAB asked if there was any possibility of the Metropolitan Transit District (MTD) adding the Goleta Amtrak depot to their planned shuttle route that will serve the west side of campus and the local

business community (Isla Vista, Camino Real Market Place, etc.). TPS Director Roberts responded that the MTD shuttle is funded by the Santa Barbara County Association of Governments (SBCAG) based on a multi year funding plan to serve this particular community and the Goleta depot is too far from the area mandated for shuttle service by SBCAG. There are logistical problems with MTD serving the Goleta depot on La Patera Lane because limited clearance at the end of the street does not allow room for the shuttle busses to turn around and La Patera Lane lacks pedestrian sidewalks.

TAB recommended:

- TPS should initiate service to and from the Goleta Amtrak depot starting January 2005.
- TPS should use an existing fleet vehicle and a TPS driver and charge the Transportation Alternatives Program (TAP) for the staff time and vehicle usage.
- Costs be tracked and reported to TAB for on-going analysis and recommendation.
- Publicity to inform the campus of this service including comprehensive cost comparisons between single occupancy vehicles and rail travel.
- That TPS operate the shuttle in the most efficient manner possible until such time that demand is quantified and a permanent transportation solution is developed.

To help clarify what trains would require shuttle service, the Board reviewed the Amtrak Pacific Surfliner schedule and concluded that shuttle services is needed at:

- 9:03AM to meet passengers arriving from the north
- 10:22AM to meet passengers arriving from the south
- 3:47PM to deliver passengers departing for the south
- 5:47PM to deliver passengers departing for the north
- 6:50PM to deliver passengers departing for the south

Greg Foltz moved, Steven Gross seconded and TAB voted unanimously to allow TPS to expend TAP funds, in the most effective way possible, from the 2004-2005 Transportation Alternatives Program (TAP) budget to start the campus link and provide publicity to encourage campus participation.

TPS will provide TAB with a progress report at the next meeting (1-7-05).

VI. West Side Bicycle Access During/After Construction Update

A meeting, to discuss the construction of graduate student housing on Storke Field and the bike path issues associated with that construction, is scheduled for Wednesday December 15, 2004. This will be the first opportunity for TAB to voice their concerns for west side bike path safety and efficiency.

VII. Update on Transportation & Parking Services Transportation Alternatives Program Initiatives

- 1) TPS Director Roberts addressed the MTD Board and presented UCSB's alternative transportation plans for fiscal year 2004-2005 to an enthusiastic audience.
- 2) The legal agreement allowing us access to MTD encryption codes (to allow our "TAP Passport" to read in their fare boxes) has been reviewed and approved by the University's legal department and is awaiting signature at MTD headquarters.
- 3) MTD is drafting the master agreement for bus pass compensation, which will then require legal review and signature at UCSB before returning to the MTD Board for vote and signature.
- 4) TPS is waiting for the arrival of smart cards from our vendor in Israel and our last update indicated we should have them by late December. There have been delays in getting the programming needed to allow faculty and staff to purchase "A" and "S" stalls Monday-Friday, but our vendor is working on the problem and reports that resolution is expected soon.

5) Car share vehicles are equipped and ready to go.

VIII. Update on Relations with Community Agencies Involved in Alternative Transportation

Assistant Vice Chancellor Gonzales has been working with the Coast Board on their various initiatives with emphasis on expanding commuter rail to Goleta.

TAB, at a previous meeting expressed their desire to gather a group of large, local employers together to work on alternative transportation with a community wide perspective. The campus provided a list of employers to target for inclusion and that information has been shared that with the city of Santa Barbara. Setting up an actual meeting has been a little slower than hoped, but it is likely to be scheduled for sometime this spring, which will allow TAB/TAP to showcase the new alternative transportation programs recently developed for our employees.

IX. Other Comments

AS BIKES wants permanent representation on TAB and suggested at the November 12, 2004 meeting that one of the student TAB representatives become a member of AS BIKES. Greg Foltz attended the November 17, 2004 AS BIKES meeting but is unable to continue as the AS BIKES representative from TAB. TAB suggests that: 1) AS BIKES is welcome to attend all TAB meetings and 2) future student TAB nominees be aware that AS BIKES involvement is part of their TAB commitment.

On Thursday December 16, 2004 SBCAG, Caltrans and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency are meeting at 105 E. Anapamu St., 4th Floor, Santa Barbara, CA to discuss how the rail corridor can better serve our community. TAB committed to having a representative at the meeting.

Roger Horton, Santa Barbara City Councilman and others are interested in bringing Michael Dukakis (who is on the Amtrak Board and is passionate about rail) to Santa Barbara. TAB pledged to gather more information as it would be ideal if the meeting of local employers could coincide with his visit. At the least, TAB would like a University spokesperson to make clear our concerns for expanded rail service in our area.

TPS Director Roberts will speak to members from SBCAG and the Air Pollution Control District next week and provide the presentation made to the MTD Board on our new alternative transportation programs.

Board members wanted to know if TPS would be purchasing additional Segways and would it be possible to have a fleet of Segways for rent?

Roberts responded that there are campus policy issues that need to be addressed such as:

- Segway etiquette.
- Segway safety.
- Segways on bike paths vs. Segways on sidewalks.
- Parking in bike racks vs. parking in parking lots.

TAB asked TPS to research what other Universities are doing with Segway policy and asked TPS to add this to UC Parking Conference (scheduled for spring 2005) agenda and report back to TAB with their findings.

X. Update on Bike Locker Program

Marsha Zilles, AS BIKES and TPS/TAP have resolved all outstanding issues and are creating an agreement that will bring both programs together into one comprehensive program. TPS will review the draft agreement with TAB members at the next TAB meeting.

XI. Adjournment

The meeting adjourned at 4:25PM.

TO: Design Review Committee
EVC Gene Lucas
Chancellor Henry Yang

FROM: Chancellor's Transportation Alternatives Board

SUBJECT: Proposed modifications of bicycle access on Pardall Corridor.

As a part of the long-range planning process for campus development, various suggestions have been put forth for developing the west margin of campus, and particularly for integrating Isla Vista into the campus. As a part of this process it has been suggested that Ocean Road be lowered so that it no longer serves as a physical barrier between the Campus and I.V. This would eliminate the existing underpass that conveys the Pardall Corridor bicycle trail from Campus to Isla Vista and replace it with a grade crossing in which cars and bicycles mixed. As we understand it, other bicycle grade crossings would simultaneously be established across Ocean Road at other locations.

While we very much support the creation of multiple bicycle access points between I.V. and Campus, we wish to very strongly oppose the idea of making Pardall Corridor a grade crossing for the following reasons.

- 1) The campus is facing an access crisis as space declines and populations grows. We need to encourage as much use of alternative transportation as possible. Bicycles are one of our most effective solutions. To encourage their use, we need to maintain safe, direct, bicycle specific access, as the Pardall underpass now provides.
- 2) Even with the presence of other access routes, Pardall Corridor is the most direct route to campus and will be the most heavily used.
- 3) A grade crossing is simply not safe. The same proposal also suggests that the new construction on the I.V.-Campus interface would include street-level small businesses as well as second and third story residential properties. Thus, the traffic flow Ocean Road would increase substantially and the potential for bicycle-car accidents would skyrocket.

We urge those individuals on campus who have the power to establish the boundaries of future planning to make it a condition of any design proposal for this area that the Pardall Bike path pass under or over Ocean Road. This offers a constraint to the designers, but great design is about being imaginative in the face of constraints.

LOSSAN North Corridor Strategic Plan

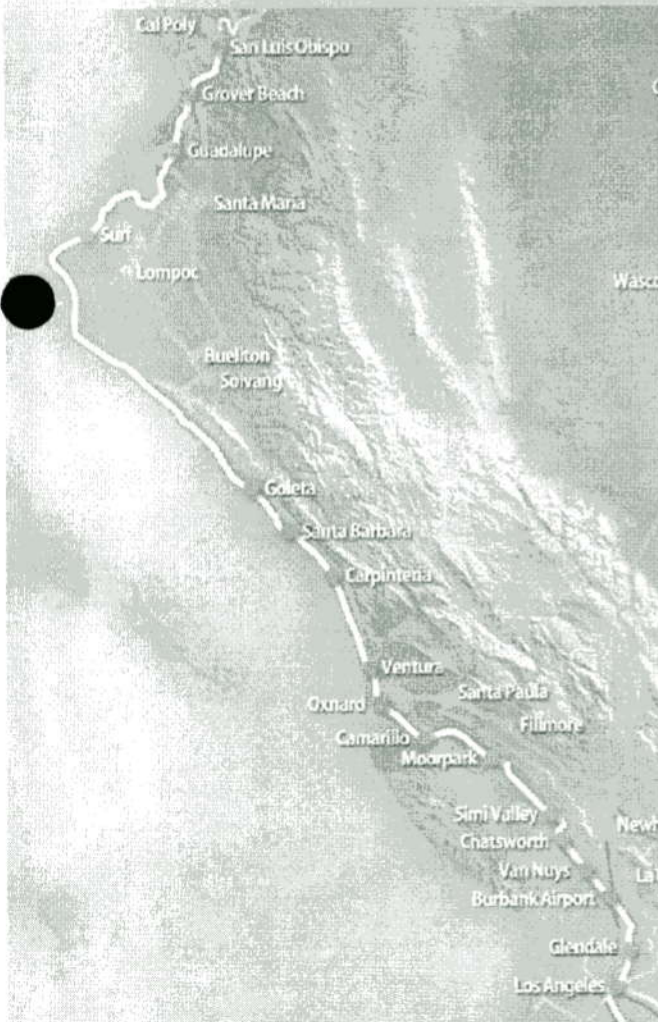
Thursday, December 16, 2004
12:00 – 1:30 pm *Light Lunch Provided*

Board of Supervisors Room
105 East Anapamu Street, 4th Floor
Santa Barbara, CA

STAKEHOLDERS MEETING

The Santa Barbara County Association of Governments (SBCAG), along with the California Department of Transportation (Caltrans) and the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency are participating in the development of a Strategic Plan (Plan) for the coastal rail corridor between San Luis Obispo, Santa Barbara, Ventura and Los Angeles. The Plan will identify and describe potential rail improvements (such as grade separations, sidings, upgraded track and signaling, etc.). The Plan will also detail how a proposed improvement would benefit train service and performance (train capacity, running time, safety, reliability, cost and cost effectiveness), as well as benefits and impacts to the environment and communities in which the projects are located. The Plan will provide a vision and potential timeline for the short- and long-term improvement of the rail corridor. While the focus of this plan is the entire intercity rail corridor between Los Angeles and San Luis Obispo, the plan will be coordinated with ongoing regional efforts, such as the SBCAG's 101 In-Motion project which is examining the potential of commuter rail, among other options, to address traffic congestion in the South Coast 101 corridor.

You are invited to attend a meeting to discuss how the rail corridor can better serve your community. The purpose of this meeting is to provide an overview of the project, potential rail projects and their benefits to the Highway 101 corridor and rail service, and the schedule for the study. Your input and comments will be used in the preparation of materials presented at Public Information/Education meetings, to be held in February 2005.



To RSVP or for more information, contact MICHAEL POWERS, SBCAG, (805) 961-8900 or Linda Culp, (LOSSAN) at San Diego Association of Governments, (619) 699-6957.

Sponsored by Caltrans, LOSSAN, and the Santa Barbara County Association of Governments (SBCAG).