

**CITY OF SANTA BARBARA  
CITY COUNCIL**

**Helene Schneider**  
*Mayor*  
**Frank Hotchkiss**  
*Mayor Pro Tempore*  
**Grant House**  
*Ordinance Committee Chair*  
**Dale Francisco**  
*Finance Committee Chair*  
**Cathy Murillo**  
**Randy Rowse**  
**Bendy White**



**James L. Armstrong**  
*City Administrator*

**Stephen P. Wiley**  
*City Attorney*

**City Hall**  
*735 Anacapa Street*  
<http://www.SantaBarbaraCA.gov>

**MAY 8, 2012  
AGENDA**

**ORDER OF BUSINESS:** Regular meetings of the Finance Committee and the Ordinance Committee begin at 12:30 p.m. The regular City Council meeting begins at 2:00 p.m. in the Council Chamber at City Hall.

**REPORTS:** Copies of the reports relating to agenda items are available for review in the City Clerk's Office, at the Central Library, and <http://www.SantaBarbaraCA.gov>. In accordance with state law requirements, this agenda generally contains only a brief general description of each item of business to be transacted or discussed at the meeting. Should you wish more detailed information regarding any particular agenda item, you are encouraged to obtain a copy of the Council Agenda Report (a "CAR") for that item from either the Clerk's Office, the Reference Desk at the City's Main Library, or online at the City's website (<http://www.SantaBarbaraCA.gov>). Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office located at City Hall, 735 Anacapa Street, Santa Barbara, CA 93101, during normal business hours.

**PUBLIC COMMENT:** At the beginning of the 2:00 p.m. session of each regular City Council meeting, and at the beginning of each special City Council meeting, any member of the public may address the City Council concerning any item not on the Council's agenda. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that public comment is taken up by the City Council. Should City Council business continue into the evening session of a regular City Council meeting at 6:00 p.m., the City Council will allow any member of the public who did not address them during the 2:00 p.m. session to do so. The total amount of time for public comments will be 15 minutes, and no individual speaker may speak for more than 1 minute. The City Council, upon majority vote, may decline to hear a speaker on the grounds that the subject matter is beyond their jurisdiction.

**REQUEST TO SPEAK:** A member of the public may address the Finance or Ordinance Committee or City Council regarding any scheduled agenda item. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that the item is taken up by the Finance or Ordinance Committee or City Council.

**CONSENT CALENDAR:** The Consent Calendar is comprised of items that will not usually require discussion by the City Council. A Consent Calendar item is open for discussion by the City Council upon request of a Councilmember, City staff, or member of the public. Items on the Consent Calendar may be approved by a single motion. Should you wish to comment on an item listed on the Consent Agenda, after turning in your "Request to Speak" form, you should come forward to speak at the time the Council considers the Consent Calendar.

**AMERICANS WITH DISABILITIES ACT:** In compliance with the Americans with Disabilities Act, if you need special assistance to gain access to, comment at, or participate in this meeting, please contact the City Administrator's Office at 564-5305 or inquire at the City Clerk's Office on the day of the meeting. If possible, notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements in most cases.

**TELEVISION COVERAGE:** Each regular City Council meeting is broadcast live in English and Spanish on City TV Channel 18 and rebroadcast in English on Wednesdays and Thursdays at 7:00 p.m. and Saturdays at 9:00 a.m., and in Spanish on Sundays at 4:00 p.m. Each televised Council meeting is closed captioned for the hearing impaired. Check the City TV program guide at [www.citytv18.com](http://www.citytv18.com) for rebroadcasts of Finance and Ordinance Committee meetings, and for any changes to the replay schedule.

## **ORDER OF BUSINESS**

- 11:00 a.m. - Special Finance Committee Meeting, David Gebhard Public Meeting Room, 630 Garden Street
- 2:00 p.m. - City Council Meeting Begins
- 5:00 p.m. - Recess
- 6:00 p.m. - City Council Meeting Reconvenes

### **SPECIAL FINANCE COMMITTEE MEETING - 11:00 A.M. IN THE DAVID GEBHARD PUBLIC MEETING ROOM, 630 GARDEN STREET (120.03)**

**1. Subject: Fiscal Year 2012 Third Quarter Interim Financial Statements**

Recommendation: That the Finance Committee recommend that Council:

- A. Hear a report from staff on the status of revenues and expenditures in relation to budget as of March 31, 2012;
- B. Accept the Fiscal Year 2012 Interim Financial Statements for the Nine Months Ended March 31, 2012; and
- C. Approve the proposed adjustments to Fiscal Year 2012 estimated revenues and appropriations.

(See Council Agenda Item No. 9)

**2. Subject: Finance Committee Review Of The Fiscal Year 2013 Recommended Budget For Enterprise Fund Fees (120.03)**

Recommendation: That the Finance Committee hear a report from staff on Enterprise Fund proposed fee changes included in the Recommended Operating and Capital Budget for Fiscal Year 2013.

**REGULAR CITY COUNCIL MEETING – 2:00 P.M.  
AFTERNOON SESSION**

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**CEREMONIAL ITEMS**

1. **Subject: Proclamation Declaring May 11, 2012, As National Public Gardens Day (120.04)**

**CHANGES TO THE AGENDA**

**PUBLIC COMMENT**

**CONSENT CALENDAR**

2. **Subject: Minutes**

Recommendation: That Council waive the reading and approve the minutes of the special meeting of April 20, 2012.

3. **Subject: Records Destruction For Parks And Recreation Department (160.06)**

Recommendation: That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Relating to the Destruction of Records Held by the Parks and Recreation Department in the Administration, Parks, and Recreation Divisions.

4. **Subject: Capital Improvement Projects Third Quarter Report For Fiscal Year 2012 (230.01)**

Recommendation: That Council receive a report on the City's Capital Improvement Projects for the Third Quarter of Fiscal Year 2012.

## CONSENT CALENDAR (CONT'D)

**5. Subject: Amendment To Service Agreement With Idea Engineering For Airport Marketing Services (560.01)**

Recommendation: That Council approve and authorize the Airport Director to execute an amendment to increase the scope of work and compensation by an amount of \$27,250 under Agreement No. 386906 with Idea Engineering for development of marketing and advertising campaign concepts for an amended total compensation amount of \$42,250.

**6. Subject: Software Maintenance Services From Level II, Inc., For Law Enforcement Telecommunications Message Switching System, Journal And Billing Application (520.04)**

Recommendation: That Council authorize the Police Information Technology Manager to purchase software maintenance services from Level II, Inc., for the CLETS Joint Powers Agreement (JPA) Message Switching System, Journal, and Billing Application for a period of one year, with four one-year renewal options in a form of agreement acceptable to the City Attorney.

## NOTICES

7. The City Clerk has on Thursday, May 3, 2012, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.
8. Cancellation of a City Council site visit scheduled on Monday, May 14, 2012, at 1:30 p.m. to the property located at 1085 Coast Village Road.

**This concludes the Consent Calendar.**

## REPORT FROM THE FINANCE COMMITTEE

### CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS

#### FINANCE DEPARTMENT

**9. Subject: Fiscal Year 2012 Third Quarter Interim Financial Statements (250.02)**

Recommendation: That Council:

- A. Hear a report from staff on the status of revenues and expenditures in relation to budget as of March 31, 2012;
- B. Accept the Fiscal Year 2012 Interim Financial Statements for the Nine Months Ended March 31, 2012; and
- C. Approve the proposed adjustments to Fiscal Year 2012 estimated revenues and appropriations.

## **COUNCIL AND STAFF COMMUNICATIONS**

### **COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS**

#### **CLOSED SESSIONS**

**10. Subject: Conference With Labor Negotiator (440.05)**

Recommendation: That Council hold a closed session, per Government Code Section 54957.6, to consider instructions to City negotiator Kristy Schmidt, Employee Relations Manager, regarding negotiations with the City's General bargaining unit, the City's Supervisory bargaining unit, the Police Officers Association, and the Police Management Association, and regarding discussions with confidential City employees and unrepresented management about salaries and fringe benefits.

Scheduling: Duration, 45 minutes; anytime

Report: None anticipated

**11. Subject: Public Employee Performance Evaluation - Government Code Section 54957 (170.01)**

Recommendation: That Council hold a closed session for a Public Employee Performance Evaluation per Government Code Section 54957.

Title: City Administrator

Scheduling: Duration, 40 minutes; anytime

Report: None anticipated

**12. Subject: Public Employee Performance Evaluation - Government Code Section 54957 (160.01)**

Recommendation: That Council hold a closed session for a Public Employee Performance Evaluation per Government Code Section 54957.

Title: City Attorney

Scheduling: Duration, 40 minutes; anytime

Report: None anticipated

#### **RECESS**

## **EVENING SESSION**

**RECONVENE**

**ROLL CALL**

**PUBLIC COMMENT**

**CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS**

**PUBLIC WORKS DEPARTMENT**

**13. Subject: Pedestrian Crossing Treatment Alternatives On Milpas Street At Ortega And Yanonali Streets (530.04)**

Recommendation: That Council:

- A. Receive a report on the options for pedestrian crossing treatments on Milpas Street at Ortega and Yanonali Street;
- B. Approve the implementation of a neighborhood striping transition, painted median, and pedestrian activated flashing lights; and
- C. Approve the installation of overhead mounted pedestrian activated flashers at Milpas and Yanonali Streets.

**ADJOURNMENT**

CITY OF SANTA BARBARA  
**FINANCE COMMITTEE**  
SPECIAL MEETING AGENDA

DATE: May 8, 2012

Dale Francisco, Chair

TIME: 11:00 A.M.

Bendy White

PLACE: David Gebhard Public Meeting Room  
630 Garden Street

Cathy Murillo

James L. Armstrong  
City Administrator

Robert Samario  
Finance Director

**ITEMS TO BE CONSIDERED:**

**1. Subject: Fiscal Year 2012 Third Quarter Interim Financial Statements**

Recommendation: That the Finance Committee recommend that Council:

- A. Hear a report from staff on the status of revenues and expenditures in relation to budget as of March 31, 2012;
- B. Accept the Fiscal Year 2012 Interim Financial Statements for the Nine Months Ended March 31, 2012; and
- C. Approve the proposed adjustments to Fiscal Year 2012 estimated revenues and appropriations.

(See Council Agenda Item No. 9)

**2. Subject: Finance Committee Review Of The Fiscal Year 2013 Recommended Budget For Enterprise Fund Fees**

Recommendation: That the Finance Committee hear a report from staff on Enterprise fund proposed fee changes included in the Recommended Operating and Capital Budget for Fiscal Year 2013.



# CITY OF SANTA BARBARA

## FINANCE COMMITTEE AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Finance Committee

**FROM:** Administration Division, Finance Department

**SUBJECT:** Finance Committee Review Of The Fiscal Year 2013 Recommended Budget For Enterprise Fund Fees

### RECOMMENDATION:

That the Finance Committee hear a report from staff on Enterprise fund proposed fee changes included in the Recommended Operating and Capital Budget for Fiscal Year 2013.

### DISCUSSION:

On Tuesday, April 17, 2012, the Recommended Operating and Capital Budget for Fiscal Year 2013 ("Recommended Budget") was submitted to Council. That day, Council heard an overview of the Recommended Budget and approved the Schedule of Council Budget Review Meetings and Public Hearings.

Earlier that day, the Finance Committee also approved its own budget review schedule, as well as the additional topics that it will review. The approved Finance Committee budget review schedule is attached to this report.

Consistent with the approved Finance Committee review schedule, today's meeting will cover the following topic:

1. Enterprise fund proposed fee changes – Waterfront, Water, Wastewater, Golf, and Solid Waste

The next meeting for the Committee's budget review is scheduled on Tuesday, May 15, 2012, from Noon – 1:45 p.m. when the Committee will review citywide reserve balances and policies, the funding of infrastructure and capital maintenance, and additional follow-up items requested by the Finance Committee (if any).

**ATTACHMENT:** Approved Finance Committee Budget Review Schedule

**PREPARED BY:** Michael Pease, Budget Manager

**SUBMITTED BY:** Robert Samario, Finance Director

**APPROVED BY:** City Administrator's Office

**CITY OF SANTA BARBARA**  
**Approved Finance Committee Budget Review Schedule**  
**Recommended Operating and Capital Budget for Fiscal Year 2013**

Meeting Date & Time	Department
<b>Tuesday, April 24, 2012</b> 12:00 p.m. – 1:45 p.m.	<ul style="list-style-type: none"> <li>➤ General Fund multi-year forecast &amp; balancing strategy (20 min)</li> <li>➤ General Fund non-departmental revenues (20 min)</li> </ul>
<b>Tuesday, May 1, 2012</b> 11:30 a.m. – 1:30 p.m.	<ul style="list-style-type: none"> <li>➤ General Fund Impact from Redevelopment Dissolution (30 min)</li> <li>➤ General Fund proposed departmental fee changes (1 hour)</li> </ul>
<b>Tuesday, May 8, 2012</b> 11:00 a.m. – 1:30 p.m.	<ul style="list-style-type: none"> <li>➤ Enterprise fund proposed fee changes (1 hour 45 min) – Waterfront, Water, Wastewater, Golf, and Solid Waste</li> </ul>
<b>Tuesday, May 15, 2012</b> 12:00 p.m. – 1:45 p.m.	<ul style="list-style-type: none"> <li>➤ Review of Citywide reserve balances and policies (30 min)</li> <li>➤ Funding of infrastructure and capital maintenance (30 min)</li> <li>➤ Follow-up on items requested by Finance Committee, if any</li> </ul>
<b>Tuesday, May 22, 2012</b> 12:00 p.m. – 1:45 p.m.	<ul style="list-style-type: none"> <li>➤ Follow-up on items requested by Finance Committee, if any</li> <li>➤ Staff recommended adjustments to FY 2013 Budget, if any</li> <li>➤ Finance Committee decisions for recommendation to Council</li> </ul>



**PROCLAMATION**  
**National Public Gardens Day**  
**May 11, 2012**

*WHEREAS, National Public Gardens Day is an annual celebration to bring attention to America's public gardens and their important role in promoting environmental stewardship and awareness, plant and water conservation, and education in communities nationwide; and*

*WHEREAS, many of the nation's public gardens will mark this day with special events and activities for the community and encourage thousands of visitors to explore and discover their local public gardens; and*

*WHEREAS, visiting public gardens is a fun activity for everyone including families, couples, and outdoor enthusiasts, delivering a low-cost, entertaining, and beautiful community outing while providing education and research on gardening, environmental stewardship and conservation; and*

*WHEREAS, Santa Barbara's public gardens inspire us with their beauty and serenity. They play an important role in our cultural landscape and encourage an appreciation of nature and the concern for the preservation and enhancement of the environment; and*

*WHEREAS, Santa Barbara's celebration of National Public Gardens Day marks the first citywide collaboration of the public and nonprofit sectors with partners including the Santa Barbara Botanic Garden, Ganna Walska Lotusland, Casa del Herrero, Old Mission Santa Barbara, City of Santa Barbara - Parks & Recreation, Santa Barbara County Parks, Santa Barbara Zoological Gardens, Santa Barbara Foundation, Santa Barbara Beautiful, and PARC Foundation - truly making Santa Barbara "Garden Town, USA".*

*NOW, THEREFORE, I, HELENE SCHNEIDER, by the power vested in me as Mayor for the City of Santa Barbara in the State of California, do hereby recognize the importance of public gardens to our environment.*

*IN WITNESS WHEREOF, I HELENE SCHNEIDER have hereunto set my hand and caused the Official Seal of the City of Santa Barbara, California, to be affixed this 11<sup>th</sup> day of May, 2012.*

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**HELENE SCHNEIDER**  
Mayor



# CITY OF SANTA BARBARA CITY COUNCIL MINUTES

## SPECIAL MEETING APRIL 20, 2012 DAVID GEBHARD PUBLIC MEETING ROOM 630 GARDEN STREET

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### JOINT CITY COUNCIL AND SANTA BARBARA BOARD OF EDUCATION MEETING (150.05)

#### 1. Call to Order and Roll Call

Mayor Helene Schneider called the joint meeting of the City Council and the Board of Education to order at 2:30 p.m.

Councilmembers present: Dale Francisco, Frank Hotchkiss, Grant House, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: None.

Staff present: City Administrator James L. Armstrong, Assistant City Attorney Sarah Knecht, Deputy City Clerk Susan Tschech.

Board Members present: Annette Cordero, Edward Heron, Monique Limon, Kate Parker, President Susan Deacon.

Board Members absent: None.

Staff present: Superintendent David E. Cash.

#### 2. Pledge of Allegiance

Mayor Schneider.

#### 3. Spanish Translation/*Traduccion en Espanol* and Headsets for Hearing Impaired

Carlos Cerecedo stated he was available for Spanish translation.

## **9. Performance - Students**

### Speakers:

Santa Barbara Unified School District: Superintendent David Cash, who introduced a musical performance by students as a demonstration of the purpose of parcel tax measures previously approved by local voters.

### Performance:

Seven elementary school students playing various instruments were joined by two of their teachers in the performance of two songs; a third song was played by one of the students on his violin as a solo.

## **4. Public Comments**

No one wished to speak.

## **5. Statement of Purpose for Joint Meeting**

Mayor Schneider mentioned that the regular joint meeting of the City Council and Board of Education presents an opportunity for the two agencies to explore connections and discuss challenges being faced by both. Board President Deacon added that the meeting allows the sharing of mutual concerns and collaboration on common goals related to the community's youth.

## **Agenda Item Nos. 6, 7 and 8**

Mayor Schneider stated that Agenda Item Nos. 6 - 8 are based on written reports and asked if anyone had questions regarding these items. No questions were raised.

## **6. Report on Joint City/School District Programs**

### Documents:

April 20, 2012, written report prepared by Sarah Hanna, City Recreation Programs Manager, regarding the following subjects:

- City/School District Joint Use Committee
- Field Scheduling and Monitoring
- Field Maintenance
- Afterschool Programs
- Summer Drop-In Recreation
- Ranger Program

**7. Update on the South Coast Gang Task Force Activity**

Documents:

April 20, 2012, written report prepared by Saul Serrano, Acting Coordinator of Task Force on Yough Gangs, and Fran Foreman, Executive Director, Community Action Commission of Santa Barbara County, Inc.

**8. Update on the Medical Marijuana Dispensary Ordinance**

Documents:

April 20, 2012, written report prepared by Danny Kato, City Senior Planner.

**9. Overview of the Parcel Tax Measures W2012 and X2012 on the June 2012 Ballot**

Speakers:

- Santa Barbara Unified School District: Superintendent David Cash.
- Members of the Public: Lynn Rodriguez, Margie Yahyavi.

Discussion:

Superintendent Cash explained that Parcel Tax Measure W2012 would extend the provisions of Measure H2008, approved by the voters to provide music, theater, arts, math, science, technology, and foreign language classes, as well as instructional materials for secondary schools in the area. Measure W would also add trade-related classes. Measure X2012 is an extension of Measure I2008, which funded similar services and materials for elementary schools.

**10. Presentation on City and School District Budget Planning for the Upcoming Fiscal Year**

Documents:

PowerPoint presentations prepared and made by Staff of the City and the School District.

Speakers:

- City of Santa Barbara: Finance Director Robert Samario.
- Santa Barbara Unified School District: Assistant Superintendent Meg Jetté.

(Cont'd)

## **10. (Cont'd)**

### Discussion:

City Finance Director Samario presented an overview of the City's General Fund budget for Fiscal Year 2012-13, including position totals, the outlook for major revenues as a result of the improving economy, pension costs and infrastructure financing. School District Assistant Superintendent Jetté explained how California schools are funded and the impact of the economic downturn and of actions by the State government on school revenues. Questions from Councilmembers and Board members were answered.

## **11. Presentation on the Status of the Dissolution of the City's Redevelopment Agency**

### Documents:

PowerPoint presentation prepared and made by Staff.

### Speakers:

- City of Santa Barbara: Assistant City Administrator/Community Development Director Paul Casey.
- Santa Barbara Unified School District: Assistant Superintendent Meg Jetté, Superintendent David Cash.

### Discussion:

Assistant City Administrator Casey described the purpose of redevelopment and how it is financed, the many projects the Agency has accomplished over time, and the process for dissolution of the Agency (including legislation pending to clarify remaining issues). School District Assistant Superintendent Jetté explained the likely reduction in state funding to the School District as a result of the Redevelopment Agency dissolution. Questions from Councilmembers and Board members were answered.

## **12. Additional Matters for Placement on a Future Agenda**

### Discussion:

Councilmember Murillo requested agenda items to discuss restorative policing at schools, pedestrian safety around school properties, and additional City/School District collaboration regarding library services. Councilmember White asked for an item presenting options for increasing the safety and utility of playfields. School Board member Heron requested an update on the proposed acquisition of the Armory property.

(Cont'd)

**12. (Cont'd)**

Discussion (Cont'd):

School Board President Deacon echoed Councilmember Murillo's request related to pedestrian safety around school properties and commented on a pilot program to establish restorative justice discipline at Santa Barbara Junior High School. Councilmember House suggested that the Council and School Board discuss at some point proactive ways to solve the financial problems being experienced by both agencies.

City Administrator Armstrong mentioned a letter recently received from the Parks and Recreation Community Foundation regarding the Armory property and stated he would forward it to Superintendent Cash for distribution to the Board of Education. He also advised that the April 24, 2012, City Council agenda includes an item to award a contract for the construction of safe routes to school at the intersection of Modoc Road and Portesuello Avenue.

The Board of Education meeting was adjourned at 3:59 p.m.

**ADJOURNMENT**

Mayor Schneider adjourned the meeting at 3:59 p.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA  
CITY CLERK'S OFFICE

\_\_\_\_\_  
HELENE SCHNEIDER  
MAYOR

ATTEST: \_\_\_\_\_  
SUSAN TSCHECH, CMC  
DEPUTY CITY CLERK



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012  
**TO:** Mayor and Councilmembers  
**FROM:** Administration Division, Parks and Recreation Department  
**SUBJECT:** Records Destruction For Parks And Recreation Department

### **RECOMMENDATION:**

That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Relating to the Destruction of Records Held by the Parks and Recreation Department in the Administration, Parks, and Recreation Divisions.

### **DISCUSSION:**

The City Council adopted Resolution No. 12-008 on February 14, 2012, approving the City of Santa Barbara, Records Management Policies and Procedures Manual. The Manual contains the records retention and disposition schedules for all City departments. The schedules are a comprehensive listing of records created or maintained by the City, the length of time each record should be retained, and the legal retention authority. If no legal retention authority is cited, the retention period is based on standard records management practice.

Pursuant to the Manual, the Parks and Recreation Director submitted a request for records destruction to the City Clerk Services Manager to obtain written consent from the City Attorney. The City Clerk Services Manager agreed that the list of records proposed for destruction conformed to the retention and disposition schedules. The City Attorney has consented in writing to the destruction of the proposed records.

The Parks and Recreation Director requests the City Council to approve the destruction of the Parks and Recreation Department records in the Administration, Parks and Recreation Divisions listed on Exhibit A of the proposed Resolution, without retaining a copy.

### **SUSTAINABILITY IMPACT:**

Under the City's Sustainable Santa Barbara Program, one of the City's goals is to increase recycling efforts and divert waste from landfills. The Citywide Records Management Program outlines that records approved for destruction be recycled, reducing paper waste.

Council Agenda Report  
Records Destruction For Parks And Recreation Department  
May 8, 2012  
Page 2

**PREPARED BY:** Karla M. Megill, Executive Assistant

**SUBMITTED BY:** Nancy L. Rapp, Parks and Recreation Director

**APPROVED BY:** City Administrator's Office

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA RELATING TO THE DESTRUCTION OF RECORDS HELD BY THE PARKS AND RECREATION DEPARTMENT IN THE ADMINISTRATION, PARKS, AND RECREATION DIVISIONS

WHEREAS, the City Council adopted Resolution No. 12-008 on February 14, 2012, approving the City of Santa Barbara Records Management Policies and Procedures Manual;

WHEREAS, the City of Santa Barbara Records Management Policies and Procedures Manual contains the records retention and disposition schedules for all City departments. The records retention and disposition schedules are a comprehensive listing of records created or maintained by the City, the length of time each record should be retained, and the legal retention authority. If no legal retention authority is cited, the retention period is based on standard records management practice;

WHEREAS, Government Code Section 34090 provides that, with the approval of the City Council and the written consent of the City Attorney, the head of a City department may destroy certain city records, documents, instruments, books or papers under the Department Head's charge, without making a copy, if the records are no longer needed;

WHEREAS, the Parks and Recreation Director submitted a request for the destruction of records held by the Parks and Recreation Department to the City Clerk Services Manager to obtain written consent from the City Attorney. A list of the records, documents, instruments, books or papers proposed for destruction is attached hereto as Exhibit A and shall hereafter be referred to collectively as the "Records";

WHEREAS, the Records do not include any records affecting title to real property or liens upon real property, court records, records required to be kept by statute, records less than two years old, video or audio recordings that are evidence in any claim or pending litigation, or the minutes, ordinances or resolutions of the City Council or any City board or commission;

WHEREAS, the City Clerk Services Manager agrees that the proposed destruction conforms to the City's retention and disposition schedules;

WHEREAS, the City Attorney consents to the destruction of the Records; and

WHEREAS, the City Council of the City of Santa Barbara finds and determines that the Records are no longer required and may be destroyed.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA that the Parks and Recreation Director, or her designated representative, is authorized and directed to destroy the Records without retaining a copy.

PARKS AND RECREATION DEPARTMENT

ADMINISTRATION DIVISION

<u>Records Series</u>	<u>Date(s)</u>
Administrative Staff Meeting Agendas and Minutes	Up to 2009
Complaints	2009
Contracts and Agreements	
• Not requiring City Council approval	2006
Routine Correspondence	2009
General Administrative Files	1986-2009
Memberships in Associations, Societies, and Committees	2006
Personnel Recruitment Files	2007-2008
Reports and Studies	2009
Subject Files	2006, 2008
Administrative Procedural Files	2006
Training Materials	2006
Travel Expense Records	2004-2005

PARKS DIVISION

<u>Records Series</u>	<u>Date(s)</u>
Routine Correspondence	2008 –2009
Park Ranger Incident Reports	2/2001 – 2/2009

RECREATION DIVISION

<u>Records Series</u>	<u>Date(s)</u>
<i>Active Adults &amp; Classes</i>	
Contracts and Agreements - Not Approved by City Council	Jul 2006 – Jun 2007
Routine Correspondence	Jul 2009 – Jun 2010
Financial Files	Jul 2004 – Jun 2005
Recreation Program Files	Jul 2004 – Jun 2010
Tour Files	Jul 2006 - 2007
<i>Aquatics and Sports Sections</i>	
Recreation Program Files	2004 – 2006, 2008 – 2009
Sports League Files	2006
<i>Cultural Arts Sections</i>	
Arts & Crafts Show Files	2006, 2009
Field and Facility Rental and Reservation Files	2006

**EXHIBIT A**

<i>Facilities &amp; Events</i>	
Camp Registration Files	Jan – Dec 2006
Field and Facility Rental and Registration Files	Jan – Dec 2006
<i>Neighborhood &amp; Outreach Services</i>	
Recreation Program Files	1995 – 1998, Jan – Mar 2007
CDBG Grant Files	1993 - 2008
Field and Facility Rental and Reservation Files	2005 – Mar 2007
PARC Foundation Grant Files	Jul 2006 – Jun 2007
Arts & Crafts Show Files	2002
Routine Correspondence	Jan 1993 – 1998
<i>Tennis Section</i>	
Recreation Program Files	Jul 2005 – Jun 2006
Field and Facility Rental and Reservation Files	Jul 2005 – Jun 2006
<i>Youth Activities</i>	
Recreation Program Files	Aug 2006 – Jun 2007
Camp Registration Files	Jun 2007 – Aug 2008



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Capital Improvement Projects Third Quarter Report For Fiscal Year 2012

### **RECOMMENDATION:**

That Council receive a report on the City's Capital Improvement Projects for the Third Quarter of Fiscal Year 2012.

### **EXECUTIVE SUMMARY:**

This report summarizes progress on Capital Improvement Projects in the Third Quarter of Fiscal Year 2012.

### **DISCUSSION:**

#### CONSTRUCTION HIGHLIGHTS

Six projects were completed with a Notice of Completion in the Third Quarter of Fiscal Year 2012, with a total project cost of \$12,617,083 (Attachment 1). The following describes some of the highlights of completed construction:

- Zone 4 Rejuvenating Cape Seal Project (\$2,470,609) – This project was part of the City's annual Pavement Management Program. The work consisted of repairing localized distress on various roads throughout the City which encompass streets mainly in Zone 4. The project included work at the Waterfront and various parking lots within the City.
- MacKenzie Parking Lot Stormwater Infiltration Project (\$661,896) - The completed project consisted of installing 14,768 square feet of permeable concrete pavers in the lower Mackenzie Park Parking Lot. The pavers were installed in the areas of parking stalls, while the remaining portions of the parking lot (23,849 square feet) were reconstructed and paved with asphalt. The project also consisted of new concrete curb around the perimeter of the parking lot and landscaping.

- Ortega Street Bridge Replacement (\$6,907,726) - The completed project consisted of replacing the structurally deficient bridge over Lower Mission Creek on Ortega Street, between Bath Street and Castillo Street that was originally built in 1915. The bridge span was lengthened in coordination with the Lower Mission Creek Flood Control Project from 33 feet to 52 feet to accommodate an increased hydraulic capacity of 3,400 cubic feet per second. The work also included construction of new channel retaining walls, sidewalks, curbs and gutters, storm drainage system replacement, water main replacement, new fencing, street tree and groundcover planting, and restoration of creek beds and banks with native plantings and rock pools to enhance the wildlife habitat.

In addition, 25 Capital Improvement Projects are currently under construction, with an approximate value of \$85,594,601 (Attachment 3). To view a list of all construction projects, visit the following website: [www.santabarbaraca.gov/Engineering](http://www.santabarbaraca.gov/Engineering).

The following are highlights of construction projects in progress:

#### Public Works Wastewater:

- Wastewater Main Rehabilitation - Fiscal Year 2011 (\$1,398,687) – This project began in July, 2011 and, to date over seven miles of sewer pipe rehabilitation have been completed. In addition, over 40 sewer lateral connections to the sewer main have been rehabilitated. Approximately seven sites in the Caltrans right-of-way remain to be lined and will be completed as soon as the contractor receives a Caltrans permit. It is anticipated that the work in the Caltrans right of way will be completed in spring 2012, pending receipt of the Caltrans permit.

#### Public Works Water:

- Water Main Replacement - Fiscal Year 2009-2010 (\$2,300,000) – This project replaces approximately 8,500 feet of water main throughout the City. Work began in September 2011 and is expected to be completed in May 2012. This is part of an annual program to replace one percent of the water distribution system throughout the City.
- Cater Water Treatment Plant Advanced Treatment Project (Ozone) (\$23,511,000) – This project will enable the treatment plant to comply with more stringent federal drinking water regulations that will become effective in the coming years. An ozonation facility is being installed at Cater, along with supporting chemical stations and a dewatering facility. Work continues at all areas at the plant, and construction is scheduled to be completed in May, 2013.

Waterfront:

- Launch Ramp Boating Trails Project (\$477,000) - The existing easterly launch ramp is estimated to have been built in the 1960's. Due to its deteriorated and uneven surface condition it has been limited to the launching of non-motorized watercraft for a number of years. The new launch ramp consists of pre-cast concrete panels and a boarding float.

DESIGN HIGHLIGHTS

In addition to the work in construction, there is a significant amount of work in the design phase. There are currently 42 projects under design, with an estimated total project cost of \$89,207,489 (see Attachment 3). To view a list of all design projects, visit the following website: [www.santabarbaraca.gov/Engineering](http://www.santabarbaraca.gov/Engineering).

Work is scheduled to be funded over several years, as generally shown in the City's Six-Year Capital Improvement Program Report. The projects rely on guaranteed or anticipated funding and grants.

The following are design project highlights:

Public Works Streets/Bridges:

- Sycamore Creek Improvements - Channel and Punta Gorda Bridge (\$3,000,000)  
- The design plans for this project are now 60% complete. Staff is currently coordinating utility facilities relocation. Construction is scheduled to begin in summer 2013.

Public Works Streets:

- Conejo Road Repairs (\$600,000) - This project will reconstruct Conejo Road at its intersection with Conejo Lane (private road) and at the hairpin turn immediately adjacent to the intersection in order to achieve slopes acceptable to the Fire Department and to realign the roadway back within the City right-of-way. The project may also include drainage improvements to divert storm water away from the slide area. The project is currently in final design and is expected to be constructed in summer/fall 2012.
- Zone 5 Slurry Seal (\$1,250,000) - This year's annual pavement maintenance project, which includes pavement preparation and slurry seal, will take place in Zone 5, which is generally the area above APS. Due to the high amount of need in Zone 5 and a limited budget, this year's project will focus on the area of Zone 5 west of Sycamore Canyon Road, with the area East of Sycamore Canyon Road being completed as part of next year's pavement maintenance project. This project is currently at 90% design and will be constructed in summer 2012.

- CDBG 2013 Access Ramps Project (\$156,000) - Staff is anticipating \$89,830 in Community Development Block Grant funding for this project. A list of ten ramps to be designed has been developed, and staff is moving forward to get the surveys underway at these locations.
- FY 2012-2013 Sidewalk Access Ramps (\$218,000) - Staff is currently working on the 90% design for this project and is expected to be ready to bid the project in summer 2012.
- Hollister Sidewalk Infill (\$46,230) - This project proposes to include new sidewalk and landscaped parkway on the north side of Hollister Avenue, from approximately 900 feet west of Fairview Avenue to La Patera Lane.
- La Colina Road Sidewalk (\$315,500) - Plans have been revised in coordination with Water Resources and the City Arborist. The project will go to the Street Tree Advisory Committee and the Architectural Board of Review in May, and out to bid in summer 2012.
- McKinley School Pedestrian Improvements Project (\$86,500) - The plans are being finalized for this project. An easement is needed at one of the locations since some of the existing sidewalk is located on private property. Staff is moving forward with obtaining this easement and anticipate being out to bid in summer 2012.

Public Works Wastewater:

- Conejo Road Sewer Realignment (\$125,000) - City staff was successful in negotiating an eight-foot wide public utility easement with the property owners at 515 Conejo Road. The design for the new sewer main that will be installed in the new easement is underway, with construction anticipated for fall 2012.

Public Works Water:

- Las Canoas Water Main Replacement Fiscal Year 2011(\$5,000,000) - The Las Canoas project is at 95% design completion, and staff is in discussion with the County for an encroachment permit. The project is scheduled to advertise for construction bids in May/June 2012.

Waterfront:

- Breakwater Concrete and Cap Repair, Phase 4 (\$399,600) - The project will replace approximately 200 linear feet of the cap and walkway adjacent to and westerly from the entrance of Marina 1. Construction of the project is expected to begin in September 2012.

**SUMMARY:**

In Fiscal Year 2012, 32 projects, valued at approximately \$48M are scheduled for construction completion.

- ATTACHMENTS:**
1. Completed Capital Improvement Projects for Third Quarter Fiscal Year 2012
  2. Completed Capital Improvement Projects for First, Second and Third Quarter Fiscal Year 2012
  3. Capital Projects with Design and Construction in Progress

**PREPARED BY:** Pat Kelly, Assistant Public Works Director/City Engineer/TB

**SUBMITTED BY:** Christine F. Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office

**COMPLETED CAPITAL PROJECTS, THIRD QUARTER FISCAL YEAR 2012**

<b>Project Name</b>	<b>CDBG 2010-2011 Access Ramps</b>	<b>MacKenzie Parking Lot Storm water Infiltration</b>	<b>Zone 4 Rejuvenating Cape Seal</b>	<b>Ortega Street Bridge Replacement</b>	<b>Terminal Passenger Boarding Bridge</b>	<b>MacKenzie Well #2 Destruction</b>	<b>TOTALS</b>
Design Costs	\$4,863	\$65,034	\$71,879	\$3,101,140	\$105,000	\$11,000	\$3,358,916
Construction Contract	\$42,935	\$343,351	\$1,995,262	\$2,932,128	\$2,251,639	\$54,300	\$7,619,615
Construction Change Order Costs	\$30,591	\$209,141	\$196,882	\$76,960	\$37,841	-\$2,300	\$549,115
Construction Management Costs	\$14,733	\$44,370	\$206,586	\$797,498	\$5,000	\$21,250	\$1,089,437
<b>Total Project Costs</b>	<b>\$93,122</b>	<b>\$661,896</b>	<b>\$2,470,609</b>	<b>\$6,907,726</b>	<b>\$2,399,480</b>	<b>\$84,250</b>	<b>\$12,617,083</b>

**COMPLETED CAPITAL PROJECTS  
FISCAL YEAR 2012**

**FIRST QUARTER  
FUNDING**

PROJECT TITLE	FUNDING											TOTAL PROJECT COSTS	
	First Quarter	Airport	Creeks	Downtown Parking	General Fund	Facilities	RDA	Streets	Water	Wastewater	Waterfront		Grants
Modoc Road Pavement Preparation							\$ 97,647						\$ 97,647
El Cielito Pump Station Standby Generator								\$ 220,777					\$ 220,777
Jake Boysel Multipurpose Pathway (1)											\$ 895,390		\$ 895,390
Westside Neighborhood Center Improvements						\$ 229,959							\$ 229,959

(1) Safe Routes To School Federal Grant

**Total First Quarter \$ 1,443,773**

**SECOND QUARTER  
FUNDING**

PROJECT TITLE	FUNDING											TOTAL PROJECT COSTS	
	Second Quarter	Airport	Creeks	Downtown Parking	General Fund	Facilities	RDA	Streets	Water	Wastewater	Waterfront		Grants
E. Cabrillo Boulevard Sidewalk Ph. 2						\$ 399,619							\$ 399,619
El Estero Pump Replacement									\$ 295,980				\$ 295,980
Terminal Baggage Handling System	\$ 943,577												\$ 943,577
El Estero Belt Press Booster Pump									\$ 134,703				\$ 134,703
Carrillo Recreation Center Landscaping						\$ 132,556							\$ 132,556

**Total Second Quarter \$ 1,906,435**

**COMPLETED CAPITAL PROJECTS  
FISCAL YEAR 2012**

**THIRD QUARTER**

PROJECT TITLE	FUNDING												
	Third Quarter	Airport	Creeks	Downtown Parking	General Fund	Facilities	RDA	Streets	Water	Wastewater	Waterfront	Grants	TOTAL PROJECT COSTS
CDBG 2010-2011 Access Ramps (1)							\$ 25,628					\$ 67,495	\$ 93,123
MacKenzie Parking Lot Stormwater Infiltration		\$ 466,993			\$ 191,913		\$ 2,990						\$ 661,896
Zone 4 Rejuvenating Cape Seal			\$ 149,671		\$ 66,278		\$ 2,019,635		\$ 75,704	\$ 159,321			\$ 2,470,609
Ortega Street Bridge (2)							\$ 873,448					\$ 6,034,278	\$ 6,907,726
Terminal Passenger Boarding Bridge	\$ 2,399,480												\$ 2,399,480
MacKenzie Well #2 Destruction								\$ 84,250					\$ 84,250
(1) CDBG Grant													
(2) FHWA Grant													
												<b>Total Third Quarter</b>	<b>\$ 12,617,084</b>
	<b>Airport</b>	<b>Creeks</b>	<b>Downtown</b>	<b>General Fund</b>	<b>Facilities</b>	<b>RDA</b>	<b>Streets</b>	<b>Water</b>	<b>Wastewater</b>	<b>Waterfront</b>	<b>Grants</b>		
<b>GRAND TOTAL</b>	<b>\$ 3,343,057</b>	<b>\$ 466,993</b>	<b>\$ 149,671</b>	<b>\$ 0</b>	<b>\$ 258,191</b>	<b>\$ 762,134</b>	<b>\$ 3,019,348</b>	<b>\$ 305,027</b>	<b>\$ 506,387</b>	<b>\$ 159,321</b>	<b>\$ 6,997,163</b>	<b>\$</b>	<b>\$ 15,967,292</b>

## CAPITAL PROJECTS WITH DESIGN AND CONSTRUCTION IN PROGRESS

PROJECT CATEGORY	DESIGN IN PROGRESS	
	No. of Projects	Total Value of Projects
Airport	5	\$6,814,000
Creeks	1	\$3,450,000
Parks and Recreation	1	\$615,000
Public Works: Streets/Bridges	9	\$58,959,210
Public Works: Streets/Transportation	13	\$6,314,351
Public Works: Water/Wastewater	12	\$12,655,328
Waterfront	1	\$399,600
<b>TOTAL</b>	<b>42</b>	<b>\$89,207,489</b>

PROJECT CATEGORY	CONSTRUCTION IN PROGRESS	
	No. of Projects	Construction Contract Costs
Airport	2	\$36,921,274
Creeks	1	\$1,066,265
Public Works: Streets/Bridges	1	\$5,011,809
Public Works: Streets/Transportation	8	\$6,197,087
Public Works: Water/Wastewater	7	\$27,934,916
Redevelopment Agency	4	\$3,872,479
Waterfront	2	\$4,590,771
<b>TOTAL</b>	<b>25</b>	<b>\$85,594,601</b>



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Mayor and Councilmembers

**FROM:** Airport Administration, Airport Department

**SUBJECT:** Amendment To Service Agreement With Idea Engineering For Airport Marketing Services

### **RECOMMENDATION:**

That Council approve and authorize the Airport Director to execute an amendment to increase the scope of work and compensation by an amount of \$27,250 under Agreement No. 386906 with Idea Engineering for development of marketing and advertising campaign concepts for an amended total compensation amount of \$42,250.

### **DISCUSSION:**

The Airport has had a marketing and communications program since 1993. The goal of the program is to plan, develop and implement comprehensive marketing and communications strategies to increase regional traveler awareness of the Airport's airline services.

With the completion of the new Airline Terminal project, a new fresh approach to promote and market the Airport's airline service was needed. The goal is to increase passenger usage with strong outreach to the tri-county market areas by developing campaigns that highlight the new terminal and the unique benefits of using the Santa Barbara Airport.

Staff interviewed three local marketing firms who could provide energetic and creative campaigns with various media applications to be distributed utilizing the Airport's in-house production and media capabilities.

The three companies were: The Shand Group, BBM&D Strategic Branding, and Idea Engineering. After an initial meeting, each firm submitted a proposal describing the strategy, process, deliverables, and budget estimate.

Staff reviewed the proposals and, based upon the information presented and personal interviews, Idea Engineering was selected. The first phase of the campaign was to interview stakeholders to determine the difference between the Airport's desired brand image and the perceived brand image among stakeholders and potential stakeholders.

Upon completion of the interviews, Idea Engineering has submitted a report including a competitive analysis, findings, opportunities, and recommendations for changes and improvements for the Airport's marketing program.

The agreement amendment with Idea Engineering will cover the second phase of the program. This phase will include the development of two new advertising campaign themes to increase awareness and use of the Airport; design and development of two display ads; an analysis of the Airport's "FLYSBA.com" website, Facebook page, and other social media, and a report recommending updates or changes that would refresh the sites. Airport staff will continue to be responsible for media planning and placement.

**BUDGET/FINANCIAL INFORMATION:**

The current Airport Operating Budget has sufficient appropriated funding for the contract.

**PREPARED BY:** Hazel Johns, Assistant Airport Director

**SUBMITTED BY:** Karen Ramsdell, Airport Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Mayor and Councilmembers

**FROM:** Community Services Division, Police Department

**SUBJECT:** Software Maintenance Services From Level II, Inc., For Law Enforcement Telecommunications Message Switching System, Journal And Billing Application

### RECOMMENDATION:

That Council authorize the Police Information Technology Manager to purchase software maintenance services from Level II, Inc., for the CLETS Joint Powers Agreement (JPA) Message Switching System, Journal, and Billing Application for a period of one year, with four one-year renewal options in a form of agreement acceptable to the City Attorney.

### DISCUSSION:

Santa Barbara is the administrating agency for a California Law Enforcement Telecommunications System (CLETS) Joint Powers Agreement that serves 17 agencies in Santa Barbara and San Luis Obispo Counties. On behalf of the CLETS JPA, the Santa Barbara Police Department installed a Message Switching System, Journal, and Billing application from Level II, Inc., in January 1990. The Joint Powers Agreement agencies utilize these systems for access to local, state and national database systems. Today, these systems support 525 workstations and 1100 users, interface to Computer Aided Dispatch systems at Lompoc Police, Santa Maria Police, and Santa Barbara Police, and process over six million messages annually.

On an annual basis, the CLETS JPA adopts a budget that includes the Level II, Inc. software support maintenance expenses. On a semi-annual basis, the Santa Barbara Police Department produces statements for each JPA agency based on system usage. The Finance Department generates invoices and the City of Santa Barbara is reimbursed for expenses incurred for that period.

Level II, Inc., is the software author of the Message Switching System, the Journal and Billing applications. Software support of these systems is only available from Level II, Inc. Annual costs for the Message Switching System are based on the number of connected workstations and are anticipated to increase as the network continues to grow. Fiscal Year 2013 system-wide costs are \$27,404 for the Message Switching System, \$5,442 for the Journal application, and \$554 for the Billing application, for a total of \$33,400. The City of Santa Barbara's share of annual costs is estimated to be \$8,500.

**BUDGET/FINANCIAL INFORMATION:**

Services provided by Level II, Inc. are funded by seventeen CLETS Joint Powers Agreement (JPA) agencies, including the Santa Barbara Police Department. The Santa Barbara Police Department share of \$8,500 is appropriated in the approved Fiscal Year 2013 General Fund budget.

**PREPARED BY:** Christine Nail, Police Information Technology Manager

**SUBMITTED BY:** Camerino Sanchez, Chief of Police

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012  
**TO:** Mayor and Councilmembers  
**FROM:** Accounting Division, Finance Department  
**SUBJECT:** Fiscal Year 2012 Third Quarter Interim Financial Statements

**RECOMMENDATION:** That Council:

- A. Hear a report from staff on the status of revenues and expenditures in relation to budget as of March 31, 2012;
- B. Accept the Fiscal Year 2012 Interim Financial Statements for the Nine Months Ended March 31, 2012; and
- C. Approve the proposed adjustments to Fiscal Year 2012 estimated revenues and appropriations.

### **DISCUSSION:**

Each month, staff presents the interim financial statements (Attachment 1) showing the status of revenues and expenditures in relation to budget for each of the City's Funds. Each quarter, the interim financial statements are expanded to include a detailed narrative analysis of the General Fund and Enterprise Funds. This narrative analysis is included in Attachment 2.

In addition to the financial analysis, staff brings forward recommended adjustments for City Council approval. These adjustments are the result of new information and/or unanticipated events that occurred since the adoption of the budget in June 2011.

Attachment 3 includes proposed adjustments to the current year budget. A discussion of each is presented below.

### **General Fund**

#### City Administrator's Office

The City Administrator's Office budget has incurred unbudgeted personnel costs, resulting from the retirement of a department employee. At the time of retirement, the employee received payment for vacation and compensatory leave balances on the books. In addition, the employee received a lump sum payment for the City annuity benefit that is comparable to the Public Employees Retirement System (PERS) benefit that provides service credit for sick leave, which also caused one-time costs.

In order to cover these unanticipated expenditures, staff recommends an appropriation of \$48,450 from General Fund appropriated reserves, which is budgeted in the General Government program. Currently, the General Fund appropriated reserve has \$277,852 available for appropriation.

### Fire Department

The Fire Department submitted a grant application to the U.S. Department of Homeland Security for the 2011 Assistance to Firefighters Grant program and was subsequently awarded \$193,292. These grant funds will be used to make modifications to seven of the City's eight fire stations by purchasing and installing diesel exhaust extraction systems in each station. Installation of the extraction systems will make City fire stations compliant with relevant National Fire Protection Association and OSHA standards.

Total project costs are projected to be \$275,858 to be funded from the grant award of \$193,292 and a City match of \$82,566. The City match will be funded from personnel cost savings within the Fire Department budget (\$48,324) and Facilities Maintenance Fund reserves (\$34,242).

Staff recommends increasing estimated revenues in the Facilities Maintenance Fund by \$193,292 for the federal grant and appropriations by \$275,858 for the total project cost. To provide the City match, staff recommends a transfer from the Fire Department budget of \$48,324 to the Facilities Maintenance Fund.

### Parks and Recreation Department

The Parks and Recreation Department is projecting higher revenues than appropriated in the adopted budget due to reimbursements, additional grant funds, and higher program revenues.

The most significant change is an increase of \$80,000 in revenues due to higher recreation program registrations and facility and park rentals (particularly in the renovated Carrillo Recreation Center). Staff is requesting appropriation of these funds to address deferred maintenance at Los Baños, Yanonali community garden, Dwight Murphy Field, MacKenzie Park, and Oak Park tennis courts and delayed equipment replacement in rental facilities such as Cabrillo Pavilion Art Center and Carrillo Recreation Center. Staff recommends increasing both estimated revenues and appropriations by a total of \$80,000.

The Department also received reimbursements in the amount of \$20,927, which staff recommends be appropriated to fund increased part-time personnel costs for parks special projects.

In recent months, the Federal Emergency Management Agency (FEMA) approved funds for the City to purchase a Tenant Sweeper for use in public parks, which would qualify as an eligible purpose in mitigating hazards. The new Tenant Sweeper will replace the existing sweeper that is more than 11 years old. Staff recommends increasing estimated revenues and appropriations in the amount of \$42,000 in the Tea Fire Disaster Relief Mitigation Fund.

### **Streets Fund**

The Highway 101 Operational Improvement Project is nearly complete, coming in under budget by about \$50,000. Staff recommends re-appropriating the remaining funds for this project to the Lower Mission Creek (\$30,000) and Sycamore Creek Channel Improvements (\$20,000) projects. Both are existing flood control projects with additional funding needs to complete work planned for the 4<sup>th</sup> quarter of this fiscal year.

### **Airport Fund**

In March 2001, the City Council authorized staff to execute required grant documents with the Federal Aviation Administration pertaining to funding for the Airport Master Plan project. In anticipation of approval, the City incurred design and permitting costs that were paid by the Airport Capital Fund. After receiving the grant award, staff submitted reimbursement requests for those costs. Therefore, staff recommends transferring \$7,695 from the Airport Grants Fund to the Airport Capital Fund as reimbursement for costs incurred prior to grant approval.

- ATTACHMENTS:**
1. Summary by Fund Statement of Revenues and Expenditures for the Nine Months Ended March 31, 2012
  2. Interim Financial Statements for the Nine Months Ended March 31, 2012 (Narrative Analysis)
  3. Proposed Budget Adjustments

**PREPARED BY:** Ruby Carrillo, Accounting Manager

**SUBMITTED BY:** Robert Samario, Finance Director

**APPROVED BY:** City Administrator's Office

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**Summary by Fund**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	Remaining Balance	Percent of Budget
<b>GENERAL FUND</b>					
Revenue	103,068,721	71,387,681	-	31,681,040	69.3%
Expenditures	103,615,386	76,305,464	1,236,758	26,073,164	74.8%
<i>Addition to / (use of) reserves</i>	(546,665)	(4,917,783)	(1,236,758)		
<b>WATER OPERATING FUND</b>					
Revenue	38,167,816	26,280,863	-	11,886,953	68.9%
Expenditures	43,447,024	28,170,742	2,170,441	13,105,841	69.8%
<i>Addition to / (use of) reserves</i>	(5,279,208)	(1,889,879)	(2,170,441)		
<b>WASTEWATER OPERATING FUND</b>					
Revenue	16,395,810	12,487,571	-	3,908,239	76.2%
Expenditures	17,667,788	11,695,852	1,309,829	4,662,107	73.6%
<i>Addition to / (use of) reserves</i>	(1,271,978)	791,719	(1,309,829)		
<b>DOWNTOWN PARKING</b>					
Revenue	7,036,049	5,680,015	-	1,356,034	80.7%
Expenditures	7,582,431	5,471,420	189,426	1,921,585	74.7%
<i>Addition to / (use of) reserves</i>	(546,382)	208,595	(189,426)		
<b>AIRPORT OPERATING FUND</b>					
Revenue	15,030,488	10,749,726	-	4,280,762	71.5%
Expenditures	17,910,688	9,946,080	502,826	7,461,782	58.3%
<i>Addition to / (use of) reserves</i>	(2,880,200)	803,646	(502,826)		
<b>GOLF COURSE FUND</b>					
Revenue	2,060,146	1,392,260	-	667,886	67.6%
Expenditures	2,065,870	1,429,428	99,946	536,496	74.0%
<i>Addition to / (use of) reserves</i>	(5,724)	(37,168)	(99,946)		
<b>INTRA-CITY SERVICE FUND</b>					
Revenue	6,480,947	4,778,107	-	1,702,840	73.7%
Expenditures	6,683,711	4,636,171	546,880	1,500,661	77.5%
<i>Addition to / (use of) reserves</i>	(202,764)	141,936	(546,880)		

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenditures**  
**Summary by Fund**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>
<b>FLEET REPLACEMENT FUND</b>					
Revenue	2,230,083	1,691,141	-	538,942	75.8%
Expenditures	1,502,646	385,673	179,685	937,289	37.6%
<i>Addition to / (use of) reserves</i>	<u>727,437</u>	<u>1,305,468</u>	<u>(179,685)</u>		
<b>FLEET MAINTENANCE FUND</b>					
Revenue	2,530,723	1,881,744	-	648,979	74.4%
Expenditures	2,482,012	1,640,932	184,170	656,910	73.5%
<i>Addition to / (use of) reserves</i>	<u>48,711</u>	<u>240,812</u>	<u>(184,170)</u>		
<b>SELF INSURANCE TRUST FUND</b>					
Revenue	5,391,678	3,878,413	-	1,513,265	71.9%
Expenditures	9,055,327	6,709,974	179,717	2,165,636	76.1%
<i>Addition to / (use of) reserves</i>	<u>(3,663,649)</u>	<u>(2,831,560)</u>	<u>(179,717)</u>		
<b>INFORMATION SYSTEMS ICS FUND</b>					
Revenue	2,306,135	1,730,809	-	575,326	75.1%
Expenditures	2,347,350	1,693,772	143,380	510,199	78.3%
<i>Addition to / (use of) reserves</i>	<u>(41,215)</u>	<u>37,037</u>	<u>(143,380)</u>		
<b>WATERFRONT FUND</b>					
Revenue	12,203,518	9,473,515	-	2,730,003	77.6%
Expenditures	11,981,963	8,468,585	641,829	2,871,549	76.0%
<i>Addition to / (use of) reserves</i>	<u>221,555</u>	<u>1,004,930</u>	<u>(641,829)</u>		
<b>TOTAL FOR ALL FUNDS</b>					
Revenue	212,902,114	151,411,845	-	61,490,268	71.1%
Expenditures	226,342,199	156,554,093	7,384,886	62,403,220	72.4%
<i>Addition to / (use of) reserves</i>	<u>(13,440,085)</u>	<u>(5,142,247)</u>	<u>(7,384,886)</u>		

*\*\* It is City policy to adopt a balanced budget. In most cases, encumbrance balances exist at year-end. These encumbrance balances are obligations of each fund and must be reported at the beginning of each fiscal year. In addition, a corresponding appropriations entry must be made in order to accommodate the 'carried-over' encumbrance amount. Most differences between budgeted annual revenues and expenses are due to these encumbrance carryovers.*

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Budgeted and Actual Revenues**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	Annual Budget	YTD Actual	Remaining Balance	Percent Received	Previous YTD
<b>TAXES</b>					
Sales and Use	17,949,013	13,114,287	4,834,726	73.1%	12,277,729
Property Taxes	23,063,000	12,804,564	10,258,436	55.5%	12,726,570
Utility Users Tax	7,144,500	5,368,565	1,775,935	75.1%	5,243,082
Transient Occupancy Tax	13,018,252	10,268,916	2,749,336	78.9%	9,348,110
Franchise Fees	3,593,200	2,523,299	1,069,901	70.2%	2,570,057
Business License	2,229,800	1,756,821	472,979	78.8%	1,747,967
Real Property Transfer Tax	410,000	273,771	136,229	66.8%	286,103
<i>Total</i>	<u>67,407,765</u>	<u>46,110,222</u>	<u>21,297,542</u>	<u>68.4%</u>	<u>44,199,618</u>
<b>LICENSES &amp; PERMITS</b>					
Licenses & Permits	182,900	162,057	20,843	88.6%	145,420
<i>Total</i>	<u>182,900</u>	<u>162,057</u>	<u>20,843</u>	<u>88.6%</u>	<u>145,420</u>
<b>FINES &amp; FORFEITURES</b>					
Parking Violations	2,403,500	1,787,651	615,849	74.4%	1,849,887
Library Fines	133,516	82,029	51,487	61.4%	84,389
Municipal Court Fines	180,000	83,308	96,692	46.3%	114,130
Other Fines & Forfeitures	210,000	163,548	46,452	77.9%	179,291
<i>Total</i>	<u>2,927,016</u>	<u>2,116,536</u>	<u>810,480</u>	<u>72.3%</u>	<u>2,227,696</u>
<b>USE OF MONEY &amp; PROPERTY</b>					
Investment Income	740,827	564,250	176,577	76.2%	567,977
Rents & Concessions	397,952	284,882	113,070	71.6%	333,820
<i>Total</i>	<u>1,138,779</u>	<u>849,131</u>	<u>289,648</u>	<u>74.6%</u>	<u>901,797</u>
<b>INTERGOVERNMENTAL</b>					
Grants	488,610	168,033	320,577	34.4%	455,334
Vehicle License Fees	-	-	-	0.0%	216,096
Reimbursements	14,040	1,323	12,717	9.4%	8,135
<i>Total</i>	<u>502,650</u>	<u>169,356</u>	<u>333,294</u>	<u>33.7%</u>	<u>679,565</u>
<b>FEES &amp; SERVICE CHARGES</b>					
Finance	860,000	629,069	230,931	73.1%	637,547
Community Development	4,525,570	3,062,282	1,463,288	67.7%	3,551,473
Recreation	2,274,257	1,604,067	670,190	70.5%	1,421,732
Public Safety	499,673	439,269	60,404	87.9%	335,656
Public Works	5,286,083	3,832,541	1,453,542	72.5%	3,697,659
Library	675,575	641,694	33,881	95.0%	732,883
Reimbursements	6,227,567	4,398,931	1,828,636	70.6%	4,136,476
<i>Total</i>	<u>20,348,725</u>	<u>14,607,853</u>	<u>5,740,872</u>	<u>71.8%</u>	<u>14,513,427</u>
<b>OTHER MISCELLANEOUS REVENUES</b>					
Miscellaneous	1,398,491	1,438,615	(40,124)	102.9%	1,381,595
Indirect Allocations	6,111,818	4,583,864	1,527,954	75.0%	4,890,383
Operating Transfers-In	3,050,577	1,350,046	1,700,531	44.3%	789,298
<i>Total</i>	<u>10,560,886</u>	<u>7,372,525</u>	<u>3,188,361</u>	<u>69.8%</u>	<u>7,061,276</u>
<b>TOTAL REVENUES</b>	<u>103,068,721</u>	<u>71,387,681</u>	<u>31,681,040</u>	<u>69.3%</u>	<u>69,728,798</u>

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	** Remaining Balance	YTD Expended and Encumbered	Previous YTD
<b>GENERAL GOVERNMENT</b>						
<u>Mayor &amp; City Council</u>						
MAYOR	725,196	536,178	508	188,510	74.0%	
<i>Total</i>	725,196	536,178	508	188,510	74.0%	521,907
<u>City Attorney</u>						
CITY ATTORNEY	1,950,640	1,473,223	8,325	469,092	76.0%	
<i>Total</i>	1,950,640	1,473,223	8,325	469,092	76.0%	1,491,629
<u>Administration</u>						
CITY ADMINISTRATOR	1,468,399	1,150,746	508	317,145	78.4%	
CITY TV	455,110	304,767	27,221	123,122	72.9%	
<i>Total</i>	1,923,509	1,455,513	27,729	440,267	77.1%	1,325,350
<u>Administrative Services</u>						
CITY CLERK	435,245	362,709	8,825	63,711	85.4%	
ADMIN SVCS-ELECTIONS	300,000	196,225	67,292	36,483	87.8%	
HUMAN RESOURCES	1,197,982	858,213	17,646	322,123	73.1%	
ADMIN SVCS-EMPLOYEE DEVELOPMENT	14,447	3,735	-	10,712	25.9%	
<i>Total</i>	1,947,674	1,420,882	93,763	433,029	77.8%	1,170,150
<u>Finance</u>						
ADMINISTRATION	219,098	164,454	6,571	48,073	78.1%	
TREASURY	481,463	319,928	-	161,535	66.4%	
CASHIERING & COLLECTION	417,180	318,407	-	98,773	76.3%	
LICENSES & PERMITS	417,558	298,448	-	119,110	71.5%	
BUDGET MANAGEMENT	396,344	296,433	-	99,911	74.8%	
ACCOUNTING	476,344	354,868	26,030	95,446	80.0%	
PAYROLL	273,474	198,116	-	75,358	72.4%	
ACCOUNTS PAYABLE	207,832	156,775	-	51,057	75.4%	
CITY BILLING & CUSTOMER SERVICE	581,802	419,296	1,831	160,675	72.4%	
PURCHASING	659,344	503,066	1,165	155,113	76.5%	
CENTRAL STORES	160,010	124,488	333	35,189	78.0%	
MAIL SERVICES	102,301	77,221	333	24,747	75.8%	
<i>Total</i>	4,392,750	3,231,501	36,263	1,124,986	74.4%	3,097,346
<b>TOTAL GENERAL GOVERNMENT</b>	<b>10,939,769</b>	<b>8,117,298</b>	<b>166,589</b>	<b>2,655,883</b>	<b>75.7%</b>	<b>7,606,382</b>
<b>PUBLIC SAFETY</b>						
<u>Police</u>						
CHIEF'S STAFF	979,104	769,190	383	209,531	78.6%	
SUPPORT SERVICES	574,199	403,672	515	170,012	70.4%	
RECORDS	1,172,517	837,276	2,317	332,925	71.6%	
COMMUNITY SVCS	729,721	530,045	2,102	197,573	72.9%	
PROPERTY ROOM	165,159	98,806	-	66,353	59.8%	
TRNG/RECRUITMENT	405,269	396,087	9,422	(240)	100.1%	

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>** Remaining Balance</u>	<u>YTD Expended and Encumbered</u>	<u>Previous YTD</u>
<b>PUBLIC SAFETY</b>						
<u>Police</u>						
RANGE	1,184,348	881,451	20,478	282,419	76.2%	
BEAT COORDINATORS	784,859	505,738	-	279,121	64.4%	
INFORMATION TECHNOLOGY	1,275,768	913,242	13,325	349,201	72.6%	
INVESTIGATIVE DIVISION	4,582,903	3,328,927	2,915	1,251,061	72.7%	
CRIME LAB	130,163	101,068	-	29,095	77.6%	
PATROL DIVISION	14,663,551	11,279,773	74,537	3,309,242	77.4%	
TRAFFIC	1,288,412	1,010,519	1,100	276,793	78.5%	
SPECIAL EVENTS	772,599	839,078	-	(66,479)	108.6%	
TACTICAL PATROL FORCE	1,324,561	907,159	-	417,402	68.5%	
STREET SWEEPING ENFORCEMENT	294,783	216,010	-	78,774	73.3%	
NIGHT LIFE ENFORCEMENT	297,965	207,324	-	90,641	69.6%	
PARKING ENFORCEMENT	931,552	640,920	27,800	262,832	71.8%	
CCC	2,361,140	1,644,335	604	716,201	69.7%	
ANIMAL CONTROL	613,570	420,967	1,793	190,809	68.9%	
<i>Total</i>	<u>34,532,143</u>	<u>25,933,426</u>	<u>157,291</u>	<u>8,441,426</u>	75.6%	<u>24,992,886</u>
<u>Fire</u>						
ADMINISTRATION	740,779	582,621	2,763	155,395	79.0%	
EMERGENCY SERVICES AND PUBLIC ED	246,838	178,951	-	67,887	72.5%	
PREVENTION	1,109,296	788,889	-	320,407	71.1%	
WILDLAND FIRE MITIGATION PROGRAM	172,505	123,936	13,280	35,289	79.5%	
OPERATIONS	17,119,140	12,711,405	63,290	4,344,445	74.6%	
ARFF	1,698,433	1,251,233	-	447,200	73.7%	
<i>Total</i>	<u>21,086,991</u>	<u>15,637,136</u>	<u>79,333</u>	<u>5,370,522</u>	74.5%	<u>16,236,164</u>
<b>TOTAL PUBLIC SAFETY</b>	<u>55,619,134</u>	<u>41,570,563</u>	<u>236,623</u>	<u>13,811,948</u>	75.2%	<u>41,229,050</u>
<b>PUBLIC WORKS</b>						
<u>Public Works</u>						
ADMINISTRATION	868,519	615,891	10,692	241,935	72.1%	
ENGINEERING SVCS	4,357,704	3,195,825	17,923	1,143,955	73.7%	
PUBLIC RT OF WAY MGMT	1,176,628	864,104	973	311,552	73.5%	
ENVIRONMENTAL PROGRAMS	421,105	208,256	147,039	65,810	84.4%	
<i>Total</i>	<u>6,823,956</u>	<u>4,884,076</u>	<u>176,627</u>	<u>1,763,252</u>	74.2%	<u>4,783,440</u>
<b>TOTAL PUBLIC WORKS</b>	<u>6,823,956</u>	<u>4,884,076</u>	<u>176,627</u>	<u>1,763,252</u>	74.2%	<u>4,783,440</u>
<b>COMMUNITY SERVICES</b>						
<u>Parks &amp; Recreation</u>						
PRGM MGMT & BUS SVCS	370,912	316,439	22	54,452	85.3%	
FACILITIES	731,720	536,954	11,585	183,181	75.0%	
YOUTH ACTIVITIES	743,003	528,846	3,567	210,590	71.7%	
SR CITIZENS	717,260	564,098	434	152,728	78.7%	

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	Annual Budget	YTD Actual	Encum- brances	** Remaining Balance	YTD Expended and Encumbered	Previous YTD
<b>COMMUNITY SERVICES</b>						
<u>Parks &amp; Recreation</u>						
AQUATICS	1,040,683	821,842	36,780	182,061	82.5%	
SPORTS	423,214	331,602	9,948	81,664	80.7%	
TENNIS	224,714	157,504	-	67,210	70.1%	
NEIGHBORHOOD & OUTREACH SERV	980,833	732,289	3,299	245,245	75.0%	
ADMINISTRATION	522,889	401,753	-	121,136	76.8%	
PROJECT MANAGEMENT TEAM	222,476	180,110	-	42,366	81.0%	
BUSINESS SERVICES	299,201	171,651	14,176	113,374	62.1%	
FACILITY & PROJECT MGT	992,450	762,471	93	229,887	76.8%	
GROUNDS MANAGEMENT	4,119,025	2,931,531	161,228	1,026,266	75.1%	
FORESTRY	1,160,228	858,447	43,688	258,092	77.8%	
BEACH MAINTENANCE	146,160	90,135	14,861	41,165	71.8%	
<i>Total</i>	<u>12,694,768</u>	<u>9,385,672</u>	<u>299,680</u>	<u>3,009,416</u>	76.3%	<u>9,122,484</u>
<u>Library</u>						
ADMINISTRATION	420,294	309,342	-	110,952	73.6%	
PUBLIC SERVICES	1,828,065	1,406,622	700	420,743	77.0%	
SUPPORT SERVICES	1,784,128	1,133,676	105,017	545,435	69.4%	
<i>Total</i>	<u>4,032,487</u>	<u>2,849,640</u>	<u>105,717</u>	<u>1,077,130</u>	73.3%	<u>2,782,150</u>
<b>TOTAL COMMUNITY SERVICES</b>	<u>16,727,255</u>	<u>12,235,312</u>	<u>405,397</u>	<u>4,086,547</u>	75.6%	<u>11,904,634</u>
<b>COMMUNITY DEVELOPMENT</b>						
<u>Community Development</u>						
ADMINISTRATION	456,182	330,961	568	124,653	72.7%	
ECON DEV	52,667	34,100	-	18,567	64.7%	
CITY ARTS ADVISORY PROGRAM	427,260	427,260	-	-	100.0%	
HUMAN SVCS	855,862	599,035	197,446	59,381	93.1%	
RDA	715,653	470,398	-	245,255	65.7%	
RDA HSG DEV	611,074	400,085	-	210,989	65.5%	
LR PLANNING/STUDIES	826,558	539,004	15,331	272,223	67.1%	
DEV & DESIGN REVIEW	1,075,206	755,550	15,117	304,539	71.7%	
ZONING	1,245,146	844,274	2,710	398,163	68.0%	
DESIGN REV & HIST PRESERVATN	975,603	691,898	5,852	277,853	71.5%	
BLDG PERMITS	1,048,775	764,253	5,160	279,362	73.4%	
RECORDS & ARCHIVES	529,868	351,163	9,009	169,695	68.0%	
PLAN CK & COUNTER SRV	1,271,905	861,001	329	410,575	67.7%	
<i>Total</i>	<u>10,091,759</u>	<u>7,068,991</u>	<u>251,522</u>	<u>2,771,245</u>	72.5%	<u>7,268,394</u>
<b>TOTAL COMMUNITY DEVELOPMENT</b>	<u>10,091,759</u>	<u>7,068,991</u>	<u>251,522</u>	<u>2,771,245</u>	72.5%	<u>7,268,394</u>
<b>NON-DEPARTMENTAL</b>						
<u>Non-Departmental</u>						
DUES, MEMBERSHIPS, & LICENSES	22,272	21,933	-	339	98.5%	

**CITY OF SANTA BARBARA**  
**General Fund**  
**Interim Statement of Appropriations, Expenditures and Encumbrances**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>** Remaining Balance</u>	<u>YTD Expended and Encumbered</u>	<u>Previous YTD</u>
<b>NON-DEPARTMENTAL</b>						
<u>Non-Departmental</u>						
COMMUNITY PROMOTIONS	1,536,799	1,252,866	-	283,933	81.5%	
SPECIAL PROJECTS	381,073	247,501	-	133,572	64.9%	
TRANSFERS OUT	43,500	32,625	-	10,875	75.0%	
DEBT SERVICE TRANSFERS	349,983	338,594	-	11,389	96.7%	
CAPITAL OUTLAY TRANSFER	665,457	535,706	-	129,751	80.5%	
APPROP. RESERVE	414,429	-	-	414,429	0.0%	
<i>Total</i>	<u>3,413,513</u>	<u>2,429,225</u>	<u>-</u>	<u>984,288</u>	<u>71.2%</u>	<u>2,229,308</u>
<b>TOTAL NON-DEPARTMENTAL</b>	<u>3,413,513</u>	<u>2,429,225</u>	<u>-</u>	<u>984,288</u>	<u>71.2%</u>	<u>2,229,308</u>
<b>TOTAL EXPENDITURES</b>	<u>103,615,386</u>	<u>76,305,464</u>	<u>1,236,758</u>	<u>26,073,164</u>	<u>74.8%</u>	<u>75,021,208</u>

*\*\* The legal level of budgetary control is at the department level for the General Fund. Therefore, as long as the department as a whole is within budget, budgetary compliance has been achieved. The City actively monitors the budget status of each department and takes measures to address potential over budget situations before they occur.*

*For Enterprise and Internal Service Funds, the legal level of budgetary control is at the fund level. The City also monitors and addresses these fund types for potential over budget situations.*

**CITY OF SANTA BARBARA**  
**Special Revenue Funds**  
**Interim Statement of Revenues and Expenditures**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>
<b>TRAFFIC SAFETY FUND</b>					
Revenue	515,000	343,043	-	171,957	66.6%
Expenditures	515,000	343,043	-	171,957	66.6%
<i>Revenue Less Expenditures</i>	-	-	-	-	
<b>CREEK RESTORATION/WATER QUALITY IMPRVMT</b>					
Revenue	2,800,800	2,176,479	-	624,321	77.7%
Expenditures	3,545,725	2,124,018	379,862	1,041,845	70.6%
<i>Revenue Less Expenditures</i>	(744,925)	52,461	(379,862)	(417,524)	
<b>SOLID WASTE PROGRAM</b>					
Revenue	18,331,232	14,039,325	-	4,291,907	76.6%
Expenditures	19,129,869	13,755,736	362,418	5,011,716	73.8%
<i>Revenue Less Expenditures</i>	(798,637)	283,589	(362,418)	(719,809)	
<b>COMM.DEVELOPMENT BLOCK GRANT</b>					
Revenue	2,730,423	826,897	-	1,903,526	30.3%
Expenditures	2,730,423	1,226,049	356,522	1,147,852	58.0%
<i>Revenue Less Expenditures</i>	-	(399,152)	(356,522)	755,674	
<b>COUNTY LIBRARY</b>					
Revenue	1,944,769	1,212,134	-	732,635	62.3%
Expenditures	2,058,536	1,387,660	87,129	583,747	71.6%
<i>Revenue Less Expenditures</i>	(113,767)	(175,526)	(87,129)	148,888	
<b>STREETS FUND</b>					
Revenue	10,598,577	8,173,976	-	2,424,601	77.1%
Expenditures	14,646,871	8,039,415	1,396,807	5,210,649	64.4%
<i>Revenue Less Expenditures</i>	(4,048,294)	134,561	(1,396,807)	(2,786,048)	
<b>MEASURE A</b>					
Revenue	2,774,034	2,052,071	-	721,963	74.0%
Expenditures	3,335,145	2,006,590	793,185	535,370	83.9%
<i>Revenue Less Expenditures</i>	(561,111)	45,481	(793,185)	186,593	

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**WATER OPERATING FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Water Sales - Metered	30,700,000	22,872,931	-	7,827,069	74.5%	20,858,216
Service Charges	450,192	650,765	-	(200,573)	144.6%	657,120
Cater JPA Treatment Charges	2,619,000	1,564,163	-	1,054,837	59.7%	2,326,679
Investment Income	791,800	523,016	-	268,784	66.1%	740,775
Miscellaneous	604,691	290,862	-	313,829	48.1%	505,859
Operating Transfers-In	3,002,133	379,126	-	2,623,007	12.6%	-
<b>TOTAL REVENUES</b>	<u>38,167,816</u>	<u>26,280,863</u>	<u>-</u>	<u>11,886,953</u>	<u>68.9%</u>	<u>25,088,648</u>
<b>EXPENSES</b>						
Salaries & Benefits	7,649,148	5,484,165	-	2,164,983	71.7%	5,413,321
Materials, Supplies & Services	9,996,116	4,936,904	1,797,900	3,261,312	67.4%	5,335,843
Special Projects	1,438,061	264,934	133,460	1,039,667	27.7%	167,276
Water Purchases	7,723,468	5,621,198	208,885	1,893,385	75.5%	5,036,484
Debt Service	4,831,189	3,264,453	-	1,566,736	67.6%	3,548,408
Capital Outlay Transfers	11,284,416	8,463,312	-	2,821,104	75.0%	2,512,276
Equipment	195,427	58,564	-	136,862	30.0%	61,338
Capitalized Fixed Assets	124,200	49,997	30,196	44,007	64.6%	6,285
Other	55,000	27,215	-	27,785	49.5%	26,843
Appropriated Reserve	150,000	-	-	150,000	0.0%	-
<b>TOTAL EXPENSES</b>	<u>43,447,024</u>	<u>28,170,742</u>	<u>2,170,441</u>	<u>13,105,841</u>	<u>69.8%</u>	<u>22,108,075</u>

NOTE - These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**WASTEWATER OPERATING FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Service Charges	14,926,192	11,138,935	-	3,787,257	74.6%	10,409,703
Fees	493,222	617,912	-	(124,690)	125.3%	710,806
Investment Income	267,300	169,743	-	97,557	63.5%	221,586
Public Works	10,000	32,017	-	(22,017)	320.2%	30,377
Miscellaneous	25,000	23,391	-	1,609	93.6%	75,078
Operating Transfers-In	674,096	505,572	-	168,524	75.0%	-
<b>TOTAL REVENUES</b>	<b>16,395,810</b>	<b>12,487,571</b>	<b>-</b>	<b>3,908,239</b>	<b>76.2%</b>	<b>11,447,550</b>
<b>EXPENSES</b>						
Salaries & Benefits	5,148,257	3,725,805	-	1,422,452	72.4%	3,714,492
Materials, Supplies & Services	6,195,715	4,160,619	1,299,593	735,504	88.1%	3,878,643
Special Projects	100,000	2,104	-	97,896	2.1%	158,158
Debt Service	1,352,213	324,512	-	1,027,701	24.0%	334,388
Capital Outlay Transfers	4,592,559	3,444,419	-	1,148,140	75.0%	4,721,625
Equipment	98,044	31,789	44	66,211	32.5%	25,472
Capitalized Fixed Assets	26,000	5,605	10,192	10,203	60.8%	58,050
Other	5,000	1,000	-	4,000	20.0%	1,000
Appropriated Reserve	150,000	-	-	150,000	0.0%	-
<b>TOTAL EXPENSES</b>	<b>17,667,788</b>	<b>11,695,852</b>	<b>1,309,829</b>	<b>4,662,107</b>	<b>73.6%</b>	<b>12,891,828</b>

NOTE - These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**  
**DOWNTOWN PARKING**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Improvement Tax	840,000	689,567	-	150,433	82.1%	661,577
Parking Fees	5,662,166	4,594,652	-	1,067,514	81.1%	4,187,278
Investment Income	137,600	89,467	-	48,133	65.0%	114,037
Rents & Concessions	40,925	40,925	-	-	100.0%	23,740
Reimbursements	-	-	-	-	100.0%	4,598
Miscellaneous	1,500	12	-	1,488	0.8%	12,198
Operating Transfers-In	353,858	265,394	-	88,464	75.0%	32,625
<b>TOTAL REVENUES</b>	<u>7,036,049</u>	<u>5,680,015</u>	<u>-</u>	<u>1,356,034</u>	<u>80.7%</u>	<u>5,036,053</u>
<b>EXPENSES</b>						
Salaries & Benefits	3,799,707	2,840,414	-	959,293	74.8%	2,765,557
Materials, Supplies & Services	1,842,052	1,216,025	151,825	474,201	74.3%	1,078,923
Special Projects	574,522	406,251	31,620	136,650	76.2%	99,640
Transfers-Out	297,121	222,841	-	74,280	75.0%	234,466
Capital Outlay Transfers	1,043,270	782,452	-	260,818	75.0%	495,000
Equipment	25,760	3,437	5,980	16,343	36.6%	7,142
<b>TOTAL EXPENSES</b>	<u>7,582,431</u>	<u>5,471,420</u>	<u>189,426</u>	<u>1,921,585</u>	<u>74.7%</u>	<u>4,680,728</u>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**  
**AIRPORT OPERATING FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Leases - Commercial / Industrial	4,171,000	3,263,753	-	907,247	78.2%	3,239,068
Leases - Terminal	5,183,033	3,506,671	-	1,676,362	67.7%	3,725,524
Leases - Non-Commerical Aviation	1,361,600	1,120,835	-	240,765	82.3%	1,126,949
Leases - Commerical Aviation	3,465,000	2,264,210	-	1,200,790	65.3%	1,733,919
Investment Income	214,300	134,122	-	80,178	62.6%	177,421
Miscellaneous	185,052	235,011	-	(49,959)	127.0%	94,362
Operating Transfers-In	450,503	225,124	-	225,379	50.0%	-
<b>TOTAL REVENUES</b>	<b>15,030,488</b>	<b>10,749,726</b>	<b>-</b>	<b>4,280,762</b>	<b>71.5%</b>	<b>10,097,243</b>
<b>EXPENSES</b>						
Salaries & Benefits	5,001,631	3,735,152	-	1,266,479	74.7%	3,568,852
Materials, Supplies & Services	6,646,161	4,448,831	502,826	1,694,503	74.5%	4,375,900
Special Projects	941,298	511,757	-	429,541	54.4%	416,501
Transfers-Out	44,212	33,159	-	11,053	75.0%	23,287
Debt Service	1,113,099	-	-	1,113,099	0.0%	-
Capital Outlay Transfers	3,853,399	1,159,537	-	2,693,862	30.1%	412,500
Equipment	129,276	57,643	-	71,633	44.6%	15,737
Appropriated Reserve	181,613	-	-	181,613	0.0%	-
<b>TOTAL EXPENSES</b>	<b>17,910,688</b>	<b>9,946,080</b>	<b>502,826</b>	<b>7,461,782</b>	<b>58.3%</b>	<b>8,812,777</b>

NOTE - These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**GOLF COURSE FUND**

	<u>Annual Budget</u>	<u>YTD Actual</u>	<u>Encum- brances</u>	<u>Remaining Balance</u>	<u>Percent of Budget</u>	<u>Previous YTD</u>
<b>REVENUES</b>						
Fees & Card Sales	1,640,801	1,093,668	-	547,133	66.7%	1,093,851
Investment Income	9,900	7,658	-	2,242	77.4%	9,797
Rents & Concessions	302,322	212,817	-	89,505	70.4%	218,036
Miscellaneous	3,500	400	-	3,100	11.4%	4,435
Operating Transfers-In	103,623	77,717	-	25,906	75.0%	-
<b>TOTAL REVENUES</b>	<u>2,060,146</u>	<u>1,392,260</u>	<u>-</u>	<u>667,886</u>	<u>67.6%</u>	<u>1,326,119</u>
<b>EXPENSES</b>						
Salaries & Benefits	1,111,449	832,414	-	279,035	74.9%	837,636
Materials, Supplies & Services	547,478	345,833	95,422	106,223	80.6%	376,975
Special Projects	10,724	-	4,524	6,200	42.2%	300
Debt Service	230,294	180,294	-	50,000	78.3%	180,532
Capital Outlay Transfers	92,036	69,027	-	23,009	75.0%	52,500
Equipment	27,500	1,013	-	26,487	3.7%	2,597
Other	1,014	847	-	167	83.5%	847
Appropriated Reserve	45,375	-	-	45,375	0.0%	-
<b>TOTAL EXPENSES</b>	<u>2,065,870</u>	<u>1,429,428</u>	<u>99,946</u>	<u>536,496</u>	<u>74.0%</u>	<u>1,451,386</u>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**INTRA-CITY SERVICE FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Service charges	99,584	74,688	-	24,896	75.0%	-
Work Orders - Bldg Maint.	3,035,446	2,377,251	-	658,195	78.3%	2,351,538
Grants	617,472	542,409	-	75,063	87.8%	125,499
Service Charges	2,033,543	1,525,402	-	508,141	75.0%	1,299,424
Reimbursements	-	792	-	(792)	100.0%	-
Miscellaneous	360,000	6,388	-	353,612	1.8%	283
Operating Transfers-In	334,902	251,177	-	83,726	75.0%	-
<b>TOTAL REVENUES</b>	<b>6,480,947</b>	<b>4,778,107</b>	<b>-</b>	<b>1,702,840</b>	<b>73.7%</b>	<b>3,776,743</b>
<b>EXPENSES</b>						
Salaries & Benefits	3,107,626	2,254,170	-	853,456	72.5%	2,110,471
Materials, Supplies & Services	1,105,502	800,949	106,234	198,319	82.1%	714,118
Special Projects	1,680,989	1,111,080	227,705	342,204	79.6%	569,482
Equipment	15,000	1,755	345	12,901	14.0%	10,290
Capitalized Fixed Assets	774,595	468,218	212,596	93,780	87.9%	138,729
<b>TOTAL EXPENSES</b>	<b>6,683,711</b>	<b>4,636,171</b>	<b>546,880</b>	<b>1,500,661</b>	<b>77.5%</b>	<b>3,543,091</b>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**FLEET REPLACEMENT FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Vehicle Rental Charges	1,805,982	1,350,896	-	455,087	74.8%	1,343,570
Investment Income	149,700	103,102	-	46,598	68.9%	123,370
Rents & Concessions	224,401	168,301	-	56,100	75.0%	174,256
Miscellaneous	50,000	68,843	-	(18,843)	137.7%	46,289
<b>TOTAL REVENUES</b>	<b>2,230,083</b>	<b>1,691,141</b>	<b>-</b>	<b>538,942</b>	<b>75.8%</b>	<b>1,687,485</b>
<b>EXPENSES</b>						
Salaries & Benefits	158,537	122,901	-	35,636	77.5%	115,428
Materials, Supplies & Services	2,452	1,501	-	951	61.2%	1,420
Special Projects	300,000	-	-	300,000	0.0%	-
Capitalized Fixed Assets	1,041,657	261,270	179,685	600,703	42.3%	1,746,918
<b>TOTAL EXPENSES</b>	<b>1,502,646</b>	<b>385,673</b>	<b>179,685</b>	<b>937,289</b>	<b>37.6%</b>	<b>1,863,765</b>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**FLEET MAINTENANCE FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Vehicle Maintenance Charges	2,371,918	1,778,938	-	592,980	75.0%	1,777,063
Miscellaneous	60,000	28,702	-	31,298	47.8%	7,520
Operating Transfers-In	98,805	74,104	-	24,701	75.0%	-
<b>TOTAL REVENUES</b>	<b>2,530,723</b>	<b>1,881,744</b>	<b>-</b>	<b>648,979</b>	<b>74.4%</b>	<b>1,784,583</b>
<b>EXPENSES</b>						
Salaries & Benefits	1,147,349	877,828	-	269,521	76.5%	865,041
Materials, Supplies & Services	1,269,663	740,779	158,891	369,994	70.9%	797,502
Special Projects	60,000	22,325	24,779	12,896	78.5%	28,162
Equipment	5,000	-	-	5,000	0.0%	1,653
Capitalized Fixed Assets	-	-	500	(500)	100.0%	-
<b>TOTAL EXPENSES</b>	<b>2,482,012</b>	<b>1,640,932</b>	<b>184,170</b>	<b>656,910</b>	<b>73.5%</b>	<b>1,692,358</b>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**SELF INSURANCE TRUST FUND**

	<b>** Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Insurance Premiums	2,547,084	1,910,313	-	636,771	75.0%	1,938,671
Workers' Compensation Premiums	2,500,000	1,875,000	-	625,000	75.0%	1,982,686
OSH Charges	182,894	-	-	182,894	0.0%	-
Investment Income	161,700	89,201	-	72,499	55.2%	134,856
Reimbursements	-	967	-	(967)	100.0%	316
Miscellaneous	-	2,933	-	(2,933)	100.0%	46,409
<b>TOTAL REVENUES</b>	<b>5,391,678</b>	<b>3,878,413</b>	<b>-</b>	<b>1,513,265</b>	<b>71.9%</b>	<b>4,102,938</b>
<b>EXPENSES</b>						
Salaries & Benefits	500,761	330,167	-	170,594	65.9%	297,899
Materials, Supplies & Services	4,860,238	3,609,345	179,717	1,071,176	78.0%	3,659,662
Special Projects	-	-	-	-	100.0%	100
Transfers-Out	3,694,328	2,770,463	-	923,865	75.0%	717,988
<b>TOTAL EXPENSES</b>	<b>9,055,327</b>	<b>6,709,974</b>	<b>179,717</b>	<b>2,165,636</b>	<b>76.1%</b>	<b>4,675,649</b>

*\*\* The Self Insurance Trust Fund is an internal service fund of the City, which accounts for the cost of providing workers' compensation, property and liability insurance as well as unemployment insurance and certain self-insured employee benefits on a city-wide basis. Internal Service Funds charge other funds for the cost of providing their specific services.*

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**INFORMATION SYSTEMS ICS FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Service charges	2,286,395	1,714,795	-	571,600	75.0%	1,718,688
Miscellaneous	-	1,209	-	(1,209)	100.0%	-
Operating Transfers-In	19,740	14,805	-	4,935	75.0%	37,200
<b>TOTAL REVENUES</b>	<b>2,306,135</b>	<b>1,730,809</b>	<b>-</b>	<b>575,326</b>	<b>75.1%</b>	<b>1,755,888</b>
<b>EXPENSES</b>						
Salaries & Benefits	1,502,407	1,141,185	-	361,222	76.0%	1,136,857
Materials, Supplies & Services	553,174	435,370	103,712	14,091	97.5%	401,675
Special Projects	3,700	4,444	7,024	(7,767)	309.9%	4,049
Equipment	276,637	112,773	32,644	131,221	52.6%	159,673
Appropriated Reserve	11,432	-	-	11,432	0.0%	-
<b>TOTAL EXPENSES</b>	<b>2,347,350</b>	<b>1,693,772</b>	<b>143,380</b>	<b>510,199</b>	<b>78.3%</b>	<b>1,702,255</b>

**CITY OF SANTA BARBARA**  
**Interim Statement of Revenues and Expenses**  
**For the Nine Months Ended March 31, 2012 (75% of Fiscal Year)**

**WATERFRONT FUND**

	<b>Annual Budget</b>	<b>YTD Actual</b>	<b>Encum- brances</b>	<b>Remaining Balance</b>	<b>Percent of Budget</b>	<b>Previous YTD</b>
<b>REVENUES</b>						
Leases - Commercial	1,332,869	1,103,616	-	229,253	82.8%	1,016,501
Leases - Food Service	2,352,254	1,875,905	-	476,349	79.7%	1,768,181
Slip Rental Fees	3,998,521	2,979,257	-	1,019,264	74.5%	2,889,338
Visitors Fees	463,000	299,685	-	163,315	64.7%	336,147
Slip Transfer Fees	425,000	409,500	-	15,500	96.4%	336,975
Parking Revenue	1,911,450	1,499,118	-	412,332	78.4%	1,330,974
Wharf Parking	244,000	181,782	-	62,218	74.5%	162,694
Other Fees & Charges	380,911	277,320	-	103,591	72.8%	280,267
Investment Income	185,859	142,277	-	43,582	76.6%	167,136
Rents & Concessions	301,173	241,234	-	59,939	80.1%	250,913
Grants	-	-	-	-	100.0%	4,256
Miscellaneous	155,000	123,711	-	31,289	79.8%	98,666
Operating Transfers-In	453,481	340,111	-	113,370	75.0%	-
<b>TOTAL REVENUES</b>	<b>12,203,518</b>	<b>9,473,515</b>	<b>-</b>	<b>2,730,003</b>	<b>77.6%</b>	<b>8,642,049</b>
<b>EXPENSES</b>						
Salaries & Benefits	5,461,051	4,172,823	-	1,288,228	76.4%	4,146,133
Materials, Supplies & Services	3,455,120	2,386,485	596,641	471,994	86.3%	2,286,754
Special Projects	137,020	98,051	-	38,969	71.6%	80,122
Debt Service	1,776,789	1,051,353	-	725,436	59.2%	1,042,388
Capital Outlay Transfers	934,483	700,862	-	233,621	75.0%	727,021
Equipment	117,500	56,471	2,843	58,187	50.5%	23,805
Capitalized Fixed Assets	50,000	-	42,345	7,655	84.7%	-
Other	-	2,540	-	(2,540)	100.0%	2,540
Appropriated Reserve	50,000	-	-	50,000	0.0%	-
<b>TOTAL EXPENSES</b>	<b>11,981,963</b>	<b>8,468,585</b>	<b>641,829</b>	<b>2,871,549</b>	<b>76.0%</b>	<b>8,308,763</b>

NOTE - These figures reflect the operating fund only. Though the capital fund is excluded, the current year contribution from the operating fund is shown in the Capital Transfers.

*Fiscal Year 2012 Interim Financial Statements  
For the Nine Months Ended March 31, 2012 (75% of Year Elapsed)*

**General Fund Revenues**

The table below summarizes General Fund revenues for the nine months ended March 31, 2012. For interim financial statement purposes, revenues are reported on the cash basis (i.e. when the funds are received). The table below includes the budgeted totals as well as the year-to-date (YTD) budget, which for tax revenues, franchise fees, and fees & charges has been seasonally adjusted based on a 3-year average of collections through the same period. Because tax revenues are not collected evenly throughout the year, adjusting the year-to-date budget to reflect the unique collection pattern of each type of tax revenue allows for a more meaningful comparison to year-to-date results. For all other revenues, the Year-to-Date Budget column represents 75% (9 months out of the 12 elapsed) of the annual budget column. Unlike tax revenues, these revenues tend to be collected more evenly throughout the year.

<b>Summary of Revenues For the Nine Months Ended March 31, 2012 GENERAL FUND</b>								
	<b>Current Year Analysis</b>					<b>Prior Year Analysis</b>		
	<b>Annual Budget</b>	<b>YTD Budget *</b>	<b>YTD Actual</b>	<b>YTD Variance</b>	<b>YTD Percent Rec'd</b>	<b>3-Year Average Bench- mark</b>	<b>Prior Year YTD Actual</b>	<b>Variance Prior Yr To Current Yr</b>
Sales & Use Tax	\$ 17,949,013	\$12,680,978	\$13,114,287	\$ 433,309	73.06%	70.65%	\$ 12,277,728	6.8%
Property Tax	23,063,000	12,767,677	12,804,564	36,887	55.52%	55.36%	12,726,570	0.6%
UUT	7,144,500	5,354,803	5,368,565	13,762	75.14%	74.95%	5,243,082	2.4%
TOT	13,018,252	10,059,203	10,268,916	209,713	78.88%	77.27%	9,348,110	9.9%
Bus License	2,229,800	1,754,407	1,756,821	2,414	78.79%	78.68%	1,747,967	0.5%
Prop Trans Tax	410,000	313,978	273,771	(40,207)	66.77%	76.58%	286,103	-4.3%
Total Taxes	63,814,565	42,931,045	43,586,924	655,879	68.30%	67.27%	41,629,560	4.7%
License & Permits	182,900	137,175	162,057	24,882	88.60%	75.00%	145,420	11.4%
Fines & Forfeitures	2,927,016	2,195,262	2,116,536	(78,726)	72.31%	75.00%	2,227,696	-5.0%
Franchise Fee	3,593,200	2,741,252	2,523,299	(217,953)	70.22%	76.29%	2,570,057	-1.8%
Use of Money & Pro	1,138,779	854,084	849,131	(4,953)	74.57%	75.00%	901,797	-5.8%
Intergovernmental	502,650	376,988	169,356	(207,632)	33.69%	75.00%	679,565	-75.1%
Fees & Charges	20,348,725	14,794,541	14,607,853	(186,683)	71.79%	72.71%	14,513,427	0.7%
Miscellaneous	9,360,886	7,020,665	7,372,525	351,861	78.76%	75.00%	7,061,276	4.4%
Total Other	38,054,156	28,119,966	27,800,757	(319,204)	73.06%		28,099,238	-1.1%
Subtotal	101,868,721	71,051,011	71,387,681	336,675			69,728,798	
Antic. Year-End Var	1,200,000	900,000	-	(900,000)	0.00%	75.00%	-	0.0%
<b>Total Revenues</b>	<b>\$ 103,068,721</b>	<b>\$71,951,011</b>	<b>\$71,387,681</b>	<b>\$ (563,325)</b>	69.26%	69.81%	<b>\$ 69,728,798</b>	

\* YTD Budget for Taxes is calculated based on a 3-year average of collections for each revenue source; for all other revenues, YTD Budget is calculated on a straight-line basis based on the number of months elapsed.

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The local economy is improving, and cash receipts of major tax revenues are ahead of the 3-year average collection rate at mid-year. Key revenues and significant variances are discussed below.

**Sales and Use Taxes**

Sales tax revenue for the first quarter was about \$433,000 above the YTD budget on a cash basis. However, while representing three quarterly payments year-to-date, the revenues received through March 31, 2012 provide information for the growth in sales tax revenues earned through the quarter ended December 31, 2012. For the first two quarters of the fiscal year (which includes retail sales during the holiday season), has grown 9.7% over the same period of the prior year. Based on these results, sales tax is projected to be \$18.77 million by the end of the fiscal year, resulting in a 6.8% overall growth over last year.

**Property Tax**

Property tax revenue was above the YTD budget by \$36,000. However, with information from the County on the secured property tax allocation we will receive this fiscal year, secured property tax revenues will fall short of budget by approximately \$72,000. Also, airplane and supplemental property taxes are expected be lower than budget based on year-to-date payments. Based on current projections, overall property tax revenues are projected to be \$170,000 below the adopted budget.

**Transient Occupancy Tax**

TOT revenue was \$209,000 above the YTD budget at March 31. Overall year-to-date, this revenue has grown 10.1% over the prior year. The results are encouraging as we head into the spring and summer months when monthly TOT collections are much higher. Based on most current results, TOT is projected to be \$13.5 million by the end of the fiscal year, nearly \$500,000 above the amended budget.

**Franchise Fees**

Franchise fees are reported at \$218,000 below the YTD Budget. However, this is due to the timing of receipts of cable franchise fees from Cox Communications. In previous years, the City received cable franchise fees on a monthly basis. However, subsequent to Cox acquiring a State Video Franchise in December 2010, these receipts are now remitted to the City on a quarterly basis, as allowed under the State video franchising law (DIVCA). Franchise fees are projected to be 2.5% higher than the prior year by the end of the fiscal year.

**Intergovernmental**

Intergovernmental revenue was approximately \$207,000 below the YTD Budget. The variance is attributed to mutual aid reimbursements being lower than projected. These revenues are generated when the Fire Department provides mutual aid assistance to other locations throughout the state; the City is reimbursed for actual costs plus an overhead factor. The Fire Department budgeted \$400,000 in reimbursements, and is projecting a shortfall of about \$200,000. Additionally, the reimbursement of Community Development payroll costs from the

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former Redevelopment Agency will be lower than budget by approximately \$91,000 due to the statewide elimination of redevelopment agencies in January 2012.

**Fees & Service Charges**

Overall, fees and service charges were about \$186,000 under the YTD budget. The table on the next below provides more details on fees and service charges by Department. The more significant variances are also discussed.

<b>Fees and Service Charges General Fund For the Nine Months Ended March 31, 2012</b>								
<u>Department</u>	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Rec'd YTD	Prior Year YTD	Prior Year Variance	Percent Variance
Finance	\$ 860,000	\$ 630,036	\$ 629,069	\$ (967)	73.1%	\$ 637,547	\$ (8,478)	-1.3%
Community Dev	4,525,570	3,376,980	3,062,282	(314,698)	67.7%	3,559,603	(497,321)	-14.0%
Parks & Recreation	2,274,257	1,415,498	1,604,067	188,569	70.5%	1,421,732	182,335	12.8%
Public Safety	499,673	363,212	439,269	76,057	87.9%	335,656	103,613	30.9%
Public Works	5,286,083	3,968,791	3,832,541	(136,250)	72.5%	3,697,659	134,882	3.6%
Library	675,575	640,242	641,694	1,452	95.0%	732,883	(91,189)	-12.4%
Inter-Fund Charges	6,227,567	4,399,776	4,398,931	(845)	70.6%	4,128,347	270,584	6.6%
<b>Total</b>	<b>\$ 20,348,725</b>	<b>\$ 14,794,536</b>	<b>\$ 14,607,853</b>	<b>\$ (186,683)</b>	<b>71.8%</b>	<b>\$ 14,513,427</b>	<b>\$ 94,426</b>	<b>0.7%</b>

Community Development revenues are \$314,000 below the YTD budget, due to expected shortfalls in both Planning and Building Permit revenues. The Planning Division has seen fewer projects than anticipated this year, due to slow recovery of local development activity after the recession. Building permits are expected to fall short of budget at year-end, also due to fewer projects. In addition, the payroll reimbursement from the former Redevelopment Agency to the

Parks & Recreation revenues are \$188,000 above the YTD budget. The revenue increase is primarily due to higher recreation program registrations, and facility and park rentals (particularly in the renovated Carrillo Recreation Center).

Public Works fee revenue is \$136,000 under the YTD budget. Engineering hours billed to capital projects did not meet staff projections during the first two quarters of the fiscal year due to staffing shortages. However, based on current full staffing levels, it appears these revenues may achieve projections by year-end. Land development revenues have also lagged in the current fiscal year, contributing to the variance.

**Anticipated Year-End Variance**

It is important to note that the table on page 1 includes \$1,200,000 in budgeted revenue variances through March 31, 2012 associated with anticipated year-end expenditure savings. The Anticipated Year-End Variance is roughly equal to 1.2% of budgeted operating expenditures in the General Fund and represents what staff projected in favorable expenditure variances (i.e. expenditures *under* budget) for the year. As is the case each year, the

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Anticipated Year-End Variance budgeted will not reflect any actual revenues, but rather favorable variances in expenditures by year-end.

**General Fund Expenditures**

The table below summarizes the General Fund budget and year-to-date expenditures through March 31, 2012. The "Adjusted Annual Budget" column represents the adopted budget, appropriation carryovers from the prior year, and any supplemental appropriations approved by Council in the current year. The year-to-date budget column (labeled "YTD Budget"), as shown in the table below, has been seasonally adjusted based on a 3-year average of expenditures, in order to adjust for expenditures that occur during certain times of the year such as debt service, summer recreation programs and other one-time expenditures. The table includes actual expenditures without encumbrances, and another column for the variance including encumbrances because the inclusion of encumbrances can significantly distort the analysis of budgeted and actual expenditures. Outstanding encumbrances include appropriations that were carried forward from prior year as part of the appropriation carryovers and contracts or blanket purchase orders that have been added in the current year, but are expected to be spent. The following discussion and analysis does not include the impact of encumbrances.

The amended YTD budget of \$76.6 million compared to actual expenditures of \$76.3 million, resulted in a favorable variance of \$0.3 million through the first nine months of the fiscal year. A discussion of significant variances by department follows.

<b>SUMMARY OF EXPENDITURES GENERAL FUND For the Nine Months Ended March 31, 2012</b>							
<b>Department</b>	<b>Adjusted Annual Budget</b>	<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance Without Encumbrance</b>	<b>Encum- brance</b>	<b>YTD Var. With Encumb Favorable (Unfavorable)</b>	
						<b>\$</b>	<b>%</b>
Mayor & Council	\$ 725,196	\$ 535,050	\$ 536,178	\$ (1,128)	\$ 508	\$ (1,636)	-0.2%
City Attorney	1,950,640	1,481,121	1,473,223	7,898	8,325	(427)	0.0%
City Administrator	1,923,509	1,402,430	1,455,513	(53,083)	27,729	(80,812)	-4.2%
Administrative Svcs	1,947,674	1,380,317	1,420,882	(40,565)	93,763	(134,328)	-6.9%
Finance	4,392,750	3,266,888	3,231,501	35,387	36,263	(876)	0.0%
Police	34,532,143	26,013,063	25,933,426	79,637	157,291	(77,654)	-0.2%
Fire	21,086,991	15,714,026	15,637,136	76,890	79,333	(2,443)	0.0%
Public Works	6,823,956	4,929,626	4,884,076	97,524	176,627	(131,077)	-1.9%
Parks & Recreation	12,694,768	9,382,703	9,385,672	(2,969)	299,680	(302,649)	-2.4%
Library	4,032,487	2,834,051	2,849,640	(15,589)	105,717	(121,306)	-3.0%
Community Dev	10,091,759	7,200,470	7,068,991	131,479	251,522	(120,043)	-1.2%
Comm Promotion	3,413,513	2,425,359	2,429,225	(3,866)	-	(3,866)	-0.1%
Total	<u>\$ 103,615,386</u>	<u>\$ 76,565,104</u>	<u>\$ 76,305,464</u>	<u>\$ 311,615</u>	<u>\$ 1,236,758</u>	<u>\$ (977,117)</u>	<u>-0.9%</u>
<b>% of annual budget</b>		<b>73.9%</b>	<b>73.6%</b>	<b>0.3%</b>	<b>1.2%</b>	<b>-0.9%</b>	

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**City Administrator** expenditures are over the YTD budget mostly due to costs associated with the retirement of a department employee. At the time of retirement, the employee received payment for all vacation and compensatory leave balances on the books. In addition, the employee was eligible for the City annuity benefit (comparable to the PERS benefit that provides service credit for sick leave) that caused one-time costs. To cover these expenditures, additional appropriations of \$48,450 will be needed.

**Administrative Services** expenditures are over the YTD budget by about \$40,000. Most of the variance is due to election costs that were paid during the first part of the fiscal year, thereby front loading actual expenditures. It is anticipated expenditures will be within budget by year-end.

**Library** expenditures are slightly over the YTD budget. Most of the variance is due to higher facility maintenance costs associated with repairs and re-carpeting of library facilities. It is anticipated expenditures will be within budget by year-end.

**Community Development** expenditures are \$131,000 under the YTD budget. Most of the variance is due to position vacancies during the year, some which are being covered with part-time personnel.

### **Enterprise Fund Revenues and Expenses**

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Unlike the General Fund, which relies primarily on taxes to subsidize programs and services, Enterprise Fund operations are financed primarily from user fees and other non-tax revenues. The table below summarizes Enterprise Fund revenues through March 31, 2012, with a comparison to budget and prior year. Note that the "YTD Budget" column has been calculated based on a 3-year average collection rate through March 31. This rate, which is shown as a percentage in the "3 Year Average" column, has been applied to the annual budget amount to arrive at the Year-to-Date Budget. This approach is used in recognition that enterprise fund revenues, like General Fund tax revenues, are seasonally affected and are not necessarily received evenly throughout the year.

Enterprise fund expenses through March 31, 2012, with a comparison to budget and prior year, are also summarized in the table on the next page. The "YTD Budget" column is based on a three-year average, in order to adjust for seasonal expenses such as debt service payments. The expenses shown in the table do not include outstanding encumbrances at March 31; inclusion of encumbrances can significantly distort the analysis of budgeted and actual expenditures. Outstanding encumbrances include appropriations that were carried forward from prior year as part of the appropriation carryovers and contracts or blanket purchase orders that have been added in the current year but are expected to be spent over the coming months.

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<b>SUMMARY OF REVENUES &amp; EXPENSES</b>								
<b>Nine Months Ended March 31, 2012</b>								
<b>ENTERPRISE FUNDS</b>								
	<b>Current Year Analysis</b>						<b>Prior Year Analysis</b>	
	<b>Annual Budget</b>	<b>YTD Budget *</b>	<b>YTD Actual</b>	<b>YTD Variance</b>	<b>YTD %</b>	<b>3 Year Avg</b>	<b>YTD Actual</b>	<b>% Variance</b>
<b>Water Fund</b>								
Revenues	\$ 38,167,816	\$ 27,664,033	\$ 26,280,863	\$ (1,383,170)	68.9%	72.5%	\$ 25,088,648	4.8%
Expenses	43,447,024	29,722,109	28,170,742	1,551,367	64.8%	68.4%	22,108,075	27.4%
<b>Wastewater Fund</b>								
Revenues	16,395,810	12,406,709	12,487,571	80,862	76.2%	75.7%	11,447,550	9.1%
Expenses	17,667,788	12,408,088	11,695,852	712,236	66.2%	70.2%	12,891,828	-9.3%
<b>Downtown Parking Fund</b>								
Revenues	7,036,049	5,420,572	5,680,015	259,443	80.7%	77.0%	5,036,053	12.8%
Expenses	7,582,431	5,530,625	5,471,420	59,205	72.2%	72.9%	4,680,728	16.9%
<b>Airport Fund</b>								
Revenues	15,030,488	11,277,375	10,749,726	(527,649)	71.5%	75.0%	10,097,243	6.5%
Expenses	17,910,688	11,851,502	9,946,080	1,905,422	55.5%	66.2%	8,812,777	12.9%
<b>Golf Fund</b>								
Revenues	2,060,146	1,332,090	1,392,260	60,170	67.6%	64.7%	1,326,119	5.0%
Expenses	2,065,870	1,495,896	1,429,428	66,468	69.2%	72.4%	1,451,386	-1.5%
<b>Waterfront Fund</b>								
Revenues	12,203,518	9,227,080	9,473,515	246,435	77.6%	75.6%	8,642,049	9.6%
Expenses	11,981,963	8,740,842	8,468,585	272,257	70.7%	73.0%	8,308,763	1.9%
* The YTD Budget column has been calculated based on a 3-year average of collections for revenues, and of payments made for expenses through March 31, which has been applied to the annual budget.								

The following discussion highlights some of the more significant revenue and expense variances of the enterprise funds, in relation to budget or prior year.

### **Water Fund**

Water Fund revenues were approximately \$1.4 million below the year-to-date budget as of March 31. The shortfall is mostly attributable to a reduction in water sales; however, as a result of the dry winter, the budget gap may decrease by the end of the fiscal year.

Expenses for the Water Fund are under the YTD budget by \$1.6 million. The variance is due to lower water production costs that have also caused savings in water treatment chemicals and supplies, as well as energy costs. The decrease in expenses will offset any revenue shortfall.

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**Wastewater Fund**

Wastewater Fund revenues are in line with the YTD budget. Wastewater Fund expenses are about \$0.7 million below the YTD budget. The variance is primarily due to lower expenses in materials, supplies and services, which are expended throughout the year as needed.

**Downtown Parking**

Downtown Parking Fund revenues are \$259,000 over the YTD budget. Staff has found the monthly parking program (particularly in the Granada Garage) to be very popular among larger employers in the area. Expenses are in line with the approved budget.

**Airport Fund**

Airport Fund revenues are about \$0.5 million below the YTD budget at March 31. Passenger traffic has decreased in the current year, resulting in negative impacts to parking revenues.

Expenses are \$1.9 million below the YTD budget. Most of the variance is due to upcoming debt service that will be funded in June and personnel cost savings due to position vacancies in the Patrol, Marketing, and Maintenance programs. Some of the vacancies are being covered with existing employees working overtime and part-time personnel.

**Golf Fund**

Revenues have improved due to good golf course conditions and favorable weather. Golf Fund expenses were slightly below the YTD budget at March 31, and staff anticipates savings from unfilled positions and the deferral of certain purchases budgeted in the current year.

**Waterfront Fund**

Revenues are above the YTD budget mostly due to parking revenue at the Harbor West lot being higher than the prior year due to the installation of self-pay parking stations that accept credit cards. Marina management revenue is also higher due to an increase in slip transfers. As for expenses, they are on track to stay within the approved budget.

**City of Santa Barbara**  
**Interim Financial Statements for the Nine Months Ended March 31, 2012**  
**Proposed Budget Adjustments**

	<u>Increase (Decrease) in Appropriations</u>	<u>Increase (Decrease) in Estimated Revenues</u>	<u>Addition to (Use of) Fund Balance</u>
<b>GENERAL FUND</b>			
<b>City Administrator</b>			
Vacation Cash Out	\$ 10,594	\$ -	\$ (10,594)
Comp Time Cash Out	8,126	-	(8,126)
Benefits- Retirement	29,730	-	(29,730)
<b>General Government</b>			
Appropriated Reserve	(48,450)	-	48,450
<b>Fire Department</b>			
Salary and Benefits	(48,324)	-	48,324
Transfer to Facilities Maintenance Fund	48,324	-	(48,324)
<b>Parks and Recreation</b>			
Park and Facility Rentals	-	20,000	20,000
Activity Registrations	-	60,000	60,000
Rental Facilities Equipment Replacement	53,500	-	(53,500)
Facilities Maintenance	26,500	-	(26,500)
Reimbursements	-	20,927	20,927
Salaries- Hourly	20,927	-	(20,927)
<b>Total General Fund</b>	<u>\$ 100,927</u>	<u>\$ 100,927</u>	<u>\$ -</u>
<b>SPECIAL REVENUE FUNDS</b>			
<b>Tea Fire Disaster Relief Mitigation Fund</b>			
FEMA Reimbursements	\$ -	\$ 42,000	\$ 42,000
Motor Vehicles	42,000	-	(42,000)
<b>Total Tea Fire Disaster Relief Mitigation Fund</b>	<u>\$ 42,000</u>	<u>\$ 42,000</u>	<u>\$ -</u>
<b>Streets Fund</b>			
101 Operational Improvement Project	\$ (50,000)	\$ -	\$ 50,000
Lower Mission Creek	30,000	-	(30,000)
Sycamore Creek Channel Improvements	20,000	-	(20,000)
<b>Total Streets Fund</b>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>ENTERPRISE FUNDS</b>			
<b>Airport Funds</b>			
Transfer In from Airport Grants Fund	\$ -	\$ 7,695	\$ 7,695
Transfer Out to Airport Capital Fund	7,695	-	(7,695)
<b>Total Airport Funds</b>	<u>\$ 7,695</u>	<u>\$ 7,695</u>	<u>\$ -</u>
<b>INTERNAL SERVICE FUNDS</b>			
<b>Facilities Maintenance Fund</b>			
Federal Grants	\$ -	\$ 193,292	\$ 193,292
Transfers In (from General Fund Fire Department)	-	48,324	48,324
Diesel Exhaust Extraction System	275,858	-	(275,858)
<b>Total Facilities Maintenance Fund</b>	<u>\$ 275,858</u>	<u>\$ 241,616</u>	<u>\$ (34,242)</u>



Agenda Item No. \_\_\_\_\_

File Code No. 440.05

# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Mayor and Councilmembers

**FROM:** City Administrator's Office

**SUBJECT:** Conference With Labor Negotiator

**RECOMMENDATION:**

That Council hold a closed session, per Government Code Section 54957.6, to consider instructions to City negotiator Kristy Schmidt, Employee Relations Manager, regarding negotiations with the City's General bargaining unit, the City's Supervisory bargaining unit, the Police Officers Association, and the Police Management Association, and regarding discussions with confidential City employees and unrepresented management about salaries and fringe benefits.

**SCHEDULING:** Duration, 45 minutes; anytime

**REPORT:** None anticipated

**PREPARED BY:** Kristy Schmidt, Employee Relations Manager

**SUBMITTED BY:** Marcelo López, Assistant City Administrator

**APPROVED BY:** City Administrator's Office



Agenda Item No. \_\_\_\_\_

File Code No. 170.01

# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Mayor and Councilmembers

**FROM:** City Administrator's Office

**SUBJECT:** Public Employee Performance Evaluation – Government Code Section 54957

### **RECOMMENDATION:**

That Council hold a closed session for a Public Employee Performance Evaluation per Government Code Section 54957.

Title: City Administrator

Scheduling: Duration, 40 minutes; anytime

Report: None anticipated

**PREPARED BY:** Jennifer Jennings, Administrator's Office Supervisor

**SUBMITTED BY:** Helene Schneider, Mayor

**APPROVED BY:** City Administrator's Office



Agenda Item No. \_\_\_\_\_

File Code No. 160.01

# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2011

**TO:** Mayor and Councilmembers

**FROM:** City Administrator's Office

**SUBJECT:** Public Employee Performance Evaluation – Government Code Section 54957

### **RECOMMENDATION:**

That Council hold a closed session for a Public Employee Performance Evaluation per Government Code Section 54957.

Title: City Attorney

Scheduling: Duration, 40 minutes; anytime

Report: None anticipated

**PREPARED BY:** Jennifer Jennings, Administrator's Office Supervisor

**SUBMITTED BY:** Helene Schneider, Mayor

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 8, 2012

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Pedestrian Crossing Treatment Alternatives On Milpas Street At Ortega And Yanonali Streets

**RECOMMENDATION:** That Council:

- A. Receive a report on the options for pedestrian crossing treatments on Milpas Street at Ortega and Yanonali Streets;
- B. Approve the implementation of a neighborhood striping transition, painted median, and pedestrian activated flashing lights; and
- C. Approve the installation of overhead mounted pedestrian activated flashers at Milpas and Yanonali Streets.

### EXECUTIVE SUMMARY:

During the evening of October 7, 2011, Sergio Romero was killed crossing Milpas Street at Ortega Street. In the weeks following the fatal crash, City staff attended two neighborhood meetings. The community has a strong interest in having improved crossing conditions at the intersections of Milpas Street and Ortega and Yanonali Streets.

Staff reviewed both intersections and developed viable alternatives to improve crossing conditions while not decreasing overall safety. Since January, staff has been meeting with City and community groups to get feedback and refine the alternatives.

At Milpas and Ortega Streets, staff recommends the implementation of a neighborhood striping transition from Cota Street to Canon Perdido Street, raised median and pedestrian activated flashers. The striping change would add some delay during peak times. The striping change offers the most overall benefits to traffic operations.

At Milpas and Yanonali Streets, staff recommends the installation of overhead mounted pedestrian activated flashers. These flashers will improve pedestrian crossing conditions while not negatively impacting roadway capacity or on-street parking conditions. Staff also recommends removal of the southbound bus stop at Yanonali Street. Stopped buses create visibility limitations for both pedestrians and eastbound stopped vehicles.

## **DISCUSSION:**

### **Background**

Following the October 7, 2011 fatal crash, City staff attended several public outreach neighborhood meetings to listen to concerns about Milpas Street. The most common concern was pedestrian crossing conditions at Milpas Street and Ortega and Yanonali Streets. Following these meetings, staff developed a number of viable options for improvements, and has been meeting with various groups to get feedback on the alternatives. Attachment 1 shows a summary of the outreach schedule.

The most common request received was for traffic signals at both intersections. Staff included a traffic signal needs analysis as part of the overall study. Staff also heard complaints related to overcrowding due to narrow traffic lanes including difficult parking maneuvers, no space for bicyclists, and side swipe crashes (related to narrow lanes).

### **Non-Viable Alternatives**

#### *Existing Conditions – Painted Crosswalks and Warning Signs*

The existing painted crosswalks and warning signs are ineffective in creating consistent driver yielding to pedestrians at these locations. The painted crosswalks may even give pedestrians a false sense of security and cause pedestrians to cross with less caution.

#### *Traffic Signals*

According to state and federal traffic safety standards, traffic signals should only be installed when they will improve overall safety and efficiency.

#### **Benefit**

- Traffic signals can make crossing the street easier for pedestrians by creating gaps in the traffic stream. Currently, there are few gaps in traffic long enough to cross Milpas Street.

#### **Tradeoffs**

- Based on the number of pedestrian involved crashes happening at other traffic signals along Milpas Street in the last 10 years, traffic signals are not likely to reduce the overall number of pedestrian involved crashes.
- Vehicle/vehicle crashes would likely increase (broadside and rear end).
- Added traffic delays and stops for Milpas Street and side street traffic, even with synchronized traffic signals.
  - Delays to Milpas Street traffic caused by a new traffic signal at Ortega Street would average about five to 10 seconds per vehicle during peak periods.

- Delays to Milpas Street traffic caused by a new traffic signal at Yanonali Street would average about 15 seconds per vehicle during peak periods.
- Approximately eight parking spaces on Yanonali Street, and about four parking spaces on Ortega Street, would have to be eliminated.

Traffic signals are not recommended by staff at either location. Although pedestrian mobility would be improved, overall public safety would likely be compromised, and traffic delays and congestion would increase. For these reasons, other alternatives that directly improve pedestrian safety should be considered.

### **Intersection Improvement Alternatives for Milpas and Ortega Streets**

*Option 1 – Remove crosswalks and/or relocate northbound bus stop (Attachment 2, Figure 1)*

Consideration should be given as to whether or not this is an appropriate place to encourage pedestrian crossings. The bus stop is an attraction that encourages pedestrian crossings at this location.

#### Benefits

- Removes false sense of security for pedestrians
- Encourages use of other crossings

#### Tradeoffs

- Does not provide pedestrian with additional crossing opportunities or improve pedestrian mobility
- Adds walking distance for bus riders (new spacing would be three blocks)

*Option 2 – Median refuge island with pedestrian activated flashers (Attachment 2 Figure 2)*

A median refuge island provides a waiting place for pedestrians, allowing them to stop halfway across the street. It also provides a location for an additional flashing device so that the device is more noticeable to drivers. The flashing device is known as a rectangular rapid flashing beacon (RRFB), and would be the first installation of these lights in Santa Barbara. An illustration of an RRFB is shown in Attachment 3.

#### Benefits

- Easier pedestrian crossings by providing mid-street stopping point
- No traffic delays
- Bus stop stays in current location

#### Tradeoffs

- Requires removal of eight on-street parking spaces
- Does not address overcrowding concerns related to narrow traffic lanes.

#### *Option 3 – Neighborhood striping transition (Canon Perdido to Cota) with pedestrian activated flashing lights and other optional features*

A striping cross-section can be done between Canon Perdido and Cota Streets that creates a transition from the narrower neighborhood style Milpas Street to the north, and the busier arterial style Milpas Street to the south. This cross section would eliminate one traffic lane, create bike lanes, and widen the remaining lanes. To further enhance crossings, a median refuge island, curb extensions, or a combination of the two could be installed. Traffic volumes on Milpas Street near Ortega Street, are about 15,000 vehicles per day, similar to the section of Cliff Drive that was recently restriped.

Attachment 4 illustrates the difference between the existing striping cross section, and the neighborhood striping transition.

#### Benefits

- Fewer lanes for pedestrians to cross.
- Wider traffic lanes, resulting in fewer side swipe crashes and easier parking maneuvers with no loss of parking.
- Bus stop stays at current location.
- Bike lanes added.
- Space for future sidewalk widening.

#### Tradeoffs

- Delay increase of 5-10 seconds for drivers in both directions (average – similar to a traffic signal).
- Longer queues during red lights at De La Guerra Street signal (drivers still served during first signal at De La Guerra Street).

The community requested several variations of crosswalk enhancements to be analyzed with this alternative during the outreach process (Attachment 2 Figures 3A-3E):

- Option 3A – with median refuge island.
- Option 3B – with curb extensions.
- Option 3C – with curb extensions and median refuge island.
- Option 3D – (Transportation and Circulation Committee, and Youth Council recommended alternative): with one curb extension and median refuge island.
- Option 3E – painted median with center mounted yield to pedestrians sign.

All the above alternatives will provide similar benefits to improve pedestrian crossing conditions.

*Option 4 – Overhead mounted, pedestrian activated flashers (Attachment 2, Figure 4)*  
Staff developed this alternative to address the concerns regarding loss of roadway capacity and on-street parking spaces.

#### Benefit

- Improves pedestrian crossings.
- No traffic delays.
- No loss of parking.

#### Tradeoffs

- Aesthetics - overhead signs add to visual clutter.
- Does not address overcrowding concerns related to narrow traffic lanes.

### **Intersection Improvement Alternatives for Milpas and Yanonali Streets**

Traffic volume on Milpas Street at Yanonali Street is about 22,000 vehicles per day, or about 50% higher than the volume at Ortega Street. Alternatives at this location are similar to those at Ortega Street, with the exception of the striping plan. Traffic volumes are too high at this location to implement a striping plan, and would create significant congestion.

*Option 5 – Remove crosswalks and/or relocate southbound bus stop (Attachment 2, Figure 5)*

#### Benefits

- Removes false sense of security for pedestrians.
- Encourages use of other crossings.

#### Tradeoffs

- Does not provide pedestrians with additional crossing opportunities.
- Adds walking distance for bus riders.
- Does not address overcrowding concerns related to narrow traffic lanes.

*Option 6 – Median refuge island with pedestrian activated flashing lights (Attachment 2, Figure 6)*

#### Benefits

- Easier pedestrian crossings.
- Provides mid-street stopping point.
- No traffic delays.

#### Tradeoffs

- Requires removal of seven on-street parking spaces.
- Eliminates left turn egress movements from Winchell's Donuts.
- Does not address overcrowding concerns related to narrow traffic lanes.

*Option #7 – Overhead mounted, pedestrian activated flashers (Attachment 2, Figure 7)*

Benefits

- Improves pedestrian crossings.
- No traffic delays.
- No loss of parking.

Tradeoffs

- Aesthetics - overhead signs add to visual clutter.
- Does not address overcrowding concerns related to narrow traffic lanes.

**Advisory Committee and Council Recommendations**

*Transportation and Circulation Committee – March 22, 2012*

- Ortega Street – Option 3D, neighborhood striping transition with curb extension, median refuge island, and pedestrian activated flashers.
- Yanonali Street
  - Preferred alternative – traffic signal.
  - Second choice – Option 6, median refuge island.

*Youth Council – April 2, 2012*

- Ortega Street – Option 3D, neighborhood striping transition with curb extension, median refuge island, and pedestrian activated flashers.
- Yanonali Street
  - Preferred alternative – traffic signal.
  - Second choice – Option 7, overhead mounted pedestrian activated lights.

*Neighborhood Advisory Council – April 11, 2012*

- Ortega Street – traffic signal and neighborhood striping transition.
- Yanonali Street – traffic signal.
- Direct Staff and the Planning Commission to develop and implement a comprehensive long-term plan and strategy for improving traffic, pedestrian safety and beautification for the entire Milpas corridor from Anapamu Street to Cabrillo Boulevard in an expeditious manner.

The TCC recommendation and public comments were captured in the minutes of the joint TCC/NAC meeting held on March 22, 2012 (Attachment 5). The NAC and Youth Council Recommendations are outlined in Attachments 6 and 7

### **Staff Recommendations**

City staff has identified a number of options for improving pedestrian crossing conditions at Milpas Street at Ortega and Yanonali Streets. The options considered should improve pedestrian safety, while not reducing overall vehicular safety. In addition, some of the options considered provide benefits such as easier parking, lanes for bicycles, and the reduced sideswipe crashes.

Given the community feedback received to date and based on how the options address the goals for improvement, staff makes the following recommendations:

#### **Milpas and Ortega Streets**

- Option 3A: staff recommends a neighborhood striping transition with a raised median, and pedestrian activated flashing lights. This alternative provides the most benefit for all modes of transit including drivers, pedestrians, buses, and bicyclists. This option also meets safety goals. The tradeoffs with this option include potential vehicular delays of 5-10 seconds in both directions (average) and longer queues at the intersection of De La Guerra and Milpas Streets during peak times. However, even with the delays, motorists are expected to make it through the first signal at which they stop. Based on the benefits to pedestrians of fewer lanes to cross, a mid-street stopping point for pedestrians, wider traffic lanes, fewer sideswipe crashes, easier and wider parking lanes, new bike lanes, and space for future sidewalk widening, this viable option would provide the most benefits to all modes.

#### **Milpas and Yanonali Streets**

- Overhead mounted pedestrian-activated flashers: City staff recommends overhead mounted pedestrian flashers for the intersection of Milpas and Yanonali Streets. This option meets the safety goals while not impacting parking or roadway capacity. It also would not impact left turn exits out of Winchell's Donuts; however it could add to visual clutter on Milpas Street, which is already an issue. After consulting with MTD regarding the southbound bus stop, Staff also recommends the removal of the southbound bus stop. Stopped buses create visibility issues for pedestrians and eastbound traffic.

### **BUDGET/FINANCIAL INFORMATION:**

At Milpas and Ortega Streets, Option 3A will cost approximately \$170,000 to implement. The source of funding is the Streets Fund. Because this project was not included in the Capital Improvement Plan, a reprioritization of other projects would occur to fund this project.

At Milpas and Yanonali Streets, Option 7 will cost approximately \$82,000 to implement. The source of funding is the Streets Fund. Because this project was not included in the Capital Improvement Plan, a reprioritization of other projects would occur to fund this project.

Details of the financial impact for each alternative are shown in Attachments 6 and 7.

- ATTACHMENTS:**
1. Outreach Summary
  2. Alternative Figures (1 through 7)
  3. Illustration of Rectangular Rapid Flashing Beacon
  4. Illustration of Striping Cross Section
  5. Meeting Minutes of the Transportation and Circulation Committee/Neighborhood Advisory Council Meeting, March 22, 2012
  6. Neighborhood Advisory Council Recommendations
  7. Youth Council Recommendations
  8. Financial Impact Details at Milpas and Ortega Streets
  9. Financial Impact Details at Milpas and Yanonali Streets

**PREPARED BY:** Pat Kelly, Assistant Public Works Director/City Engineer/DB/kts

**SUBMITTED BY:** Christine F. Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office

## Public Works Outreach Summary

- November 2, 2011: attended Neighborhood Advisory Committee (NAC) meeting to listen to the community.
- November 16, 2011: attended joint COAST/Milpas Community Association (MCA)/Pueblo meeting to listen to the community.
- January 26, 2012: presented initially identified viable alternatives to Transportation and Circulation Committee (TCC).
- February 2, 2012: presented alternatives to MCA leadership.
- February 8, 2012: presented alternatives to COAST board.
- February 8, 2012: presented alternatives to NAC.
- March 13, 2012: hosted a come and go style workshop/open house for Milpas Street merchants and property owners.
- March 14, 2012: attended NAC meeting with City Attorney to answer NAC questions.
- March 19, 2012: Milpas Street site visit with members TCC and NAC.
- March 21 2012: presented alternatives to Principals of Franklin School, Santa Barbara Jr High, and Santa Barbara High School.
- March 22, 2012: presented refined alternatives and results of community outreach at joint TCC/NAC meeting.
- April 2, 2012: presented refined alternatives and results of community outreach at Youth Council meeting.
- April 11, 2012: attended NAC meeting.
- May 8, 2012: City Council.

# 1 - Remove/Relocate Bus Stop And Remove Crosswalk

**Remove/Relocate Bus Stop  
Nearest Stop One Block North  
Encourage Pedestrians To Use Other Crossings**



**Remove Existing Marked Crosswalks  
These Crosswalks Have Been Ineffective In Creating Crossing Opportunities  
Removing Crosswalks Could Remove False Sense Of Security**



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
APPROX. DRAWN BY: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 08/04/12
SCALE: N/A	DRAWN BY: DVB

# 2 - Median Refuge Island With Pedestrian Activated Flashers

No Bus Stop Conflict

Partial Median Refuge Island  
No Turning Movements Restricted  
Allows Pedestrians to Cross Half The Road At A Time



No Spaces Removed

15' New Red Curb - 1 Space Removed

50' New Red Curb - 2 Spaces Removed

70' New Red Curb - 3 Spaces Removed

Loss Of On Street Parking

Maintain Two Traffic Lanes  
Per Direction



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05-08-2012
SCALE: NTS	DRAWN BY: DVB

### 3A - Neighborhood Transition Striping - With Median Refuge Island and Pedestrian Activated Flashers

Bike Lane  
 Space for Cyclists  
 Reduced Roadway Capacity  
 Most Noticeable At De La Guerra



Bus Stop  
No Change

Wider Parking Lane  
Easier Parking Maneuvers

Median Refuge Island  
 No Turning Movements Restricted  
 Allows Pedestrians to Cross Half The Road At A Time

Wider Traffic Lanes  
Fewer Side Swipe Crashes



No Loss Of  
Parking

Fewer Lanes For  
Pedestrians to Cross

Spaces for Future  
Sidewalk Widening

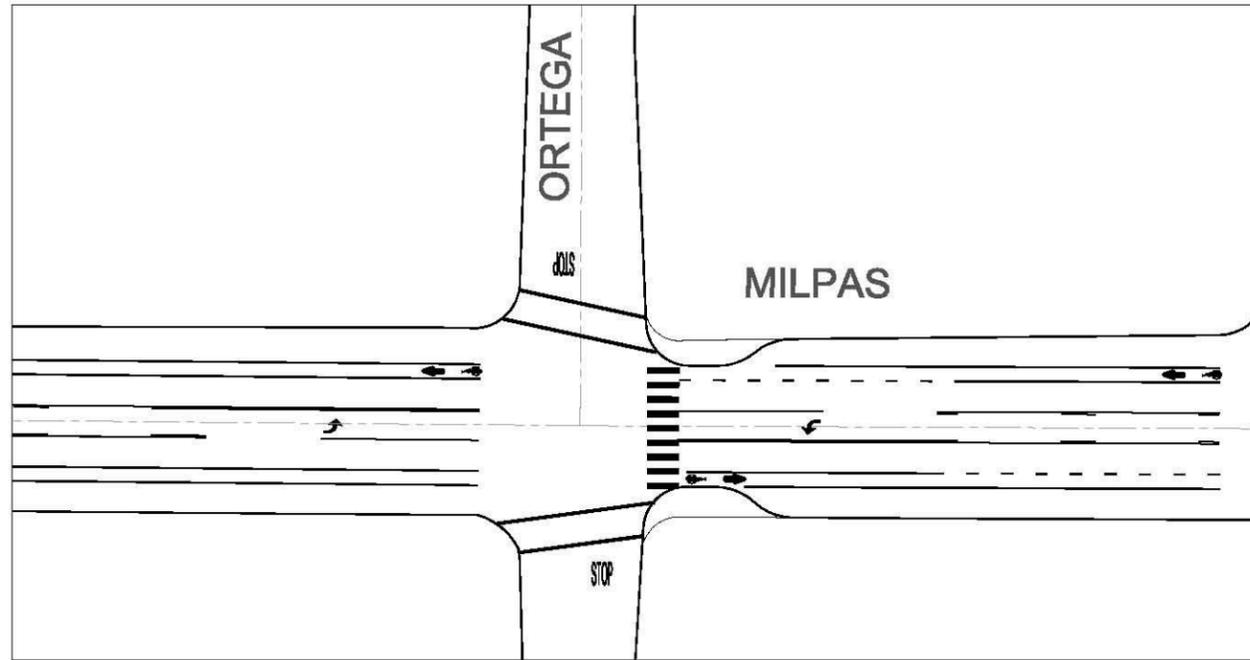
Traffic Volumes Too High  
South of Cota - Need Two  
Lanes



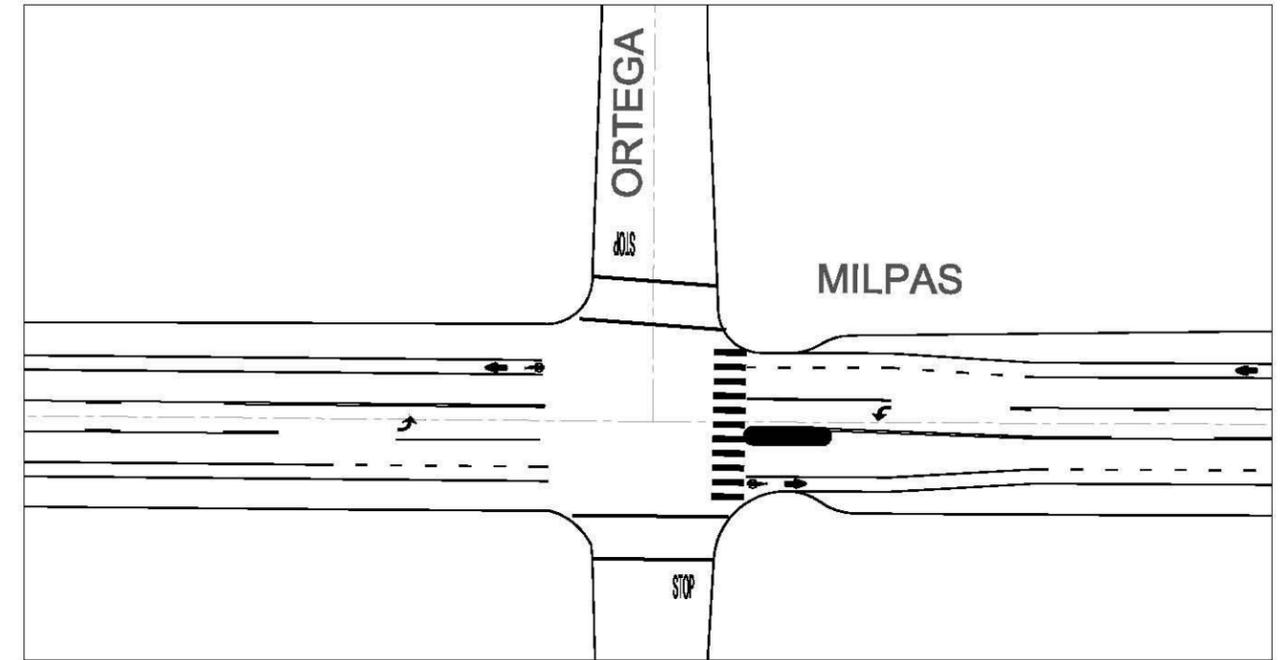
CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
DESIGNED BY: [Name]	DESIGNED BY: [Name]
DATE: 10-15-2018	DATE: 10-15-2018
SCALE: NTS	SCALE: NTS

# Alternative 3 - Neighborhood Transition Striping - With Various Crosswalk Enhancements

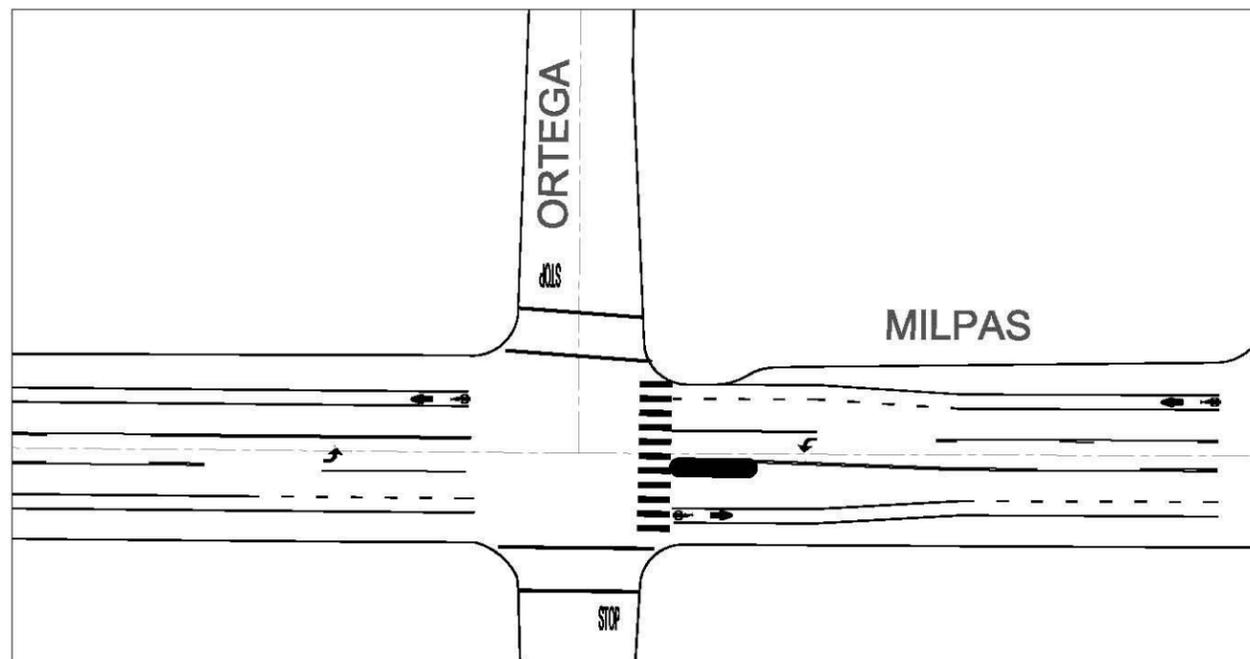
Alternative 3B - With Curb Extensions



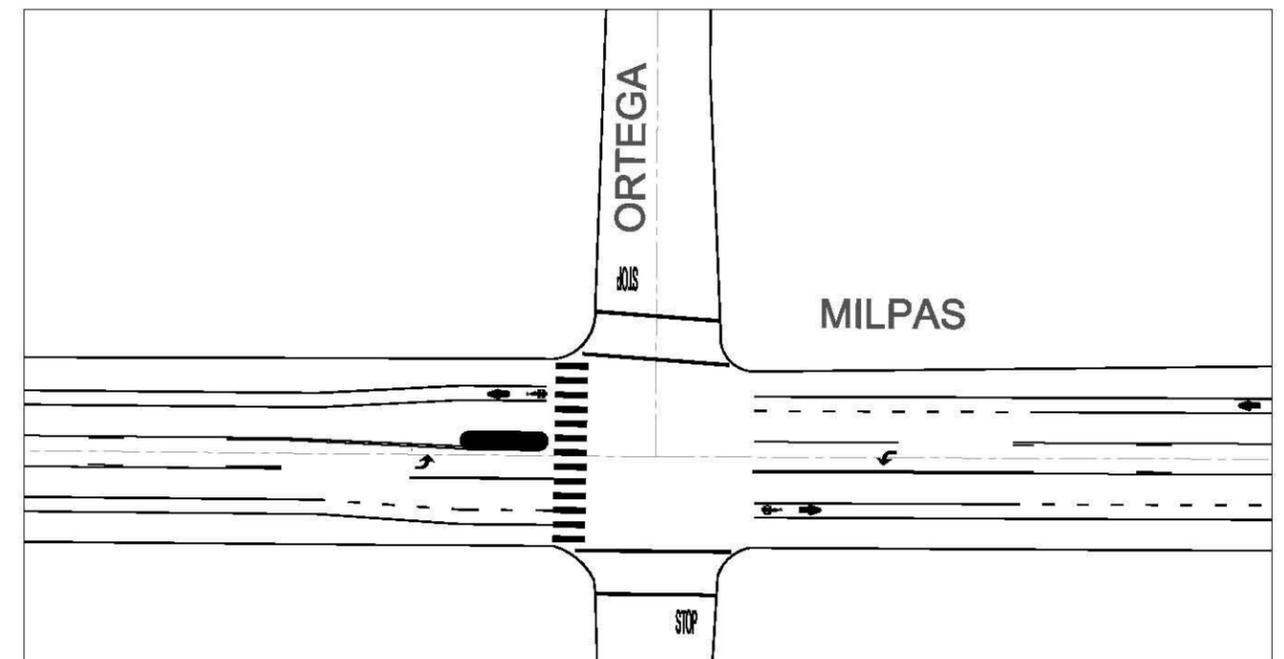
Alternative 3C - With Curb Extensions and Median Refuge



Alternative 3D - With One Curb Extension and Median Refuge\*



Alternative 3E - With Painted Median



\*TCC, Youth Council, NAC Preferred Alternative



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05-09-2012
SCALE: NTS	DRAWN BY: DVB

# 4 - Overhead Pedestrian Activated Flashers



Overhead Sign  
(Simulation)

Overhead Pedestrian Activated Flashers  
No Parking Impact  
No Access Changes



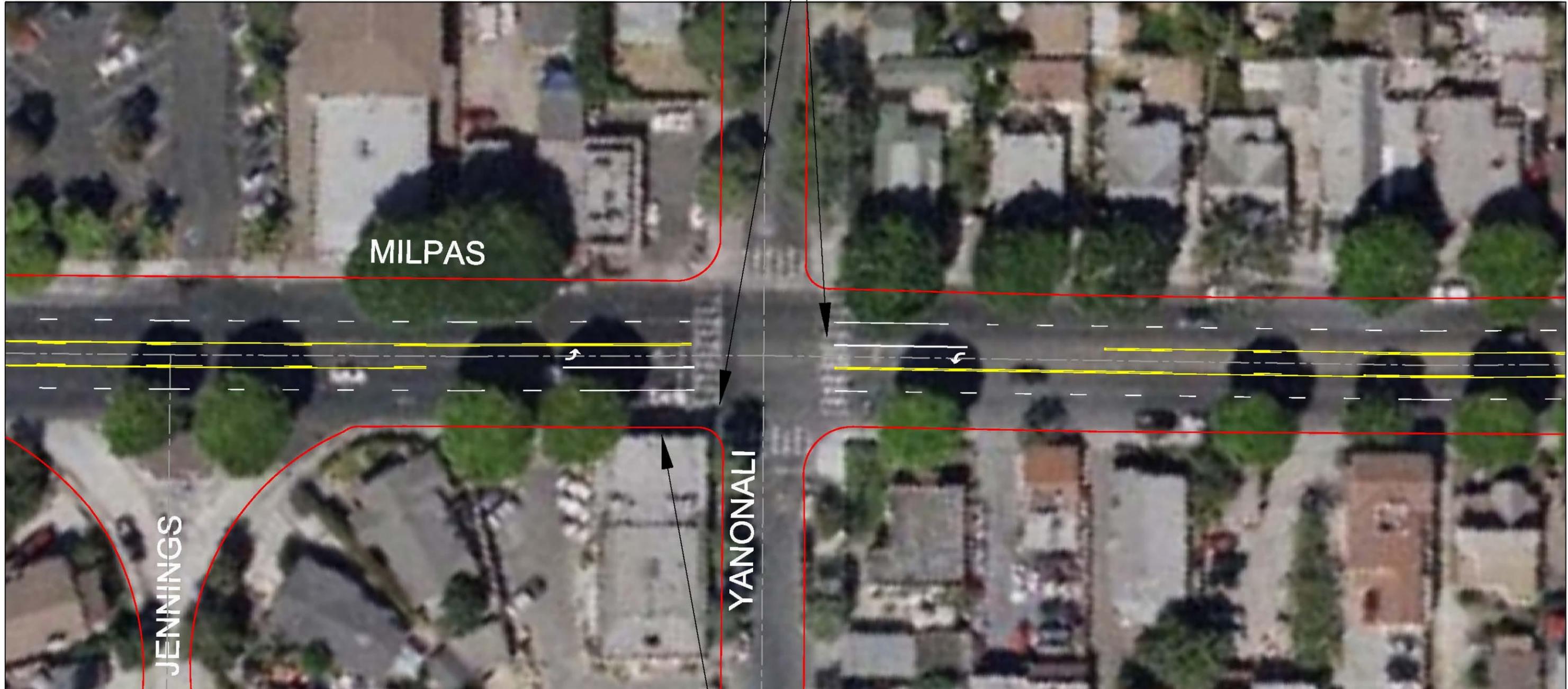
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MILPAS TRAFFIC CONTROL IMPROVEMENTS	
DESIGNED BY: DM	CHECKED BY: DM
DRAWN BY: DM	DATE: 08-08-2012
	CREATED BY: DM

# 5 - Remove/Relocate Bus Stop And Remove Crosswalk

Remove Existing Marked Crosswalks

These Crosswalks Have Been Ineffective In Creating Crossing Opportunities

Removing Crosswalks Could Remove False Sense Of Security



Remove/Relocate Bus Stop  
Nearest Stop One Block South  
Encourage Pedestrians To Use Other Crossings



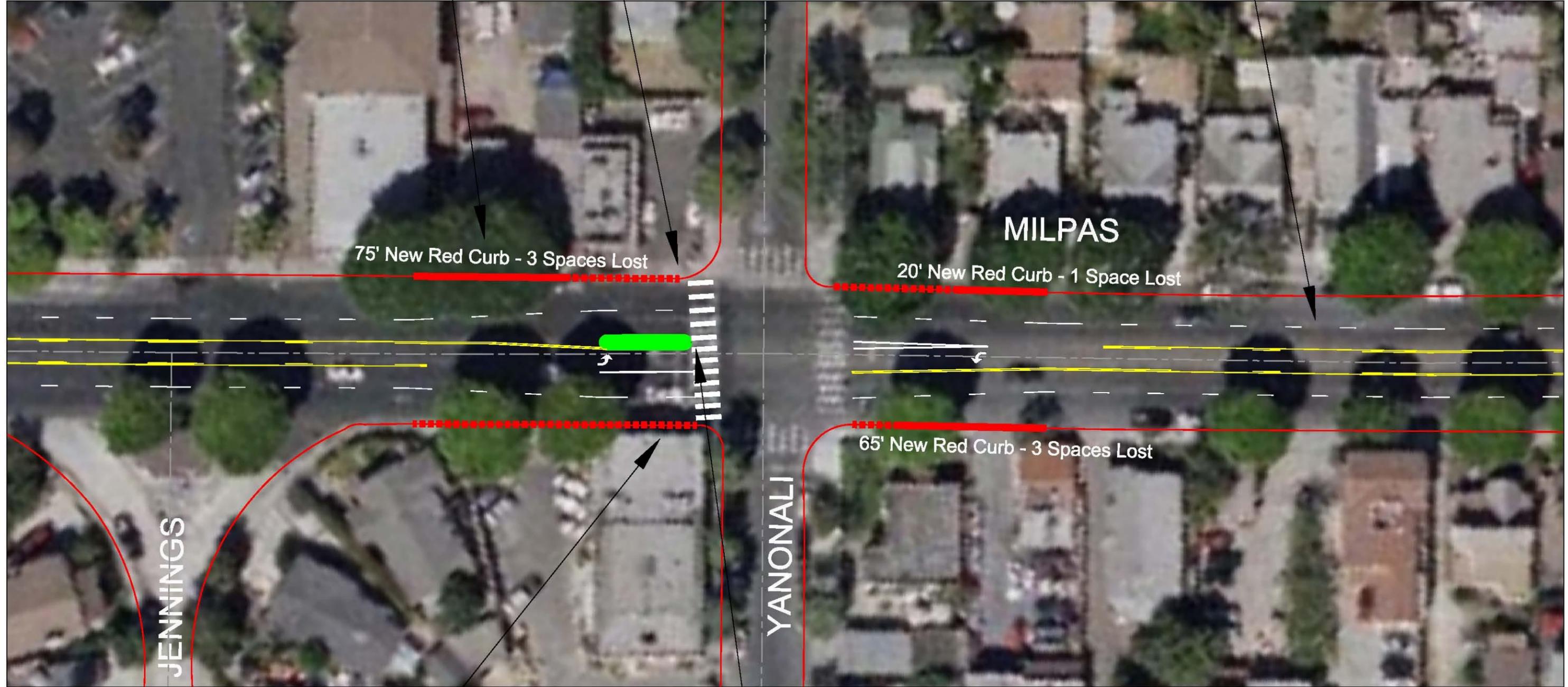
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MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05/08/2012
SCALE: NTS	DRAWN BY: DVB

# 6 - Median Refuge Island With Pedestrian Activated Flashers

Loss Of On Street Parking

Loss Of Left Turn Access To/From Driveway

Maintain Two Traffic Lanes Per Direction



Buses At Bus Stop Block View Of Pedestrians

Partial Median Refuge Island Allows Pedestrians to Cross Half The Road At A Time



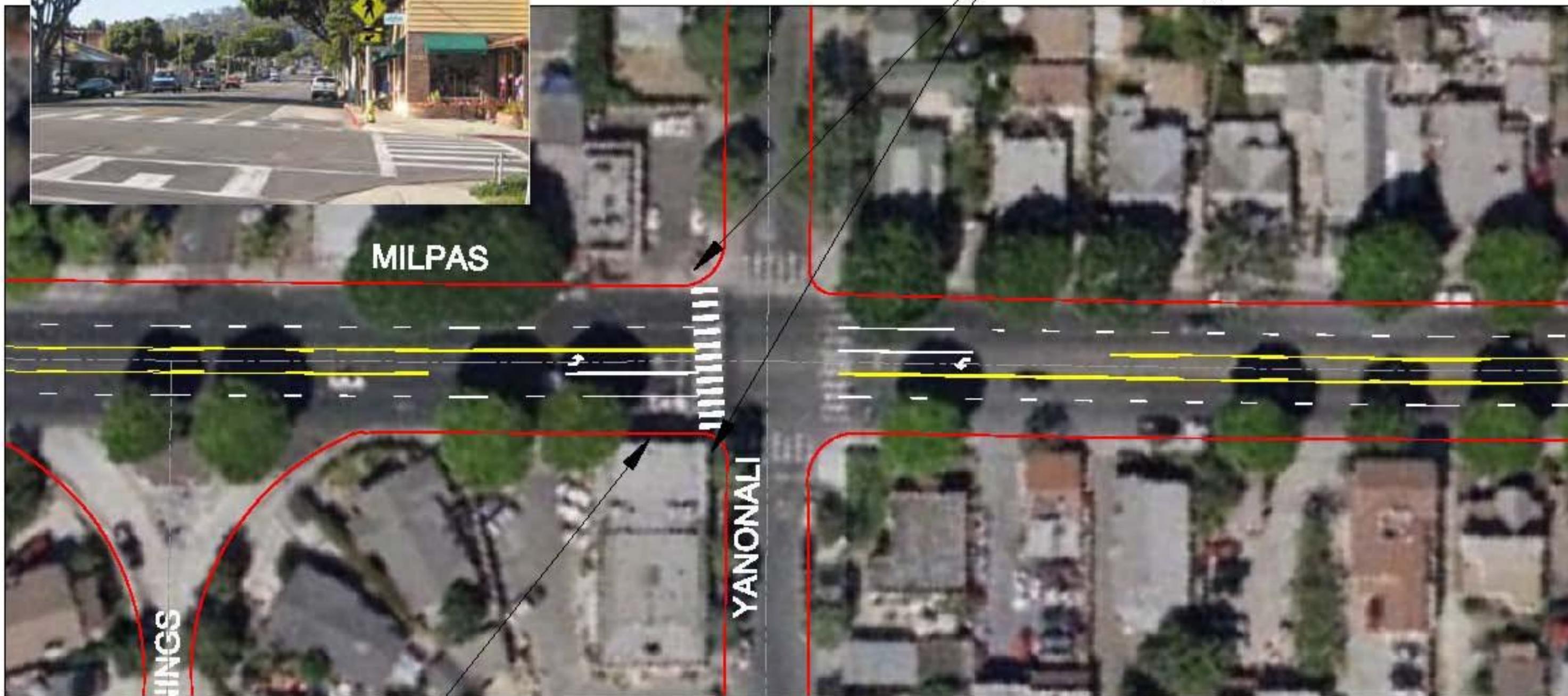
CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: 1 OF 1	DATE: 05-08-2012
SCALE: NTS	DRAWN BY: DVB

# 7 - Overhead Pedestrian Activated Flashers



Overhead Sign  
(Simulation)

Overhead Pedestrian Activated Flashers  
No Parking Impact  
No Access Changes



Buses At Bus Stop Block  
View Of Pedestrians



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
MILPAS TRAFFIC CONTROL IMPROVEMENTS	
DESIGNED BY: DM	PROJECT ENGINEER: DM
DRAWN BY: KTE	CHECKED BY: DM

### Rectangular Rapid Flashing Beacon



These lights, activated by a pedestrian push button, flash three times in rapid succession on one side, then twice on the other. The light bar is mounted between the pedestrian symbol warning sign, and the down arrow, which indicates the pedestrians crossing location.

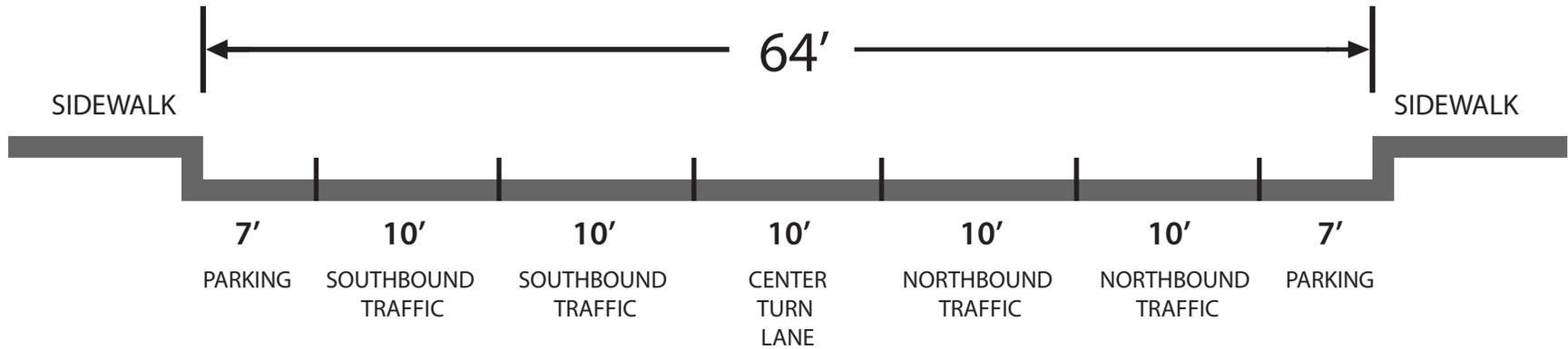
Studies done by the Federal Highway Administration have shown driver compliance rates in the 80% to 90% range, which is far superior to other types of pedestrian activated flashers.

Image courtesy of Spot Devices, one of the manufacturers of these flashers.

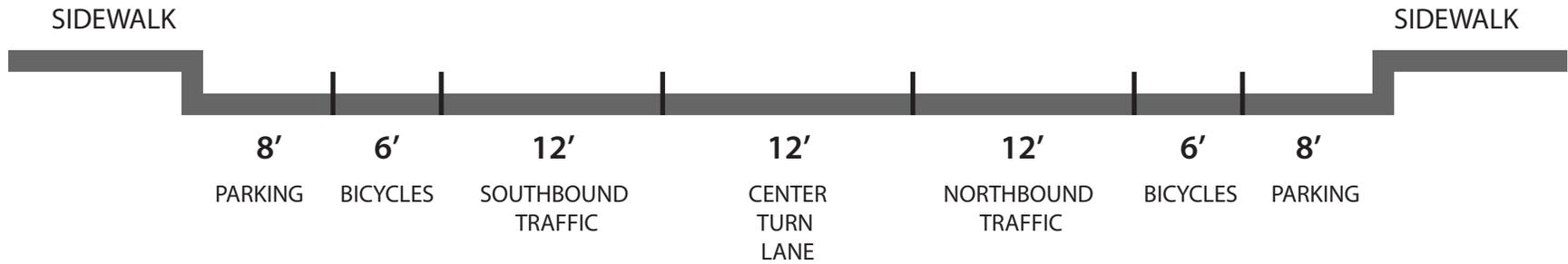
# MILPAS STREET

NEAR E. ORTEGA STREET (LOOKING NORTH)

## EXISTING CROSS SECTION



## PROPOSED CROSS SECTION





# **MEETING MINUTES**

CITY OF SANTA BARBARA

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

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, March 22, 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  
Excused  
Present  
Present

#### NAC MEMBERS

Sebastian Aldana  
Sharon Byrne  
Sally Foxen  
Naomi Greene  
Sally Kingston  
Javier Limon  
Beatriz Molina  
Therisa Pena  
Ana Soto  
Cesar Trujillo  
Tony Vassallo  
Holly Walters

Present  
Excused  
Present  
Present  
Absent  
Present  
Present  
Present  
Present  
Present  
Present  
Present

#### CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
Pat Kelly, Assistant Public Works Director/City Engineer  
Robert J. Dayton, Principal Transportation Planner  
Derrick Bailey, Supervising Transportation Engineer  
Sarah Grant, Mobility Coordinator  
Jessica Grant, Project Manager  
Kim Thaler-Strange, Administrative Specialist  
Nancy Rapp, Parks and Recreation Director  
Mark Alvarado, Neighborhood Outreach Supervisor

#### LIAISONS PRESENT

Cathy Murillo, Council Liaison  
Deborah Schwartz, Planning Commission Liaison

#### OTHERS PRESENT

Carlos Cerecedo, Interpreter  
Patricia Salcedo, Interpreter

**CHANGES TO THE AGENDA:** None.

**PUBLIC COMMENT:**

1. Chair Blackerby called the meeting to order at 6:04. She opened with the TCC meeting first.

Ana Lillie stated that ramps are needed at Eucalyptus and Salinas and Olivos and Cacique Streets. There are no ramps to get to the bus for wheelchairs. Her child is in a wheelchair.

Marie Key Delgado said that she has an 18 year old son in a wheelchair, who speaks sign language. She would like something done so that the bus could pick up at Salinas Street.

Ana Rico was here in January to talk about Olivos and Punta Gorda and Salinas. These streets are very dark. More lights are needed. Cars don't respect pedestrians and actually speed up when pedestrians are crossing. It is difficult for kids to be able to play outside because of this. Salinas is one of the worst.

Joel Schwimmer says that on Quinientos and Mason Streets, drivers tend to race, particularly between Milpas and Salinas. They go way too fast and the kids in the community are scared. Parked cars make visibility difficult as well. Something should be done to slow down traffic on Quinientos, Mason and Carpinteria Streets.

**CONSENT CALENDAR:**

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

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

Motion made to approve the minutes by Ms. Horne, seconded by Mr. Coffman-Grey

Ayes: 4      Noes:      Abstain: 1      Absent: 1

Chair Blackerby closed the TCC meeting and opened the Joint Meeting of the TCC and the NAC.

**REPORTS**

Chair Blackerby introduced herself and Chair Pena. She reminded everyone that we are on television and streaming video, and that this will be online in the next week. She reminded people to make sure to push the button on the microphone, and the green light is on, and gave the order of this item: The staff report will be first, followed by public comment, and then comments by both Committees. During the presentation and public comment, the Committees may only ask clarifying questions. When it is time for Committee comments, Ms. Blackerby will make note, and keep a speaker's list. She requested that people use "spirit fingers" as opposed to applause or loud noise. Finally, she reminded people that each speaker is allocated two minutes, and to respect everyone's time.

### 3. Milpas Street:

Mr. Allen introduced himself as the Transportation Manager, and liaison to the TCC. He introduced Derrick Bailey, Supervising Transportation Engineer, Sergeant Mike McGrew of the SBPD who was available to answer questions, and Pat Kelly, City Engineer.

He indicated that Mr. Bailey had some drawings to present, and that they would be viewable on the screen or the Committees may gather around. He also pointed out that staff has to put forth their best professional judgment. The City follows the California Manual on Uniform Traffic Devices (MUTCD), and we deal with scientific engineering analysis, not emotion. It will be up to Council to decide what action to take. Staff is asking for the Committees to hear the report, and decide on the preferred options to take to Council. While Mr. Bailey cannot professionally recommend a traffic signal, Council can disregard his opinion.

Mr. Kelly introduced himself and Mr. Bailey, and their objective for this meeting. He indicated the challenge in coming up with these alternatives to include everyone's input. Staff understands the goal and the passion to make Milpas safer, and appreciates everybody's input.

Mr. Bailey presented the options to improve pedestrian crossing options. He gave a quick background about how it came to this point. Following the accident that killed Sergio Romero in October 2011, staff attended several community meetings, and talked to many groups about what happened, and to get input from the community. Last November, he attended the NAC meeting as well as meetings of COAST, and the Milpas Community Association/Pueblo meeting to get more input. Based on that input, staff developed and analyzed alternatives and presented them at the TCC meeting on January 26, 2012. Since then, staff has continued to meet with various groups to get feedback and refine those alternatives. He presented the final list of Alternatives based on community feedback.

The primary goal is to improve pedestrian safety and crossing conditions at the intersections of Milpas and Ortega Streets (Milpas and Ortega) and Milpas and Yanonali Streets (Milpas and Yanonali), while maintaining vehicular safety, to make it safe for everyone. Other issues that that were brought up during the outreach process include narrow lanes for both traffic and parking, not enough space for bicycles, and narrow sidewalks. The narrow traffic lanes have contributed to the 40 reported sideswipes over the past 10 years between Cota and Canon Perdido Streets.

The first thing staff looked at, per public request, was traffic signals. Traffic signals make it easier for pedestrians to cross. However, there are tradeoffs to having traffic signals. Based on experiences at the signalized intersections at Milpas, there are just as many pedestrian involved crashes at signalized intersections. It would not necessarily be an improvement. Since 2000, there have been 113 crashes at the signalized intersections on Milpas; 74 people were injured in these crashes. The intersections at Ortega and Yanonali have only had 1 crash each since 2000. If a traffic signal is installed there will be more broadside crashes, with a higher potential for people to be injured as well as more property damage. Traffic signals for low volume streets are less efficient. The potential congestion will start to push traffic into the surrounding neighborhoods.

Staff is not recommending leaving it as it. Warning signs and crosswalks are current not working. Pedestrians are having hard time crossing street. As things are now, pedestrians have a false sense of security, and even though they are allowed the right of way, drivers are

not giving it to them.

Alternatives for Pedestrian Safety and Mobility

One option is to remove painted crosswalks, which would remove the false sense of security and possibly encourage pedestrians to cross the street at other locations.

Another option is to relocate or remove the bus stops on the northeast corner of Milpas and Ortega. The current bus stop location is an attraction for pedestrians. People want to cross here. Mr. Bailey showed a video of the pedestrian flashing lights that staff is recommending (a rectangular rapid flashing beacon). There has been a good rate of driver yielding with these devices. Pavement lights and pulsing amber beacons have had low driver yielding rates.

Another possible option is to install a median refuge island. The advantage to this alternative is that it gives an opportunity to cross half the street at a time. Currently, there is a center turn lane; there is no good place to wait. The refuge island will allow a pedestrian to analyze one way of traffic at a time. It would give a good place to install beacons. If the beacons are installed only on the sides of roads they may not be noticed by drivers. Milpas is a wide street, so installing a third device in middle of road would ensure that it will be noticed. Another alternative involves a split median refuge island where a pedestrian would be standing in between the medians. Ramps would need to be built with this design. The tradeoff is that the ramp is in the middle of the bus stop and the bus stop would have to be removed. Additionally, traffic lanes would be pushed closer to curb where parking is now. There would be a loss of parking because red curbs would have to be painted. This alternative received no support from the merchants, who use the parking spaces for customers, employees and deliveries.

One variation of median refuge island would make use of the existing ramps and make a shorter island. Crosswalks would be left alone, and pedestrian would be exposed on one side. This would still allow for a beacon in the middle of the street, and result in the removal of fewer parking spaces.

One lane of traffic could be removed at Ortega. Based on traffic volumes, this could be done, with minimal impact. A bicycle lane would be added, along with wider traffic lanes and parking aisles. There would be fewer sideswipe crashes. Reducing lanes would give pedestrians a shorter distance to cross the street. Milpas is still busy street, however and there is a need to make crossing it easier. Both a median refuge and restriping would work. This would cause some congestion at De La Guerra, north of Canon Perdido, where the existing road narrows to one lane each direction. 8,000 cars per day use this section of Milpas. South of Canon Perdido, traffic volumes go up to 20,000 vehicles per day at Cota. The current De La Guerra configuration works at a maximum of 15,000 vehicles per day. There would be longer queues, but cars would still clear the signal in a single cycle. South of De La Guerra, it would take multiple cycles for drivers to clear the signal.

In January, the TCC requested that staff show them an alternative with a curb extension. A curb extension would reduce the length of road that a pedestrian would have to cross from approximately 64 feet to 48 feet. Pedestrian activated flashing beacons would not be necessary. However, there wouldn't be enough room for the bus to pull parallel to the curb and pick up passengers.

Staff was asked to show a combination curb extension and median refuge island. It would have to be on the south side of the street so that the bus stop wouldn't be impacted. One potential issue with this configuration is that there might not be enough space for emergency vehicles. Parking would not be negatively impacted with striping configuration; there might be room for

one or two more spots.

Another alternative to address the on -street parking issue would be overhead mounted flashing lights. This alternative addresses concerns that side-mounted flashers would not catch the driver's attention. They would be more visible and pedestrian activated. There would be no impacts to street lanes, turning movements, or parking

At Yanonali, the traffic volumes are much higher (50% higher than at Ortega. The question is whether or not this intersection is an appropriate place for a crosswalk.

One alternative is to remove the crosswalk, which would get rid of false sense of security. The bus stop is a southbound, near side bus stop, which creates visibility issues. A median refuge island could be placed there, but there would be no opportunity for other design alternatives due to driveways, street lights, etc. There would be waiting spot at center of road, and a third pedestrian activated device could go there. This would result in a loss of several parking spots. Also, eastbound and southbound left turns out of the donut shop would be impossible. An overhead mounted flashing beacon could be placed here, with no impact to parking or capacity.

There are two feasible staff recommendations for Ortega – Overhead flashing beacons, which would create gaps in traffic for pedestrians, and impact driver yielding. Neighborhood transition striping (Road Diet) would also work.

At Yanonali there is no opportunity to restripe road without creating congestion due to higher traffic volumes. Staff recommends overhead flashing lights at this intersection

Tonight, staff hopes to get recommendations from the TCC and the NAC. Next steps include a presentation to the Youth Advisory Council and then a presentation to the City Council in May.

Mr. Kelly concluded that staff is looking at larger goal and responsibility to both the City and the City Council. How can we make the Milpas Corridor safer? It has been difficult for everyone because we are not recommending traffic signal, as it doesn't meet warrants. He went on to explain that a warrant is a formula that defines whether a traffic signal can be installed. The warrant is a tool, and a reflection of key goal. A Traffic signal will have no real improvement to pedestrian statistics; we can generally predict no difference in the statistics. The staggering statistic is that there would be more vehicular accidents, which doesn't make Milpas any safer.

Adding a signal would provide resistance to traffic flow. Part of the discussion is concerning warrants, which requires significant vehicle and pedestrian activity.

Warrants aren't the issue at hand – the issue is *what the bigger picture is?* Staff is also not recommending traffic signals because of the cost, which is \$150,000 to \$200,000 each. We have a good Streets CIP. We have projects funded, but not enough money to do all the pavement maintenance and other policy practices to put more lights in neighborhoods and install handicap ramps and sidewalk links. Money is not influencing decision. We can program that money over several years. Finally he reminded the Committees that he and Mr. Bailey would be available for questions.

Ms. Blackerby asked if there were any brief, clarifying questions, and reminded people to please turn in speaker slips. She also reminded people of the time limit.

**Public Speakers:**

Robert Bernstein - in 1998 was on the DT Waterfront vision committee has read through historical documents. There was a document created by the Milpas Vision Committee that talked about wide sidewalks and planted medians (this is from 1980). 10 years ago, Mr. Bernstein was crossing a similar road with 2 lanes. One car stopped, but the car in the next lane hit him. Problem with flashing signals and crosswalks is that they don't work with two lanes. You will have to narrow the road to one lane if you are going to have the flashing signals. If we had the wide sidewalks, and bike lanes/planted medians, would they remove them?

Rose Aldana started a petition in November 2011. It now has over 500 signatures of area residents and business owners requesting signal lights. The petition was handed to the City Council on November 20, 2011. The Milpas residents and business owners are asking for signal lights at both Yanonali and Ortega with pedestrian timers. They also ask that the speed be reduced by 5 mph to 25 from 30, like at Haley. That may help reduce rear end accidents, but they were told it can't be done. If there is a consistent lighting pattern it will create a consistent driving pattern for Milpas. They are requesting all reports and information be submitted by staff before the Board and Commissions make a final decision.

Jarret Goren is speaking on behalf of family members and the MCA. He thanks the Transportation staff for their good work putting the information packet together. He is perplexed how this issue is becoming adversarial. Everyone wants the same thing – a safer environment for pedestrians on Milpas. Just because there are differing opinions, does not mean we need to call names. There is a need to engage in good discussion about how to accomplish this. He is opposed to removing crosswalks because it goes against other City policies that are geared towards enhancing pedestrian environments, such as the Pedestrian Master Plan. Option 3B is a good option for the Ortega intersection because of the reduction to 2 lanes. Reducing lane width will slow traffic, and cars will have more reaction time to pedestrians. Yanonali needs a signal.

Ralph Fertig has lived on the Eastside for 30 years. He does not like driving on Milpas, it is busy and distracting. He drives in the inside lane, as do a lot of people; there are twice as many cars in the inside lanes. Moving the outside lanes won't make difference to the traffic but will make things safer for everyone, with fewer lanes for pedestrians to cross, and allow for bike lanes and wider sidewalks. At Ortega, put curb extensions to improve motorist visibility. Yanonali is different due to higher traffic volume. He suggests adding flashing lights and a raised center median. Large 2005 Federal Highway Administration (FHA) report says that raised medians reduces collisions.

Christine Bourgeois is the Education Coordinator for the Bicycle Coalition. She rides her bicycle everywhere, and is on the Eastside because of her job. She works with students at various schools, and doesn't feel safe riding on Milpas. There are 4 lanes that are narrow; and traffic is heavy and fast. The sharrows are not visible. Cars honk when she is bike riding. She supports a road diet. Two lanes, with bike lanes will make it safer. That configuration is working well on the Mesa on Cliff Drive.

Viviana Rodrigues is a junior at SB High School. Met Christine and wanted to be a part of this. She speaks for the 1300 students and staff who signed her petition. She believes that we have work to do as a community. She regularly walks Milpas, but won't walk Ortega. She has talked to community and has noticed more police activity, but it is not enough. She has read the recommendations and sees that they have studied median islands. They would help speeding

drivers slow down, and is supportive of road diet. She would like to see the intersection as a school zone since it is so close to SB Junior High. She will continue to support community concerns, get petitions, protests, and get officials, etc involved. She gave Ms. Blackerby a petition.

Carmen Losano is the Spanish Language Outreach Committee of the SB Bicycle Coalition. They have been reaching out to Spanish speaking bike community. In November, they surveyed a sample of 50 bicyclists on Milpas Street and learned that the typical bicyclist traveling on Milpas is a monolingual, Spanish speaking Latino male, who uses, bicycle as primary mode of transportation. Most cyclists ride on sidewalks intentionally. They are afraid to share the road with cars that travel fast. They have been ticked but would rather pay a fine than risk being hit. 55% of those who ride on the sidewalk are doing so on Milpas. They support the road diet which will reduce speeding and provide safer pedestrian crossing and bike lanes adjacent to the Junior High and High schools.

Sylvia Mendonza is involved with Latino Democrats. They have been speaking to the community in that area; primarily speaking for these people who are Spanish speakers. These people are very afraid they are not heard. They support a traffic light. She understands the time and effort taken to bring up good alternatives and information. The people she has spoken with believe that a traffic signal will be more respected than the other options. She thanked Sergeant McGrew for more police activity. It is an education for the community. Just come together and listen to the people.

Carmen Ponce has to cross Milpas street because of the businesses. She is afraid to cross the street as she has been nearly run over more than three times, even when she has the right of way. She tries to cross when traffic is not heavy, but the cars speed. Please put traffic lights in at Milpas and Ortega and Milpas and Yanonali.

Eva Inbar Coast has been working with the Eastside residents on safety issues. We appreciate the City's staff presentation and work. We are in favor of the road diet. It will provide many benefits; and enable us to have bike lanes, and slow traffic. The Yanonali crossing is more difficult. If we can't have a traffic signal, we need the flashing beacons with a refuge island. That is supported by FHA as an approved safety countermeasure. She is disappointed to see that the staff recommendation did not include that because it would mean losing parking. If safety is the goal, we have to have the refuge island, and a few parking spaces is a small sacrifice.

Lito Garcia is the Principal at SB Junior High. He is charged with making sure all 840 students are safe. He must know that kids can arrive and leave school safely. He is in favor of items 3B and 3C. They are very viable options that will insure student safety. At Yanonali, an island is necessary if we are showing that it will provide safe avenue for pedestrians at Milpas and Ortega; it must be repeated at lower Milpas

Alan Bleeker is the President of the MCA and a shop owner on the corner of Milpas and Ortega. Milpas is a busy commercial corridor, with a major highway interchange, surrounded by three major schools, residential neighborhoods, and community organizations that serve major proportions of the population here. There is no other corridor like it in this city. The street sees multiple uses from these different segments of the community and whatever solutions we implement on Milpas must respect the rights and needs of these various stakeholders. We feel that stoplights are the most appropriate solution for both intersections. The street speaks a dominant language of stoplights, in that eight out of the ten intersections north of the freeway have them. Only Yanonali and Ortega do not fit that vernacular, and BOTH are school

crossings, completely unprotected. Drivers are trained to stop for a red light. Our neighborhood is struggling with why some device with a red light, even if only in use when pedestrian activated is not an offer. We're aware that the City has installed traffic lights, if not warranted under the state guidelines. The precedent for this is Cabrillo and State Street. The City asserts that it will face liability if it proceeds this way. To that we respond: you're already liable. The neighborhood asked for lights at these intersections for years, through the Franklin Advisory Committee. Sergio Romero was tragically killed there, Mrs. Rodriguez before him. Now, there is suddenly movement. The city could face a lawsuit because nothing was done until now. Post-implementation, if another pedestrian gets hit, someone could sue if a signal light could have prevented that accident. We've reviewed the City's proposals at length and this is our position for each intersection: For Ortega: Solution 3B with road diet and curb extensions is most acceptable to neighbors. It increases safety and preserves on-street parking. The City engineers stated that the traffic flows are light enough that it won't create back-ups or congestion. At Yanonali – the neighborhood does not find the proposed solutions acceptable. The traffic volumes are higher there, and less willing to stop. The City's solutions break street continuity and costs small businesses on-street parking spaces essential for their survival. If a signal light were installed, pedestrian counts would quickly rise and likely meet the warrants. We've recently had conversations with the FHA and Caltrans that indicate Yanonali could meet the school warrant now and further, that a flashing red beacon there is advisable. That could satisfy the community's need for a red light and force more drivers to actually stop. Whatever solution is installed, a formal review at six months and again at a year to assess neighborhood fit, safety and traffic flows must be conducted. This work on Milpas must be the start of a long-term plan for this street to give a more boulevard feel and increase usability. Our community stands to fully participate in planning our streets future.

**Angel Gonzales** is in eighth grade at SB Junior High. He was almost hit on the way home from school because the car didn't see.

Angel Velasquez wants traffic lights; he does not want to be hit like Sergio. SB Junior High should be safe

Santos Guzman has a business on Milpas and has been there for many years. He has seen lots of people crossing at Milpas and Yanonali; they almost get run over at several locations. He is afraid based on what he has seen. He believes that the City needs to see what he has seen. Crossing the street is dangerous. He has to leave his business to accompany his wife and daughters. He believes that putting pedestrian crossing there will not change anything.

Olivia Uribe is part of the Latino Democrats. She has noticed that people do not understand why street lights are not an option. The answer "staff knows better" is the wrong answer. This will be an issue until it can be clarified. Addressing these two intersections is not a new issue. The accident that happened could have been prevented. Milpas revitalization has not been prioritized. State Street and other odd projects have been prioritized over Milpas. The community is asking for immediate solution to a long term problem and even though there is a complex issue, the ultimate decision comes down to the City. Mr. Bleeker addressed liability at different places. City of San Diego had to settle a wrongful death lawsuit because they would not address an intersection that the community has asked about. Latino Democrats are supporting traffic signals, and prioritizing the Milpas Corridor.

Silvia Uribe is the Chair of the Latino Democrats. Their mission includes preparing Latinos to participate in local politics. They support initiatives that will support the Latino community. After attending community meetings we found out that the organizations involved don't reach out to the residents. The Latino Democrats talked with neighbors at the intersections being discussed.

Spoke with 103 neighbors 43% use the intersection for shopping, walking, school and work. 34% avoid the intersections because they are dangerous. 74% of the people they talked to support stoplight. They discussed proposal with the public. 23% favor a median refuge island. They are requesting that the committee consider the traffic signals at intersections, and that a cost comparison be done. Many people attended meetings and the City was responsive. However, after that, no adequate community outreach has occurred with neighbors that aren't business owners.

Sharon Byrne is speaking as the Executive Director of the MCA. She appreciates the explanation of the engineer's that there are a lot more crashes at signalized intersections. The neighborhood is asking for something normal like at the other signalized intersections. She talked to the FHA. There is a possible solution called a hawk beacon. It might be utilized. The concern is that cars won't stop for yellow light. The FHA also recommended an independent road safety audit, where Caltrans engineers take a long-term look at the street. It is independent and non-biased, which would give the neighborhood a long-term vision for the street.

**Casey Kilgore is principal at franklin school** asked the FHA if is it mandatory to follow mandates. The answer is no, it depends on community needs, and there are ways around it. She looked at data and a worksheet, to see where every child lives. The kids that go to the school live at the boundaries of Salinas, Cacique, Milpas and Ortega. The other side of Milpas is closer to Washington School. She is more concerned about the kids going to SB Junior High. They are crossing our area, at specific places. On late start days, closest place to cross is Yanonali, hate hearing that we lost one of our kids...

**Guadalupe Romero is** the mother of Sergio. She thanked everyone for being there. She heard all parties, but continues her position for the traffic signal. She says that the refuge island and flashing lights are good, but people don't pay attention and we have to protect everyone. This is not a safe street. If the City puts in a median refuge, it is assumed that the car will stop. The kid that killed Sergio made a sway; it will be done again median refuge. During the walk down to the meeting in honor of her son, no one stopped for us.

#### **Committee Comments:**

Ms. Blackerby pointed out that Mr. Allen, Mr. Kelly, Mr. Bailey and Sergeant McGrew were available for questions and reminded the Committees to let her know if they wished to speak.

Naomi Greene – Gave us the statistics on car accidents are there statistics on pedestrian safety with traffic lights vis a vis flashing lights? It would seem that for pedestrians signal lights safest. Mr. Baily replied that there are statistics. Staff compared driver yielding rates with traffic signals or HAWKS; the yield rates were in the 90% range. Beacons have an 80-90% yield rate.

Ms. Blackerby asked Mr. Bailey to explain what a HAWK beacon is. Mr. Bailey replied that HAWK stands for High Intensity Activated Crosswalk. The HAWK beacon was originated in Tucson, Arizona. It is a type of pedestrian beacon that looks like a traffic signal, although the head is triangular with two red lights and a yellow caution light. It is pedestrian activated and remains dark when not in use. When activated, the yellow light starts blinking, cars slow down and red lights go on. It turns off when the cycle is complete. HAWK is a new device just recently approved for use in California. However, HAWK are currently only approved at mid-block locations and cannot be within 100 ft of an intersection or major driveway, which is why

they not used and not considered for this location

Ms. Soto asked about the cost of overhanging beacon lights and the time frame to install them? Mr. Bailey said that it would take three to five months or less to get those in. They haven't been priced yet, but they would be at least half as expensive as traffic signals.

Mr. Bradley asked about the three FHA approved devices that Ms. Inbar referred to. Mr. Bailey answered that they are curb extensions, median refuge islands, and pedestrian-activated flashing lights. Mr. Bradley then asked if curb extensions were considered for Yanonali. Mr. Bailey replied that they were not considered because there should be a buffer between curb extensions and traffic lanes, and because traffic comes within seven feet of the curb, there is not enough from. Painted crosswalks can be appropriate here because the street is wide. Stop bars could also be utilized if vehicles stopped far enough back that the pedestrians walking in front can see beyond the car.

Mr. Vassallo asked if there was any way to configure pedestrian-activated flashing beacons to cycle into a red stoplight after they go amber. Mr. Bailey replied that there is no approved traffic control device that does that. Proven devices must be used. HAWKs and beacons were tested prior to approval for use nationwide – it took a decade to approve HAWKs. Mr. Vassallo commented that Mr. Bailey did a great job putting together wide range of alternatives. The problem he is having with the engineering recommendation is that it's a yellow light, not a stop light. On Milpas people need to know to stop, not just get a warning.

Mr. Coffman-Grey expressed his confusion over this issue. City for many years, was trying to get signal at De La Vina and Figueroa. They had the funding, but when it came down to doing it they found it didn't meet warrant, and were unable to put signal there because the grant money would not fund it. Now we are dealing with Milpas. Signals are not an option because of either accidents or traffic volume, or because the other signals are providing more side crashes. Mr. Bailey presented a chart showing the different warrants. There were nine warrants considered. He pointed out that warrants were part of the study, but not the entire study. He also indicated that when there is enough side street traffic and a high volume of traffic on an arterial street, there will be delays on the side streets which can lead to an increase in crashes. For a warrant to be met, the street must have minimum traffic volume for 8 hours of the day. He went on to summarize and explain the process of determining warrant eligibility and why traffic signals should not be installed at these intersections.

Ms. Foxen asked if given that the fact that people do not cross Milpas at Yanonali or Ortega, would that not account for low numbers? Mr. Bailey replied that it likely does. People feel uncomfortable crossing there and go other intersections such as Mason and Montecito. What it come back to is that even if the numbers were higher, we would come up with same problem. Ms Foxen asked if that was a generic thought. Mr. Bailey replied that it was, and that the table he went through uses actual numbers from Milpas, though it is also based on nationwide experience. Once staff started the study they went through warrants and drilled down further, which is why they started comparing on all signalized intersections of Milpas. The traffic behaves the same, the intersections are same width, and the entire street is configured the same. Comparing crash rates is applicable to what is happening.

Ms Foxen suggested that if there were lights at both intersections the collisions at other streets would be lessened, that it may not increase collisions, but might decrease. Mr. Bailey replied that is a hard prediction to make. One problem is tightly spaced intersections. Drivers are looking down road too far paying too much attention to far away traffic signals. It is possible that with extra signals, eyes will be on farther signals. Impossible to predict.

Ms Foxen then asked if it would also be possible that the collisions might decrease because cars are stopped because of lights. Mr. Bailey replied that it would.

Mr. Aladana challenged the notion that there were more rear-end and side swipes with traffic lights. He reiterated Mr. Bailey's earlier statement that traffic signals can have a negative impact on safety. He wondered how much safer the intersection would be with a beacon; how many less rear-ends would there be. Mr. Bailey replied that all types of crashes would be less because beacons only cycle when there is pedestrian. With a light, there would be more cycles.

Ms Molina expressed confusion about what happens to the bicycle lanes past Cota, between Cota and Yanonali. Where would the bicyclists go? Mr. Bailey said that the bicycles south of Cota would be required to ride in traffic. He talked with Mr. France, who indicated that it was a good thing that there would be a bicycle lane between Canon Perdido and Cota, because while Cota is not a recognized bicycle route, it is well used by cyclist because it is flat and does not have a lot of stop signs.

Ms. Molina replied that she thought bicyclists indicated a fear for their safety coming down Milpas from the SB Bowl to the beach. This recommendation creates a false sense of safety because it's only a couple of blocks before they are in the same situation. Given the solutions recommended, she had hoped that the recommendations would have long-term phase to them that this would last for 10-15 years. She feels that people are unaware of the traffic that increases when there is a concert at the Bowl. It is even more dangerous when there are concerts at night, as drivers have no respect for the residents. She is concerned that the recommendations are not considering the increase of traffic at certain times, or the increase of traffic in the next 10 years. She is frustrated that it is very narrow and does not give a sense of safety for pedestrians or drivers because it's only addressing a little piece of the street. Why aren't we talking about Milpas as a totality?. We once had master plan that addressed the whole section. Recommendation should fit into that in terms of growth.

Mr. Bailey agreed that this was a very big picture, and very challenging. In looking at future growth and accommodating traffic at the Bowl, it suggests not reducing lanes. All interests and different uses are competing for space – bikes, cars, pedestrians, and trees all require space. If we are going to talk about long-term planning; have to talk about whether we are allocating space correctly, which is a long process. Staff is focused on something that can be done in short order, vs. long term planning

Ms. Molina asked how short term, and how long is the solution good for. Present growth is being addressed, future growth is not.

Mr. Bailey replied that restriping the road at Ortega is a long-term solution. One thing that could result from this is that there may be space to widen the sidewalk, which is a long-term solution. The alternatives for Yanonali could work for many years, but what would drive the conversation to next level would be a desire for space reallocation. Realistically, there needs to be two lanes of traffic. What else can be taken? That is a really big conversation; can't solve in two months.

Ms. Molina also asked how the flashing yellow light at SB Junior High came to be on Cota but not Milpas. Mr. Allen pointed out that it was part of the Safe Routes To School program when the City installed curb extensions near schools. A flashing beacon was placed on Cota to give drivers a warning about the crosswalk. It was added when Dru van Hengel was working with school. At that time, the desire was to put it on Cota, not Milpas, where most of the students were walking. Most of students were crossing the street at the signal on Cota; not Ortega.

Mr. Tabor pointed the tricky maneuvering he saw at Monday's site visit with busses stopping and cars backing up and trying to get around them. He asked if the road diet were implemented would that allocate space for busses to pull over and not block traffic. Mr. Bailey replied that yes, that would be space reallocation...wider parking aisle where busses could stop and bikes would pass the outside of bus.

Ms. Blackerby pointed out that Sherrie Fisher, General Manager, of MTD was present to answer questions.

Mr. Trujillo asked if staff would return in six and twelve months and reanalyze the data, if the Committees when with the staff recommendation for the flashers. Mr. Bailey said that they would reanalyze everything and count the numbers of pedestrians using the enhanced crossings, and how well drivers are yielding. If it's working it would be left alone. Mr. Trujillo asked if stop lights would be a possibility in future. Mr. Bailey replied that there would have to be some sort of need. If using the pedestrian flashers was creating an operational issue and not working and the crash rate went up, then a higher level of traffic control would be possible. Mr. Trujillo asked if school zone flashers could be installed at Yanonali and Ortega and if the speed limit could be lowered during school hours. Mr. Bailey said they would act the same as the pedestrian flashers, and that staff would have to review the speed limits.

Ms. Foxen asked Mr. Bailey to clarify that for a warrant, there has to be 20 students crossing per hour at a school crossing. Mr. Bailey said that was correct and gaps in traffic would have to be analyzed. If a combination of gaps and number of students is high enough, and the crossing is difficult enough, what needs to be done is find something besides a traffic signal to make it easier. Ms. Foxen then asked if Milpas counts as an intersection going to school. Mr. Bailey replied that any interaction with students is potentially a school-used intersection. Ms. Foxen asked if it had to be within certain blocks; that if theoretically, someone on Mason going to SB high school is going up Milpas, their crossing would be counted at all intersections?

Mr. Bailey replied that it would be counted where they cross Milpas. High school students are a special case, because they do start to possess judgments. So, yes, if a high school were to travel from Mason, we'd only be looking at where they are crossing on Milpas. They would have to be literally crossing on Milpas.

Ms. Greene looked up warrants and found the phrase "engineering study data may include the following" she mentioned that the phrase speaks to nearby facilities that serve the young, elderly and those with disabilities. She believes that it is speaking about the Bowl, and the community centers. The No. 2 bus line, and there are a significant number of riders with disabilities. She asked if the neighborhood was considered with this data. Mr. Bailey replied that yes that data is leading to is how people use the intersections and streets and whether a traffic signal is most appropriate. There is a need to look at whether or not there are good alternatives. In the case of Ortega, looking at school and how students are traveling, we know that vast majority are crossing at Cota. Ms. Green indicated that they are crossing there because it is safer. Mr. Bailey agreed that they were using good judgment. Ms. Greene asked if the students would cross at Ortega if it was safer. Mr. Bailey replied that traffic signals aren't always installed for convenience; they are installed for safety issues. Staff is trying to address mobility issues and get people across the street.

Ms. Walters said that she was getting a good education about what warrants a signal, which is making it less confusing. She was having a hard time with the two signal lights located mid block (Cabrillo and Cabrillo/Castillo near City College, where they cross to the marina). Those intersections would have been good candidates for flashers. Why are there signals there and not flashers? Mr. Bailey replied that at the time of that project, the signals shown in video were not available; only the less effective ones were. The ones in front of the school are fairly effective on narrow streets, but not on wide streets. The reasons why signals were installed is because the engineer at the time looked at the movements of area and facilities and how people are moving through the area. The pedestrian signal at Ambassador Park (between State and Castillo) was chosen as part of a bigger project it was an RDA Project. There were 3 signals originally proposed, at Chapala, Ambassador Park and Cabrillo, to address pedestrian demand going back and forth from the beach to mainland. After the study was done, it was found that There weren't enough pedestrians to warrant signals. It was decided that one in the middle of the block, and focusing on the center would meet the pedestrian demands. The crosswalks at Chapala and Bath were enhanced. It was decided that this would be the best way to get the pedestrians back and forth between Castillo and State.

The signal at the Pershing Park bike path west of Carrillo, went in as part of a bike path project. The path was supposed to go through park to Montecito. The signal at Rancheria and Montecito was installed to give a link to the beach based on how much anticipated usage that path would get. The path is not complete, which has affected its usage.

Mr. Aldana continued to talk about the two signal lights (at Ambassador Park and 200 ft west of Castillo) they would still need a warrant even though it was an RDA project. He asked if Ambassador Park had a warrant. Mr. Bailey replied that there is an engineering study, but in old project files. Mr. Aldana wondered where the study, analysis and warrant were. He also said that there should be a warrant for the other signal. There was a request at the February 8, 2012 NAC meeting for the study and analysis and warrant of those signal lights. That was seven weeks ago. Mr. Bailey said that staff would look for it.

Ms. Blackerby brought up an idea discussed during public comment about lowering the speed limit. She asked Mr. Bailey to explain the process for setting speeds in California. Mr. Bailey indicated that the drivers set speed limits. When setting a speed limit, a speed study is completed to find out what the prevailing speed being travelled is. The speed limit is set within 5 mph of what 85% of traffic is travelling at or below. The premise is that most are reasonable drivers. 15% drive too fast and are unreasonable. If we set an artificially low speed limit it creates unreasonable drivers and speeders. We don't want to create speed traps, rather let the natural flow of traffic dictate the speed limit. On Milpas, the 85<sup>th</sup> percentile is 32 or 33 mph. It was rounded down to 30 mph. There would not a significant difference if it was lowered. . People travel at the speed they are comfortable with. If we reconfigure roadway, how comfortable drivers feel at higher speeds may change. Now, drivers aren't comfortable going fast on Milpas. There is a lot going on. When in a wide open space with wide roadway, however, drivers feel comfortable going fast. It is hard to predict whether speeds would go up or down

Ms. Blackerby mentioned places with speed humps leading to crosswalks. Is this something that would slow someone down before a pedestrian crossing? Mr. Bailey said that it would but caution is needed as to where we place them in respect to crosswalks. If there are too many traffic control devices, drivers lose sight of subsequent traffic calming devices. A certain amount of space is necessary. A speed hump is a traffic calming device, designed to slow all traffic down. Emergency responders need to respond quickly. If we put something out on the street

unreasonably, it would impact emergency vehicles.

Ms. Blackerby then asked about paddle signs indicating the law that pedestrians have the right of way. Would it be possible to have them in English and Spanish? Mr. Bailey said that the signs facing traffic have to be regulation. There are no Spanish signs in the MUTCD. However, the warning signs that would be placed near the button to activate the pedestrian flashers would be in bilingual. This is a warning light, not a red light, and not all drivers would stop and pedestrians need to use caution. Currently, pedestrians are used to hitting a button and getting the right of way. The idea is to notify pedestrians that they still need to use caution.

She also inquired as to the history of the Milpas Revitalization – where did it come from and where did it go? Rob Dayton, Principal Transportation Planner, explained that was back in the time of George Gerth. At that time, the City was working on the Milpas area with the Milpas Business Association on a beautification project that included a road diet and potentially diagonal parking. They did not want the plan because of congestion concerns. Finally, process lingered for long time, the money was used for the pedestrian lighting in corridor.

Ms Horne noted the discussion about pedestrians crossing, and one car stopping and another car going around it and subsequently hitting the pedestrian. She wanted to know that if there is restriping, would something like that happen again. Mr. Bailey replied that it would require a driver to drive out of traffic lane and into bicycle lane. It would discourage drivers, though someone might pass where they aren't supposed to. Legally, however, there would be no passing.

Ms. Molina pointed out that she lives on Cliff Drive, which went from two lanes to one. It has addressed most issues except coming out of a driveway. She sees cars going around into bicycle lanes to pass slower cars. She still sees some cars speeding, which is the basis for what is going on now. Drivers will still break the law.

Ms. Soto pointed out that in previous meetings, there was discussion about the need to educate drivers and the pedestrians and how and when it is safe to cross the street. The law states that pedestrians have the right of way they need to make sure they are seen by the cars. She asked Sgt. McGrew about the stings that occurred that day.

Sgt. McGrew said that Police were at four locations. At Anacapa and Arrellaga, many people failed to yield. There was a road cone placed 200 feet from the crosswalks to measure perception time. There were nine violations there. At Milpas and Yanonali there were 39 people cited in a two hour period. At Salinas and Clifton, there was one person cited. At De La Vina and Arden, 11 people were cited for a total of 60 citations. The media coverage was great, and helped with the education program. The Police Department is out there and watching. However, it is important that pedestrians realize that they have a responsibility too. He gave a brief answer to Ms. Soto's question about the cyclist that was it on Calle Cesar Chavez, who turned left in front of a vehicle. The Police Department does outreach with Safe Routes to School and goes to the schools to talk with the kids about safety.

Mr. Bradley asked why the number of tickets was higher at Milpas and Yanonali. Sgt. McGrew answered that it is due to a higher volume of traffic.

Ms. Foxes asked if in Sgt. McGrew's professional opinion, if there were a traffic light at Milpas and Yanonali and the pedestrians were crossing at the green light when the cars have the red light, would staff have given out 39 tickets? Sgt. McGrew replied maybe, but there is a big picture. Look at the red light violations and the high number of accidents, but if there was a

traffic signal there, no.

Ms. Blackerby pointed out that the Committee's liaisons were present. Mr. Coffman-Grey asked if the members would be allowed to speak to their option choices, as he thought that current discussion was only to ask questions. Ms. Blackerby pointed out that it has been that way; that anyone who wishes to speak may do so.

Councilwoman Murillo asked what the difference is between a sting and traffic enforcement. She would like to consider more enforcement on Milpas. Sgt. McGrew said that due to low staffing, there has not been much. Since the start of this year, there was full staffing of five motorcycle officers and him. He reviews all the collision data, and take phone calls about specific intersections. Patrol officers are also doing traffic control as well as 911 responses.

Ms. Murillo asked if the police presence slows people down. She asked Mr. Bailey why staff was not considering the road diet past Cota to Haley, Gutierrez and Yanonali. Mr. Bailey replied that it is a possibility. The trade off is the issue of space allocation, and increased congestion. The traffic demand is higher as traffic moves south. Ms. Murillo verified that people would wait longer at the light. Mr. Bailey presented a slide that showed Intersection Capacity Utilization which is a measurement of available capacity being used based on volumes. He explained how the ICU is used. It shows how congested and how long a drive will be at a traffic signal. Would take several signal cycles to get through the light.

Mr. Aldana made a motion to make their recommendation at next scheduled NAC meeting so the Health and Safety Subcommittee can have time to meet and come up with a proper recommendation. He asked for the warrant analysis on February 8, and emailed other staff for what specifically was needed. There was a misunderstanding. He did not understand why the NAC doesn't have it. He indicated that he asked about the road diet spec diagram 30 days later, as a resident, only find out that he had to frame his request a different way. He was never notified by Mr. Bailey and wasted another month. He believed that the specific diagram is necessary so business owners can see exactly what it is going to be striped. He would still like to make the recommendation at the next NAC meeting, if the NAC agrees.

Ms. Blackerby reminded the Committees of how the motions work. She said that a roll call vote can be done if necessary and there can be concurrent motions. Mr. Allen said it was up to the Committees. They could make similar motions or different ones. Everyone can participate in discussions, but the votes will be separate.

Mr. Aldana added to his motions that the next scheduled meeting of the Health and Safety Subcommittee was on April 2, 2012 at 4:00 p.m. at the Franklin Center, and that the next NAC meeting is on April 11, 2012 at the Davis Center.

#### Discussion

Ms. Greene asked Ms. Blackerby to clarify if separate recommendations were to be made. Ms. Blackerby replied that it could be the same or different. Ms. Green asked how much of a connection is there supposed to be between the TCC and NAC. Mark Alvarado, Neighborhood Outreach Supervisor replied that this meeting was to hear final recommendations from the Traffic Engineer, and then the NAC would make a separate recommendation from TCC to give staff time to get items together for a City Council meeting in early May. He was not sure if delaying the vote would delay the presentation to City Council. He reiterated that this was the seventh meeting regarding this issue and that the recommendations were very clear.

Mr. Trujillo asked if the Committee could make a recommendation asking that the engineers

work with the Health and Safety Subcommittee to make sure that the options are what they want.

Mr. Aldana pointed out that April 2 would be the first time that the Subcommittee could sit and talk due the Brown Act. He would like the Subcommittee to have everything on the table so that they can hash it out and make a good recommendation - the way it's supposed to be.

Ms. Walters pointed out that a decision had been made at the last subcommittee meeting; however, they were notified about the open house on the day of their meeting; and then notified about the field trip. They don't want to violate the Brown Act, and were unable to discuss the issues because of that. Mr. Alvarado indicated that he understood that, however there was a discussion that the Health and Safety Subcommittee was going to make a recommendation at the last NAC meeting, but because of the preceding meetings, the recommendation was going to be made tonight.

Mr. Aldana countered that they now have all the information. He also indicated that he had asked for a special meeting the previous week only to be told that the request was denied. He believed that if they had been able to have that meeting, they would have a recommendation. Mr. Alvarado said it was up to the Advisory Council.

Ms. Greene asked how serious would it be if this motion delayed the presentation to City Council, and by how much. Mr. Allen indicated that there was a tentative date for City Council, but it could be pushed back. The community would like an answer as soon as possible, but if the NAC is not ready to make the recommendation, it won't go. He indicated that he didn't know what happened or why their meeting was denied.

Mr. Aldana repeated that he was told that they could not have the special meeting. They wanted it now because have all the information, and the next meeting would be on April 11. Mr. Allen replied that staff would still need to put the report together. The NAC could continue the item over to their next meeting. Mr. Aldana said that if they had not been denied the meeting, they would have had a recommendation. Mr. Alvarado thought that the recommendation would have come through the Subcommittee to the broader NAC. Mr. Aldana indicated that it was another misunderstanding. Mr. Alvarado said that a final recommendation would have to be made at the April 11 meeting. Mr. Allen indicated that the presentation to City Council could be delayed to later in May.

Mr. Alvarado said that the NAC should be given the opportunity to make their recommendation and if staff was not pressed for May 1, he would want them to have the most comfortable decision. Mr. Aldana replied that he would like to continue it to the April 11 meeting. Mr. Allen said that the presentation would not go until it was ready.

Mr. Vasallo said that part of the problem was that the TCC does not have subcommittees; the NAC has a large group that has been broken into subcommittees, and the only thing a Subcommittee can do is formulate recommendations to and bring to the NAC for full consideration. It was impossible to do for this item, because of time constraints. There were large meetings after the last NAC meeting and lots of new, good information came forward. He answered Ms. Blackerby's question about the Subcommittee makeup. Mr. Aldana is the chair, and there are six members.

Mr. Aldana again for the study, analysis and warrant which he requested on February 8.

Mr. Kelly indicated that staff would do their best. They already responded in memo regarding the background of those other two traffic lights. His understanding was that Ambassador Park was directed by staff. There were no warrants done because it was part of a larger pedestrian concept for Cabrillo. For Pershing Park, staff would have to dig through files to find out. That project did have federal funding, so there had to be some study done. The bottom line was that there were unique circumstances, and Traffic Operations was not part of Engineering. Mr. Aldana pointed out that he has the memo from March 9, 2012, which gives the reason but is not the study and analysis. Mr. Allen indicated that staff would need to check. There was a study done for Bath and Castillo, but he was unsure about Ambassador Park. If the studies are available, staff would make them available. Mr. Kelly indicated that considerable time was spent preparing for this, but there are limited staff resources, and Mr. Bailey is the only Traffic Engineer

Ms. Blackerby said that a question had been called and asked if a roll call was needed.

Mr. Vassallo asked how much of a delay would be caused. Ms. Blackerby replied that it would be a couple of weeks. Mr. Allen indicated that it could be pushed back two to three weeks. Mr. Vassallo asked Mr. Aldana if there was any additional information, aside from what was presented that needed to be obtained before the NAC made its recommendation. Mr. Aldana replied that they had it and suggested that the Subcommittee meet now and come back with a recommendation. Mr. Allen said that they could not do that because of the Brown Act.

Mr. Aldana again said he wanted to postpone the recommendation until the next scheduled meeting on April 11. The next Subcommittee meeting was on Monday, April 2. Mr. Vassallo said that it would be valuable to have the TCC's recommendation before their meeting and asked if that would be happening. Mr. Trujillo asked that if the item went to the Subcommittee, it would then go back to the NAC, but not on the agenda? Mr. Allen said that it would have to be posted as an action item. Ms. Blackerby added that the motion would put it on the agenda.

**NAC Motion:** To make a recommendation at the April 11, 2012 NAC meeting.

Motion made by Mr. Aldana, seconded by Ms. Walters

Ayes: 11                      Noes: 1                      Abstain:                      Absent: 1

Ms. Blackerby indicated that the TCC can go around the room.

Ms. Horne asked if the TCC had to make separate motions for Ortega and Yanonali. Ms. Blackerby said that they could do one motion or separate motions that will get passed on to City Council.

Ms. Horne thought that the transition striping on Ortega is a good idea; it worked well on Cliff Drive. It would address the speed issue and was also part of a long term plan. She would like to see the restriping, flashing lights, and a striped crosswalk with a median refuge island. These options seem smart and helpful, and make the street safe for all users.

Mr. Bradley indicated that the road diet is the easiest to decide on, as there is no opposition to it, even if there is a traffic signal. There is a tradeoff at both intersections. The median island with flashing signal would create the loss of parking at Yanonali, but it seems like a traffic signal would be safer and more convenient for pedestrians and less safe for drivers. The policy question is *Who do we favor?* That is for City Council to answer, but he favors pedestrians,

because they are more vulnerable. He would like to see traffic signals at both intersections along with the safest solution which is the median island with flashing lights. The worst solution would be nothing.

Mr. Coffman-Grey agrees with Mr. Bradley. The road diet is a given, and would solve so many problems, as far as narrow streets. It would also add a bit more safety for bicycles and pedestrians. He thinks on what happened at cliff drive and believes that it needs to be slower. The vision of a narrower street makes the driver go slower. For Ortega he didn't like option 2A with the median on the north side, because of drainage issues. The crosswalk would be not at the corner. He did like 3C with curb extension which would make it easier to cross. His preference is Option 3C, though his real preference is to put signal there. He pointed out that signals have been lost over explanations of warrants. He believes that the bus stop needs to stay where it is, and the signal is the way to go for pedestrians and cars, and to keep the neighborhood safe. He would like to keep a sense of walk ability to the Milpas area. If there were a signal there, and the road diet, and curb extensions, there would be no need for a median refuge island. Possibly a combination of 2B and 3C with curb extension combo would work, go to Option 3C if a signal cannot be done.

Yanonali is a tough intersection; it is very narrow and there is a lot of traffic. He would prefer a signal there. He talked with Sherrie Fisher and asked why the bus stop is on the north end and not on the right hand side of the street? If someone is getting off the bus, it is difficult to see across the street. Apparently it has to do with what the property owners want, which is to not lose parking. He would like to see the bus stop moved from the north to south side, going south on Milpas. He would prefer Option 6 with a median island if signals can't be done.

Mr. Tabor said that the real question is how to improve options for pedestrians. On Milpas, signalization serves the greatest need for pedestrians. He can see on Ortega that with the road diet, that signal flashers could work there. They wouldn't work without a road diet on Yanonali.

He thinks Yanonali is a tough call with two lanes and flashers. They are visible, but provide no guarantee cars will stop. He would like to see a signal at Yanonali, but flashers at Ortega. He likes Options 3B or 3C at Ortega. The median island and bulb outs are confusing for 3C, he may lean towards 3B with one lane in each direction with a flashing lights.

Ms. Blackerby expressed appreciation for everyone who has been engaged in this process and has given input. She is hearing a consensus about the road diet, and understands that taking to Yanonali would be messy going towards Gutierrez. She encourages trying to use the Milpas visioning. People want something done soon to make it safer. Taking the view that 'this is our one shot' and throwing everything at it is not the way to approach this. She is a fan of road diets. It's much safer on upper De La Vina now. The rapid flashing beacons and pedestrian islands would be effective, but she is torn between an overhead one and one in the roadway on the median, which would be more visible. The ficus trees get yellow and the flasher might blend in, and make it hard to see. There is a need for a larger master plan. She would love to be part of something moving forward that is more holistic, but taking a look at something that will save lives and make it safer is worth doing it now and moving forward seeing how it is perceived by those using it; and doing outreach to get feedback.

She is not working on a motion, but if it looks like down the road; it's a signal or nothing; maybe that is something that we are forced to move towards. I think we might be able to take steps to make improvements

Mr. Coffman-Grey is listening to his fellow TCC members. There is a consensus on the road diet, and for a signal at least at Yanonali; less for Ortega. He suggested that the TCC start crafting a motion.

He made a motion to recommend the road diet between Canon Perdido and Cota. He hears support for median islands, and more support for signal at Yanonali. He would prefer signals at Milpas and Yanonali and asked if there should be a separate motion or if it should all be done at once. He prefers a signal at Ortega, but if not, he prefers Options 3B or 3C.

Ms. Blackerby suggested that Committee members be as clear as possible and give as much information as possible if motions are going to be separate.

Mr. Coffman-Grey made a motion for the road diet down to Cota. Mr. Bradley asked if they needed to combine motions. Mr. Coffman-Grey suggested a motion on the road diet, and separate recommendations for each intersection.

**TCC Motion 1.** Neighborhood Transitional Striping from Canon Perdido Street to Cota Street

Motion made by Mr. Coffman-Grey, seconded by Ms. Horne

Ayes: 5      Noes:      Abstain:      Absent: 1

Mr. Coffman-Grey made a motion to move forward with a traffic signal at Yanonali. Mr. Tabor pointed out that Council could throw it out. Mr. Coffman-Grey modified the motion to support the signal at Yanonali, but also support Option 6, a median island with pedestrian activated flashers. Mr. Tabor seconded the motion.

Ms. Horne asked if those could be separated out. Mr. Coffman-Grey indicated that the traffic signal would be first, but if Council doesn't like it, the TCC wants to show support for improvements in the area, which would be Option 6.

Mr. Coffman-Grey withdrew his motion. Mr. Tabor indicated he would be uncomfortable voting on a traffic signal without a backup plan.

Mr. Coffman-Grey made a motion for TCC Support of a signal at Yanonali. Ms. Horne pointed out that she could not just vote for a signal. She thought that the road diet and flashing signal need a trial run.

**TCC Motion 2.** TCC support of a signal at Milpas and Yanonali

Motion made by Mr. Coffman-Grey, seconded by Mr. Bradley

Ayes: 2      Noes: 3      Abstain:      Absent: 1

Ayes: Bradley and Coffman-Grey, Noes: Tabor, Blackerby and Horne

**TCC Motion 3.** TCC support for Option 6

Motion made by Mr. Coffman-Grey, Seconded by Ms. Blackerby

Ayes: 2      Noes: 3      Abstain:      Absent: 1

Ayes: Blackerby and Horne, Noes: Bradley, Coffman-Grey and Tabor

**TCC Motion 4.** For a traffic signal at Yanonali Street with Option 6 as an alternative.

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

Ayes: 3      Noes: 1      Abstain: 1      Absent: 1

Ayes: Bradley, Coffman-Grey, Tabor, Noes: Horne, Abstain: Blackerby

Mr. Coffman-Grey made a motion for signals at Milpas and Ortega. There was no second.

Ms. Fisher pointed out that they never really want to remove a bus stop. There is a stop one block up from Ortega however, so there could be consideration given to moving the stop and gaining parking.

Ms. Foxen suggested moving the bus stop the other side of Ortega. Mr. Bailey said it could be done, but then it would be a near-side bus stop. Ms. Foxen said that it is an empty lot on that corner that could be purchased to build a parking lot.

Mr. Coffman-Grey indicated that any curb extension on the proposals would have to be on the sidewalk in the middle of the pedestrian island. He asked if that one was not safe for emergency vehicles turning. Mr. Bailey said they have not approached the Fire Department, but they know their concerns. The throw width would stay the same regardless of configuration. Mr. Coffman-Grey then asked if this would be a problem. Mr. Bailey said there were two problems: the ability to turn and if there is an obstruction they would not be able to bypass.

**TCC Motion 5.** Motion for Milpas and Ortega: Option 3c with a Curb extension on SE corner ONLY, pedestrian refuge island on south side of intersection, and pedestrian activated flashing lights.

Motion made by Mr. Coffman-Grey, seconded by Ms. Blackerby

Ayes: 5      Noes:      Abstain:      Absent: 1

Mr. Tabor said that there were good comments on that part of the recommendation.

Ms. Molina thanked the TCC for the meeting and said it was important for the community to build a sense of trust. The only negative she saw was with the median. She does not want the Committees representing that as a negative issue, but a protective one.

Ms. Fisher asked if the NAC would like MTD at their meeting for questions. Ms. Pena indicated that they would. Sherrie ask NAC do you want MTD there for questions.

Mr. Allen said that the TCC will have meeting in April.

Mr. Vassallo thanked Ms. Blackerby for doing a good job as chair.

Chair Blackerby adjourned the meeting at.9:56



**City of Santa Barbara  
Parks and Recreation Department**

**DATE:** April 11, 2012  
**TO:** Mayor and Councilmembers  
**FROM:** Neighborhood Advisory Council  
**SUBJECT:** Recommendation Regarding Milpas Pedestrian Safety

**DISCUSSION:**

After pedestrian Sergio Romero was killed on the night of October 7, 2011, the Neighborhood Advisory Council members and the public expressed concerns regarding pedestrian safety and the need for traffic signals on Milpas Street at the NAC's regular meeting of October 12, 2011. After some discussion it was requested that a special meeting be held with Public Works Traffic Engineering staff which took place on November 2, 2011. During the months following, several regular and sub-committee meetings were held by the NAC including a joint meeting with Transportation Circulation Committee on March 22, 2012. Presentations were provided by Transportation Engineering and Police on their analysis and possible alternatives to Milpas pedestrian crossings, and intersections. The meetings were well attended by the public and concerns were expressed during public comment.

At their regular meeting on April 11, 2012, the Neighborhood Advisory Council by majority vote made the following recommendations to City Council:

1. Recommend option #3C - neighborhood striping transition (Canon Perdido to Cota), with median refuge island, curb extensions, and 3 sets of pedestrian activated flashing lights at Milpas and Ortega intersection.
2. Recommend a traffic signal at Milpas and Yanonali intersection.
3. Recommend the road diet from Cota to Canon Perdido.
4. Recommend to direct staff and the Planning Commission to develop and implement a comprehensive long term plan and strategy for improving traffic, pedestrian safety, and beautification for the entire Milpas corridor from Anapamu Street to Cabrillo Boulevard in an expeditious manner.



## CITY OF SANTA BARBARA

April 13, 2012

**TO:** Mayor and Councilmembers

**FROM:** Santa Barbara Youth Council

**SUBJECT:** Recommendation Regarding Milpas Pedestrian Safety

**DISCUSSION:**

On Monday, April 7, 2012, at their regular meeting, the Santa Barbara Youth Council listened to a presentation from Derrick Bailey, Supervising Transportation Engineer for the City regarding the Milpas Pedestrian Safety issue. Mr. Bailey gave a background of traffic issues relating to Milpas Street in general, and specifically for crossing at Ortega and Yanonali Street. Mr. Bailey identified a number of options for improving pedestrian crossing conditions at those intersections and then answered questions from the Youth Council. At this meeting, the Youth Council also listened to comments from members of public.

Of particular concern for the Youth Council members, was the number of students utilizing Milpas Street. Among their suggestions and concerns, were the following:

- Education to both drivers and pedestrian regarding traffic safety
- The need for more visible speed limit signs on Milpas

After lengthy discussion, the following are the Youth Council's recommendation to City Council by majority vote:

- a. For the intersection of Milpas and Ortega, the Youth Council recommends, *"Neighborhood striping transition (Canon Perdido to Cota Street) with median refuge island, curb extension (southeast corner) and pedestrian activated flashing lights."*
- b. For the intersection of Milpas and Yanonali, the Youth Council recommends, *"Traffic Signals."* As an alternative for Milpas and Yanonali, the Youth Council voted for *"Overhead mounted, pedestrian activated flashers."*

The Santa Barbara Youth Council wanted to extend their thanks to City staff for taking the time to present to them the information regarding traffic safety.

Santa Barbara Youth Council

Financial Impact at Milpas Street and Ortega Street										
Alternative	Improvement Feature							Engineering Design Needed	Alternative Cost*	Potential for Grant Funding**
	Remove Crosswalk	Remove Bus Stop	Neighborhood Striping Transition (Slurry Seal and Restripe)	Median Refuge Island		Curb Extension	Pedestrian Activated Flashers			
				Painted	Raised					
1	✓	✓							\$5,000	
2					✓		✓	✓	\$123,000	✓
3A			✓		✓		✓	✓	\$170,000	✓
3B			✓			✓ (2 Extensions)	✓	✓	\$209,000	✓
3C			✓		✓	✓ (2 Extensions)	✓	✓	\$224,000	✓
3D			✓		✓	✓ (1 Extension)	✓	✓	\$197,000	✓
3E			✓	✓			✓		\$128,000	✓
4							✓	✓	\$82,000	
<b>Approximate Cost Per Feature</b>	\$4,000	\$1,000	\$91,000	\$100	\$6,100	\$27,000 ea	\$15,000 - \$55,000	\$27,000		
* Includes mobilization costs of \$20,000 for hardscape improvements										
**Federal grant funding may be available through the Highway Safety Improvement Program (HSIP). The call for projects will be in the spring of 2012. Minimum project size will likely be \$100,000.										

Financial Impact at Milpas Street and Yanonali Street										
Alternative	Improvement Feature							Engineering Design Needed	Alternative Cost*	Potential for Grant Funding**
	Remove Crosswalk	Remove Bus Stop	Neighborhood Striping Transition (Slurry Seal and Restripe)	Median Refuge Island		Curb Extension	Pedestrian Activated Flashers			
				Painted	Raised					
5	✓	✓							\$5,000	
6		✓			✓		✓	✓	\$123,000	
7		✓					✓	✓	\$83,000	
<b>Approximate Cost Per Feature</b>	\$4,000	\$1,000	\$91,000	\$100	\$6,100	\$27,000 ea	\$15,000 - \$55,000	\$27,000		

\* Includes mobilization costs of \$20,000 for hardscape improvements

\*\*Yanonali would not score well in a grant application due to very low crash history.