



**CITY OF SANTA BARBARA**  
**ACCESS ADVISORY COMMITTEE**  
**REGULAR QUARTERLY MEETING**

Friday, May 11, 2018  
9:30am – 11:30am  
David Gebhard Public Meeting Room  
630 Garden St.

**MINUTES**

**1. CALL TO ORDER**

The meeting was called to order at 9:30 a.m.

**2. ROLL CALL/INTRODUCTIONS**

Committee Members

James Marston, Chair	Present
Nick Koonce, Vice Chair	Present
Robert Burnham	Present
Barbara Silver	Present
Jacob Lesner-Buxton	Absent
Karen Johnson	Absent
Martha Degasis (Acting)	Present

City Staff

Mike Wiltshire, Facilities & Energy Manager, ADA Coordinator	Present
Tina Diaz, Accounting Assistant	Present

Invited Speakers

Yoli McGlinchey, City of Santa Barbara Emergency Services Manager  
Suzanne Grimesey, County of Santa Barbara Chief Quality Care & Strategy Officer  
Dani Anderson, Independent Learning Resource Center, Inc.  
Victor Garza, Downtown Parking Superintendent  
Andrew Stuffer, Chief Building Inspector

**3. PUBLIC COMMENT**

- o No public comment

**4. APPROVAL OF MINUTES & DISCUSSION OF PENDING ITEMS**

**a) Approval of Minutes**

- o February 2, 2018 regular meeting minutes – APPROVED with following corrections.
  - o Barbara Silver, Item 8:
    - Correction – Remove reference to Justin Van Mullem’s comments in the meeting minutes as he was not present at the February 2, 2018 meeting. Staff removed these sentences from the meeting minutes.

**5. COMMITTEE MEMBER REPORTS & STAFF ANNOUNCEMENTS**

- o Staff Announcements:
  - o Mike Wiltshire –
    - Discussed the positively received annual report to Council on May 1, 2018. Council annual report was attended by Jim Marston and Barbara Silver
- o Committee Member Reports:
  - o Nick Koonce –
    - Contacted Planning Commission with concerns on City of Santa Barbara Parking and Access Design Guidelines. Expressed personal concerns that the Access Advisory Committee was not involved and that the language was dated and

promoted ablest. Valet language did not seem to correlate with Downtown Parking Valet Ordinance language. Urged the Planning Commission to engage the Access Advisory Committee. Received positive response from Andrew Perez, Assistant Transportation Planner which gave assurances that recommendations would be incorporated. Mr. Koonce urged Committee members to participate in this process as it will be going to Council.

- Seeking clarification on “person first” language such as replacing handicap parking with disabled or accessible parking. Discussed with Access Advisory Committee. Dani Anderson with Independent Living Resource Center, Inc. (ILRC) recommended using “accessible” as acceptable language. Mike Wiltshire to work with Dani Anderson to get accepted language.
  - Would like 15-minutes on the upcoming agenda to discuss the Accessible Parking Guide.
- Bob Burnham –
    - Update on the first meeting with Sidewalk ad-hoc committee on Feb 5, 2018. Meeting was positive. No detailed report but will follow up with a more detailed report at the next meeting.
  - Jim Marston –
    - Update on Sidewalk ad-hoc committee meeting. This is an ongoing process and data is being successfully gathered.
    - Jim attended the Downtown Parking meeting
    - Jim attended the May 1, 2018 Council update meeting
    - Museum agreed to fix inconsistent tactile domes that were installed with that project
    - Jim met with Andrew Stuffer, Chief Building Official

## **6. THOMAS FIRE AND DEBRIS FLOW ACCESSIBLE COMMUNICATION**

- Yoli McGlinchey, City of Santa Barbara Emergency Services Manager
- Suzanne Grimmesey, County of Santa Barbara Chief Quality Care & Strategy Officer
- Dani Anderson, Independent Learning Resource Center, Inc.
  - Yoli – City looking to capture any lessons learned with regards to Thomas Fire and Debris Flow events to improve future response to emergency events. What worked and what didn't.
  - Yoli – How readily available was evacuation information for Thomas Fire or Debris Flow
    - Bob – Smart phone alerts were great and informative.
    - Dani – Deaf/Hard of Hearing mobile alerts come through text/vibration and their device is usually adapted to be accessible for them
    - Nick – Assisted technology is individualized to adapt to available media and programs.
    - Dani – ILRC made direct contact with members throughout the emergency to ensure they were kept informed.
    - Barbara – Television news was often slow and incorrect
    - Suzanne – Anytime important information goes out it needs to be vetted and approved. Post to website, send to media, social media, updating slides. County will work to make sure this information is as timely and accurate as possible across all platforms.
    - Jim – Appreciated the volume of alerts. Agrees that too many is better than not enough. Would like more location based alerting.
    - Nick – Referenced the blanket text alert to “get out now”. Understands this was a mistake but wanted to bring attention to it.
  - Barbara – How does the City and the County and other stakeholders coordinate? General confusion with maps and locations. Also concerned with tourists and out of town people getting information.
    - Suzanne – Evacuation process is relatively new. County has created an interactive map. This allows the community to pinpoint your exact address with respect to evacuation and warnings. This is a new process. Additionally, County

- setup the Thomas Fire Information phone line staffed 24hrs per day which was heavily used. This call-in line was toll free to allow for calling from anywhere in the country.
      - County website: [www.readysb.org](http://www.readysb.org)
      - County call line: 211
      - County offered information across platforms, web, phone, text.
- Bob Burnham – Did you notice an increase in evacuation fatigue? Especially with the elderly and disabled?
  - Yoli – Yes, City and County collaborated through public awareness and process for evacuating different groups of people. Looking to improve situational awareness. Put out physical kiosks for those without phone and internet access.
  - Jim – Commented on the lack of time stamp on physical kiosks and maps posted in public places. Would recommend making the time and date stamp visually apparent. Yoli agreed. Will make sure that in the future date and time stamps will be larger. Usually maps are about 12hrs old as they need to be approved by incident command.
  - Jim – Commented on the confusing approach to directions, geography, and evacuations. The way in which evacuation areas were described was not intuitive. Many have difficulty reading maps. In response, County referenced the interactive map which shows exactly where you are at. Really just looking for a more intuitive way of describing location “mountain side, ocean side” as opposed to “north of Mission”, etc.
  - Jim – Expressed concern with availability of masks and the moving of locations that were supplying masks. Need better organization of availability and information on masks. Yoli agreed that this was an issue and the demand and issue was not predicted and will work to improve for any future events.
- Yoli – Did anyone have any input on City Channel 3
  - Bob – Relied on Channel 3
  - Dani – ILRC was very involved with sign-language interpretation at all press conferences. Something to note, KEYT is a small market TV station. Closed captioning is not live on KEYT because all captioning is pre-scanned before news goes on air. Often real time captioners are swept up by larger markets like Los Angeles (LA) and not available for Santa Barbara. This make sign-language critical for deaf and hard of hearing during these events. Potential in the years to come for automated captioning.
- Dani – ILRC provided services to take people physically to and from locations for medication and other needs. ILRC was involved with Red Cross and emergency response teams to accommodate disabled needs, providing medication, getting personal belongings, etc. Provided these services to Ventura and Santa Barbara.
- Suzanne – County Public Health and Direct Relief were a large part in supporting the response efforts.
- Yoli – Summary
  - Getting information out quicker
  - Time and date stamping all public materials
  - Better distribution of masks
  - Draft of Emergency Operation Plan by September 2018
  - Looking to put together a working group to review Emergency Operation Plan prior to putting it out to Public Comment
- Bob – Questions regarding Santa Barbara Metropolitan Transit District (MTD) and bus support during emergency events.
  - Yoli – MTD is a special district and a county resource. In the event of an emergency the County can coordinate with MTD to use this service. Something to note is that it is tough to get enough drivers to support efforts.
- Bob – What about using Uber/Lyft to support emergency transportation needs?
  - Suzanne – There was a very thorough transportation response for evacuations in Ventura and Santa Barbara. Utilized MTD, Easy Lift Transportation, Inc., Ambulances, Sheriff Buses, and Fire. This process worked very well. Did receive calls from Uber and Lyft who were willing to support. There isn't a formal policy to

- use Uber and Lyft. Anyone who called the call-center could have transportation assistance. Transportation was primarily to evacuation centers.
- Dani – Saw strengths and weakness in emergency response. Overall Ventura and Santa Barbara did very well. Uber and Lyft are not accessible but Easy Lift was a very great option.

## 7. BREAK

## 8. VALET PARKING ORDINANCE UPDATE

- Victor Garza, Downtown Parking Superintendent
  - Valet operations are currently occurring within the City of Santa Barbara. Currently there is no ordinance and no way to regulate, control, or manage these operations. The only current recourse for valet operation violations would be through the Police or civil action. Believes this ordinance would help address issues with valet operations. It would give the City and Downtown Parking the ability to monitor and discipline non-compliant valet operations. Downtown Parking is looking to work proactively with accessibility concerns to ensure input is integrated. Looking to partner with the Access Advisory Committee to ensure equal access. Ultimately seeking input and support the valet ordinance going forward. Looking for a practical solution to valet operations.
    - Bob - Appreciates the intention of including Access Advisory Committee as early as possible with this ordinance. Recognized that this is a very comprehensive document on Rules and Regulations (Rules & Regs) and Ordinance.
    - Bob - Is the Downtown Parking Group the same as the Downtown Parking Committee?
    - Victor – No, the Downtown Parking Group is City Staff which oversees parking lots, curb painting, parking regulations, parking permits, and valet operations. The Downtown Parking Committee is a City advisory committee.
    - Bob – Is there any way to simplify language in Rules & Regs and Ordinance to ensure Valet Operators can understand and comply?
    - Victor – There aren't a lot of valet operators in town. They know about these rules and regulations and are familiar with them. The aim is to make sure that these are in place and that operators comply.
    - Bob – What is included in the "Valet Zone"?
    - Victor – References to the parking areas in the public right of way. Not private lots or alleys.
    - Bob – Explain more the map created by the Traffic Engineer limiting locations where valet can occur? Is this an ongoing map?
    - Victor – The intent is to ensure valet operations don't occur on streets with safety concerns such as sight issues, too narrow, or high traffic.
    - Jim Marston – Noted that as far as he knows all the City parking lots are compliant and he appreciates that effort. Does Downtown Parking involve a Certified Access Specialist Program (CASP) inspector on curb painting?
    - Victor – Building & Safety has purview over private property so are involved in evaluating parking lots and garages.
    - Jim – Which American with Disabilities Act (ADA) professional have been involved in developing the Valet Ordinance and Rules & Regs?
    - Victor – City Building Department has been involved in the process early on.
    - Jim – Question regarding private lot permit requirements?
    - Victor – Once a valet operator on a private lot requests a permit for valet operations, even on a private lot, they must comply with the regulations set forth in the ordinance and the Rules & Regs.
    - Martha – How does a permit for using the public right-of-way spill onto private property lots?
    - Victor – City would issue a permit to operate a valet operation. This means the City now has the ability to monitor and regulate their entire valet operation including any violations on a private lot associated with the valet operation.

- Will Rehling
  - Acknowledges the process and appreciates that the committee is involved, is giving input, and is making a difference.
  - This is a new City program that will be in place for a long time to come. Having the opportunity to weigh in early is great and should take this opportunity to get it right.
  - Expressed concern with prior City staff report indicating that Access Advisory Committee gave some level of flexibility with existing valet operations and their ability to fully comply with ADA code.
  - Concerned that the ordinance waives ADA requirements for existing valet locations and only applies to new locations.
  - Identifies Valet Parking Operations as an ADA Title II program that should comply and Access Advisory Committee should continue to work with the City to work these issue out.
  - Recommends setting up an ad-hoc Committee to work out details directly with Downtown Parking staff.
    - Jim – What ADA professionals were used to guide this process? Has anyone looked at ADA Chapter 5? There is nothing specific in the ordinance referring to ADA Chapter 5.
    - Victor – Confirmed that this reference can be made.
    - Jim – Will fines be issued per location or per operator?
    - Victor – City has not decided.
    - Jim – If it is fined per operator the City will have a tough time shutting down an entire operator. Whereas if fines are issued per location the operator can continue to operate but needs to correct that location.
    - Victor – The intent is to fine per operator. If they can't comply, they will be unable to get a permit at any location and a new operator can be selected.
    - Nick – Expressed support with this section of language and agrees that enforcing the operator as opposed to the location is his preference.
    - Jim – Valet parking is a City Program and therefore needs to comply with ADA Title II requirements. This is currently not in the Ordinance or Rules & Regs. If there has been some determination that this is not a Title II program, please provide this.
    - Jim – Permit applications should be transparent and available for public. Permit issuance and revocation should be by committee as opposed to single staff member. CASP should be involved in the approval and revocation process. This is not currently in the ordinance as written.
    - Jim – Ordinance, Rules & Regs should apply to any renovation as opposed to a new building.
    - Jim – Using the existing driveway as a ramp is not a legal solution. No level landing and often too steep.
    - Jim – Ordinance is approved by City Council. The Rules & Regs are a floating document. Need to ensure language is in the Ordinance as opposed to the Rules & Regulations.
    - Jim – Reiterating that as-written this does not require full ADA compliance at existing locations.
    - Victor – We realize the challenges and the City is ultimately looking for the Committee input on a practical solution or will full compliance be required at every location new or existing or is there flexibility possible?
    - Barbara & Nick – Feel that all locations should fully comply with exceptions as necessary.
    - Nick – Thank Downtown Parking with efforts to include Access Advisory Committee concerns. Clarify that the Access Advisory has been firm with their direction of compliance and don't want to be misrepresented as being overly flexible as stated in the Staff report.
    - Nick – Concern with exempting all existing locations from needing to meet ADA requirements. Concerned that the valet parking ordinance caters to the valet industry while sacrificing the civil rights of the disabled. Sees this as a City Program and should comply fully with Title II of the ADA and Title 24 of the California Building Code (CBC). Asking the Committee to agree and make

- MOTION – Barbara – Chair to setup an ad-hoc committee to work directly with Victor and Downtown Parking to work through requirements of the Valet Parking Ordinance. The aim would be to put together a written recommendation.
  - Ad-hoc committee members:
  - Nick Koonce, Barbara Silver, and Jim Marston
  - Jim – Wants City to confirm that Valet Operations is a City Program and must such comply with Title II ADA.
  - Victor – Will look into combining Rules & Regs with Ordinance. Usually kept separate but will look into it.
  - Jim – Recommend everyone look at Chapter 5 of the ADA.

## 10. CONTINUED DISCUSSION ON TACTILE WARNINGS AND TRUNCATED DOMES

NOTE: This item was taken out of order due to timing constraints.

- Jim Marston
  - Follow up on previous presentation regarding inconsistencies with tactile warnings/truncated domes
  - Need for reminder to City staff, committees, architects, and engineers to adhere to CBC on tactile warnings.
    - Andrew Stuffer, Chief Building Official, confirmed he will be meeting with Architectural Board of Review (ABR) and Historic Landmarks Commission (HLC) to discuss common code compliance issues including tactile warnings, handrails, etc. In the meantime looking at all the work on private property to ensure tactile warnings are the right color, size, and location.
  - Need to ensure non-compliant installations are remedied. Regardless of who approved the plans the responsibility is on the installer to ensure code compliance.
    - Andrew – Responsible party is designer, property owner, contractor in that order. Agreed to have this issues brought to his attention and will work to remedy them through his field inspectors.
  - Currently there are two codes which govern tactile warnings throughout the City. This creates an inconsistency citywide and is very confusing for blind or low vision. Jim's request is to make a voluntary citywide specification for all locations to be yellow truncated domes per CBC. Also, would like the City to look into if the CBC governs public sidewalks?
    - Jim – Expressed concern that not all of the terra cotta truncated domes at the Hotel Californian have been replaced with yellow. As of now City isn't sure on the status of that correction.
  - City needs to clarify process for when City projects require permits. Called on a number of examples where City projects did not comply with ADA code and may not have had a permit.
    - Andrew – Building Department has made a concerted effort to build relationships with City Departments completing projects. There is open dialogue between project staff and Building Department regarding permits and we will work to improve this going forward.

## 9. REVIEW OF CITY BLUE CURB PARKING SPACES

- Report on findings presented by Committee Vice Chair, Nick Koonce
  - Discussion on findings with Citywide blue curb parking spots
    - Staff provided a map with 73 blue curb locations. There was some concern that blue curbs were disappearing.
    - Nick was able to audit this document in Spring of 2018 and provided a more accurate data from the City. The new data identified 129 blue curb spaces.
      1. 71 acceptable/useable
      2. 21 deficient
      3. 26 non-existent/duplicated data

- Nick created a map of blue curb locations based on these categories along with a database listing of each location with a link to a google maps photo of the parking spot.
- Committee and staff opened and reviewed a few sample photos of locations showing barricades, signs, planters, mailboxes, etc. impeding access to the space.
- Recommend the Committee review these parking locations.

#### Public Comment

- Will Rehling
  - Updating the blue curb inventory and inaccessibility would be a great subject for the transition plan and the sidewalk ad-hoc committee.
    - Jim – Concerned with the validity of the data file and the blue curb spots that were missing.
    - Nick – Date of last inspection of blue curb inventory per data file was 2014 – 2015. Some spots have no inspection date. Nick wants to know how we should move forward with this data to ensure this data gets used, city’s official map gets updated.
    - Mike – Hopes to use this data with the sidewalk ad-hoc committee to prioritize.
    - Barbara – Can we remove the non-existent blue curb parking spaces from the inventory?
    - Bob – What kind of effort would it require to remove an impeding planter or other obstruction?
    - Mike – There is a cost associated with removal and repair of these blue curb spots. We need to prioritize these efforts to handle them efficiently and effectively.
    - Nick – Let’s look at dealing with low hanging fruit. Ideally focus on the easiest to repair first.
    - Martha – Suggested blending the sidewalk repair, blue curb deficiencies, all into a single database to review with the sidewalk ad-hoc committee. This could lead to a prioritization of efforts.
    - Jim – Many obstructions are sidewalk obstacles as opposed to a blue curb issue which would fit well in the task list with the sidewalk ad-hoc committee.
    - Nick – Agreed it would be well suited for the sidewalk committee to prioritize and he would be willing to consolidate and prioritize any remaining deficient spaces.
    - Jim – Referenced City of Oakland requiring one blue curb parking spot every block anytime there is more than 25 spots per block. You can google search the following link for more information on this: oak067278.pdf.
    - Nick – Commented that it’s not realistic to assume Santa Barbara would put one blue curb parking spot per block. Would love additional blue curb parking spaces. Reiterated that it seems that blue curb parking spaces are being reduced.
    - Bob – What are the forces that are resulting in the removal of blue curb parking spaces?
    - Mike – Reiterated the importance and value of the list that went into the blue curb database
    - Martha – Were the deficiencies noted on the blue curb parking list? The downtown core
    - Nick – Yes, there were some minor notes but the notes became redundant. Mainly involving an obstruction.
    - Jim – Referred to City of Oakland being required to spend 20 percent of their transportation budget on ADA upgrades. Often a lot of this is a result of law suits as the driving force.
    - Nick – Trying to find a balance for when staff will make concessions. Willing to be flexible with improvements to ADA blue curb parking spaces. Would be willing to not fully comply with ADA code but still make an improvement.
    - Bob – Can staff confirm when the next action is regarding valet parking ordinance and ensure that the Access Advisory Committee is made aware.

- Mike – Yes, staff will forward and pertinent information on valet ordinance to the committee.
- Nick – Would like to continue to pursue handling issues over email and looking for the mechanics of how this can be handled.
- Jim – Expressed concern with verbiage in the Downtown Parking staff report. Feels the Access Advisory Committee was misrepresented and was wondering if there was a way to clarify that the Committee was not as supportive of the valet ordinance as represented. Staff will continue to work with the Committee to try and find the best way to capture the ideas, advice, support, or disagreement with valet ordinance and all future items.
- Mike – Hopes that these minutes help clarify that the Committee still has issue with the valet ordinance and does not want to appear as if they support it.

## 11. ADJOURNMENT

**DATE OF NEXT MEETING: Friday, Aug 17, 2018, at 9:30 a.m., David Gebhard Public Meeting Room, 630 Garden Street.**

**AMERICANS WITH DISABILITIES ACT:** If you need auxiliary aids or services or staff assistance to attend or participate in this meeting, please contact Access Advisory Committee staff at 564-5583. If possible, notification of at least 72 hours prior to the meeting will usually enable the City to make reasonable arrangements. Specialized services, such as sign language interpretation or documents in Braille, may require additional lead time to arrange.

**REPORTS:** Minutes and agendas are posted online on the [Access Advisory Committee Website](#)