



DOWNTOWN PARKING COMMITTEE MEETING MINUTES

Thursday, November 13, 2008
7:30 A.M. – 9:00 A.M.
Gebhard Meeting Room
630 Garden Street
Santa Barbara, CA 93101

1) **CALL TO ORDER:** 7:30 a.m.

2) **ROLL CALL**

DPC MEMBERS

Marshall Rose	Present
Bill Medel	Excused
Randy Rowse	Not Present
Kate Schwab	Present
Tom Williams	Present
Jim Hammock	Present
Bill Collyer	Present

Attendance

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Victor Garza, Parking / TMP Superintendent
Brandon Beaudette, Administrative Assistant
Rebecca Jimenez, Parking Supervisor
Jay Hillje, Parking Resource Specialist
Rob Dayton, Principal Transportation Planner
Jessica Grant, Project Planner

LIAISONS PRESENT:

Grant House, City Council

Others Present

3) **PUBLIC COMMENT:**

Michael Self from Santa Barbara Safe Streets commented that whenever something is subsidized you get more and whenever something is penalized you get less. She stated that an example of this is the penalty of parking downtown. The ever increasing red striping downtown is taking away access. The more difficult access the less likely people will come downtown. Members of the community would rather park elsewhere for free and with less harassment. She would like to see that trend reverse and it is within the power of this Committee to change that.

4) **APPROVAL OF MINUTES FOR THE REGULAR MEETING OF OCTOBER 9, 2008.**

M. Rose would like the minutes to reflect that a Subcommittee was formed in addition to a Special Downtown Parking Committee Meeting in regards to the Plan Santa Barbara. The Subcommittee members consisted of Marshall Rose, Randy Rowse and Tom Williams.

It was moved by Bill Collyer and seconded by Kate Schwab to approve the minutes. The motion was carried 4 yeas/0 nays.

5) **PRESENTATION ON THE PUBLIC OUTREACH FOR THE CHANGE OF HOURS THE RATES ARE IN AFFECT**

B. Allen gave a presentation summarizing the public outreach for the change of hours the rates are in affect.

The proposed extension of hours includes:

- Increase the hours rates are effective on SUNDAYS to 7:30 a.m. to 9:00 p.m.
- Increase the hours rates are effective 7:30 a.m. to 2:00 a.m. Friday and Saturday nights.
- Increase the hours rates are effective on the Thursday night of Fiesta 7:30 a.m. to 2:00 a.m.

Two public meetings were scheduled; October 21st at 7:00 a.m. and October 28th at 6:00 p.m. Flyers were distributed by the attendants to parkers and posted in the kiosks. The meetings were also advertised in The Santa Barbara Independent, for a total of 2 ads. This item was also presented to the Downtown Organization in September of 2008. Both attendance at the meetings and public comment has been minimal. Downtown Parking staff is estimating \$175,000 annually in net revenue from these changes.

M. Rose asked if there was any feedback from the Downtown Organization. B. Allen stated that there were a few comments but not a lot of pushback. B. Collyer added that there was a straw vote at the meeting and there was not a lot of negative feedback.

M. Rose asked that this would be implemented January 2, 2009 and when would be a good time to look at the impacts of this change. B. Allen replied that staff would take a look in 6 months and again in a year.

6) UPDATE ON THE CONCEPT DESIGN OF THE RECONFIGURATION OF PARKING LOTS 4 & 5.

J. Grant gave a presentation on the concept design of the reconfiguration of parking lots 4 and 5. The goals of the improvements were to:

- Improve internal circulation within the parking lots,
- Improve the lot entrances to prevent damage of the revenue control equipment by vehicles and delivery trucks;
- Bring the ADA accessible parking spaces into current compliance;
- Construct a new ADA compliant booth for Lot 4;
- Enhance landscaping along the parking lot public street frontages and kiosk areas; and
- Install fiber optic links and updated revenue control equipment.

The above modifications proposed by the Consultant resulted in a loss of ten parking spaces in Lot 4 and eleven parking spaces in Lot 5. At the meeting on June 12, 2008, the Downtown Parking Committee (DPC) was concerned about the potential revenue losses from the loss of parking spaces. The DPC continued the project until staff could meet with two DPC members to discuss other parking lot reconfiguration concepts.

On July 17, 2008, Downtown Parking Staff met with the selected subcommittee members, Marshall Rose and Randy Rowse, to discuss City Parking Lots 4 and 5. Mr. Rose and Rowse encouraged minimal circulation improvements to the lots in order to minimize the loss of parking spaces. Mr. Rose and Rowse acknowledged a few spaces would need to be removed in order to bring the ADA parking spaces into compliance.

Since the meeting with the DPC subcommittee, the consultants have updated the parking lot plans to meet all of Downtown Parking Staff's objectives while maintaining the current internal circulation within the lots. Parking Lot 4 would now lose one parking space and Parking Lot 5 would lose two parking spaces in order to comply with ADA requirements. Next steps are to bring the proposed project before the Historic Landmarks Commission (HLC) for review and approval.

M. Rose asked if we are committed to the push button ticket dispensers and why did we make that switch. V. Garza replied that it was made to accommodate proxy monthly parker cards who do not take a ticket. This allows the option for the machine to recognize these cards.

M. Rose is also concerned about purvue from the HLC. J. Grant believes HLC would be more concerned with the new kiosk in Lot 4. T. Williams is also concerned about the cost if have to go to HLC with redesigns. B. Allen stated staff is concerned as well. If costs were to get out of hand then staff would come back to this committee for direction. He added that staff is confident in the three consultants working on this project.

T. Williams wants to make sure landscape is not going to cost years down the road. V. Garza stated he met with Maintenance staff and made sure landscape recommendations would not add pruning or root problem related costs.

T. Williams asked what had to be given up to bring the net loss of spaces down. M. Rose replied some circulation problems are still present and will require some driver consideration when navigating the lot.

7) PLAN SANTA BARBARA – EXISTING CONDITIONS REPORT

M. Rose provided background that this item was being brought before the committee so that they might provide input on the Existing Conditions Report. He asked how staff would like the Committee to proceed. Was it an editing job? R. Dayton responded that it is more than an editing job. If there is something that needs to be added he would like the Committee to do so.

M. Rose responded that the pieces in the document where there are suggested policies are debatable. How much weight should be given to these policies? R. Dayton replied that if the Committee feels the suggested policies are misguided or have a suggestion then please do. He hopes to have a downtown survey completed that would outline on-street parking turnover and occupancy. This might provide a bigger picture in which the Committee could provide feedback with.

J. Hammock stated that private parking is easily identified and perhaps that could be included in the survey. M. Rose added that he feels that we would be better served if we did have a bigger picture of the parking inventory downtown. R. Dayton responded that is a good idea and would ask how that could be included.

M. Rose suggested that this item be postponed until next meeting where the Committee could review an edited version of this report. Perhaps Staff could prepare a "Strike-Out" version of the document. It was decided to do so.

8) REPORT ON RECOMMENDED CHANGES TO THE EMPLOYEE BUS PASS PROGRAM.

B. Allen presented recommended changes to the Employee Bus Pas Program. MTD is increasing the 30 day bus pass to \$52 on January 1, 2009 and staff is recommending increasing the City 90 day MyRide bus pass to \$55 per pass to remain consistent with the MTD pass. MTD is also increasing the one-way ride from \$1.25 per ride to \$1.75 per ride. The City pays for the actual use of the bus pass and with this change staff anticipates an increase of \$32,000 per year (\$16,000 for the current fiscal year).

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K. Schwab clarified that a participant of the Employee Bus Pass Program cannot live downtown and may use the pass anytime. B. Allen confirmed that is true. M. Rose asked about costs of the program. J. Hillje responded that Downtown Parking is recouping in 90 days what is billed to the program in 30 days.

J. Hammock asked if the program is necessary. There are only 200 current participants. M. Rose replied that this program is still a remainder of the mitigation requirements necessary for conditions of approval for the Granada Garage. G. House added that a part of the program's success is the freeing up of parking spaces downtown by employees that will now take the bus instead. J. Hammock responded that the real question is why is this program not more used? With only 200 participants that can be lost in the daily shuffle. For the program to truly be successful it would need a lot more participants.

It was moved by Kate Schwab and seconded by Bill Collyer to approve the recommendation to increase the cost of the MyRide Bus Pass from \$45 to \$55. The motion was carried 4 yeas/0 nays.

ADJOURNMENT: The meeting adjourned at 9:01 a.m.