



# DOWNTOWN PARKING COMMITTEE

## MEETING MINUTES

Thursday, October 10, 2013

Gebhard Meeting Room

630 Garden Street

Santa Barbara, CA 93101

1) **CALL TO ORDER:** 7:35 a.m.

2) **ROLL CALL**

DPC MEMBERS

Matt LaBrie

Tom Williams

Bill Collyer

Gene McKnight

Trey Pinner

Krista Fritzen

Attendance

Present

Present

Present

Present

Excused/Recused

Present

CITY STAFF PRESENT :

Browning Allen, Transportation, Streets and Parking Manager

Victor Garza, Parking/TMP Superintendent

Sarah Grant, Mobility Coordinator

Rebecca Jimenez, Parking Supervisor

Brandon Beaudette, Parking Resource Specialist

Dion Tait, Parking Supervisor

Malcolm Hamilton, Administrative Assistant

Teri Green, Associate Transportation Planner

LIAISONS PRESENT:

Randy Rowse, City Council

Deborah Schwartz, Planning Commission

OTHERS PRESENT:

Kathryn Graham, C'est Cheese

Sojourner Café

Handlebar Coffee Roasters

Ethan Shenkman, Public

3) **PUBLIC COMMENT**

Mr. Ethan Shenkman, member of the public, addressed the Committee regarding the summary of his comments in the previous meeting's minutes. Mr. Shenkman said that he contests the interpretation of his previous comments at the September 12, 2013 meeting as he was quoting the Social Security Act, not the Americans with Disabilities Act. He asked that the minutes be revised to accurately reflect his comments.

Browning Allen asked that Mr. Shenkman send his requested revisions to Victor Garza for accurate reflection in the final published minutes.

Mr. Shenkman commented that all City employees should restrain their hair or "wear it up" to improve their customer service.

4) **APPROVAL OF THE MINUTES FOR THE REGULAR MEETING OF SEPTEMBER 12, 2013.**

**Motion:** To approve the minutes from the regular meeting of September 12, 2013 subject to corrections requested by Mr. Shenkman.

**Made By:** Gene McKnight **Second:** Bill Collyer

Yeas: 5 Nays: 0 Abstain: 0 Absent: (Pinner)  
Motion Carries

**5) OPERATIONS UPDATE**

This item was moved forward while staff prepared an audio/video presentation.

Valet Requests in Lots

Mentioning the Regan Center as an example, V. Garza notified the Committee that the City does in fact allow for valet parking in City lots that are not impacted. If a lot becomes impacted, staff will then deny these requests.

Lot 5 New Kiosk and Exit Lane

V. Garza advised the Committee that the Lot 5 improvements to the kiosk and exit lane will move forward once the Victoria Theatre project has completed its work. He told the Committee that their work should be complete in November just before their grand opening. Browning further informed the Committee that the City will work with the Victoria Theatre to reduce the impacts to parking operations.

Committee Member Williams asked if the City will charge a flat fee for parking during events like the Granada Garage (Lot 6).

V. Garza stated that this idea will be considered but that it may be more challenging than Lot 6. Unlike Lot 6, Lot 5 is heavily impacted and there may not be spaces in the lot for event parkers. Secondly, Lot 6 has upper and lower levels that staff uses to separate regular and event parkers.

Parking Paseo Inventory

B. Allen advised the Committee that the City is researching and planning paseo improvements in the Downtown Core as has been discussed in previous subcommittee meetings. He told them that this is a priority project and that the Committee can expect to see something after the first of the calendar year.

**6) ON-STREET BICYCLE PARKING – CANON PERDIDO AND SANTA BARBARA STREETS**

Sarah Grant, Mobility Coordinator, presented the On-Street Bicycle Parking Pilot Project. In February 2012, a local cycling organization and nearby businesses requested an on-street bike corral on East Canon Perdido Street, across from The Presidio, in front of the Handlebar Cafe. After analyzing the area, staff chose an area that accommodates 18 bicycles while maintaining two vehicular spaces by converting a portion of the red curb near the intersection of Santa Barbara Street (Alternative 2 in the report). The Pilot period of one year would allow staff to evaluate the project and receive feedback from the community. The full report, presentation, and audio recording are available to the public at the Downtown Parking Offices, 1221 Anacapa Street, email [Vgarza@SantaBarbaraCA.gov](mailto:Vgarza@SantaBarbaraCA.gov).

Public Comment on Item

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E. Shenkman asked if curb-side parking was in the purview of the Downtown Parking Committee. B. Allen said that changes made to on-street parking are brought before the Downtown Parking Committee because of the nexus between on-street parking availability and use of the hourly lots. E. Shenkman asked which transportation committee provides input to staff regarding bicycle lanes and traffic operations. B. Allen said that would be the Transportation and Circulation Committee. E. Shenkman said that ADA parkers use both blue and green curbs for parking and this project further compromises convenient parking for ADA customers.  
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T. Williams commented that a couple of the petitioning businesses have moved from the location and others are around the corner on Santa Barbara Streets. He added that the benefits of the bike corral seemed to be concentrated on just a couple of businesses. He asked if those businesses that benefit will reimburse the City for installation costs. S. Grant said that the Transportation Division will incur the costs because the bike corral will be available to any member of the public, not just customers of the nearby businesses.

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T. Williams said that like outdoor seating permits on State Street, these businesses may need to pay a similar fee for the bicycle parking. B. Allen said that businesses with outdoor dining permits have the exclusive use of their area and that is why they pay a fee.

G. McKnight asked if the hitching poles will be removed on Santa Barbara and Canon Perdido Streets. S. Grant confirmed that the plan is to remove the hitching posts to clear up the sidewalk and encourage customers to use the bike corral. G. McKnight referenced the artist's rendering in the report packet and asked if a raised concrete pad would be installed. S. Grant said that there would be no raised curb. The image was an early rendering to provide a generic layout for business owners to understand the basic plan for the pilot program and orientation of the bicycles. G. McKnight noted that the video and graphic renderings show a couple different ways the bike corral would be delineated in the street. S. Grant said that there will be a white stripe separating the vehicle lanes from the bike corral and there will be delineators on the approach and exit of the corral with inlets and outlets for bicycles.

G. McKnight expressed concern about bike corral customers exiting across Canon Perdido Street towards State Street which may create hazardous interactions between vehicles and cyclists. He asked for staff's rationale as to why the bike corral was not placed towards the Santa Barbara Street intersection to encourage cyclists to use the crosswalks.

S. Grant said that the Supervising Transportation Engineer determined the red zone to be too close to the intersection. B. Allen said that the Transportation Engineer recommended the placement of the bike corral in the proposed location using his professional judgment and analysis.

B. Collyer said that there are some residences in the area and he asked how staff will monitor abandoned bicycles, long-term parkers, and general misuse. S. Grant said it is the responsibility of the business owners to monitor the corral and maintain the premises.

K. Fritzen expressed concern that employees who currently use the nearby hitching poles would begin using the bike corral and the net gain in bike parking may be minimal. S. Grant said that the design is modular so if the need arises staff can increase the number of racks/spaces. K. Fritzen asked if the maximum capacity for the bike corral is 18 spaces. Without neatly alternating handlebars, 18 spaces is the maximum capacity. K. Fritzen said that she would like the businesses to maintain the employee bike parking in the private shared area behind their buildings. M. LaBrie called for a point of information from the owner of C'est Cheese, Kathryn Graham. K. Graham clarified for the Committee that the construction taking place will provide secure and covered employee bike parking behind the businesses.

M. LaBrie commented that the Committee is an advocate for customers and commerce and the issue of on-street parking is a serious topic for the Committee.

T. Williams said that these specific green zones are some of the most utilized in the Downtown core due to the proximity to the Post Office, eateries, and historic landmarks. He said that the site layout would allow for bike parking racks on their private property. T. Williams said the proposal does not make a compelling argument as to why the City should spend its money to provide a concentrated benefit to the businesses on Canon Perdido Street.

G. McKnight said that he supports the idea, but without a presentation from the City's Transportation Engineer regarding the use of the red zone he will not be comfortable recommending the pilot program. B. Allen said that the Transportation Engineer *did* analyze the site, traffic reports, and collision statistics. In the professional opinion of the Transportation Engineer he would not recommend putting the bike corral in a portion of or leading into the red zone. B. Collyer said that traffic tends to move into the red zone to maneuver around vehicles turning left from Canon Perdido Street onto Santa Barbara Street.

M. LaBrie asked why Alternative 1 does not also extend the green curbing seven and a half feet into the red zone. S. Grant said that another vehicle would not be able to park in 7.5 feet and staff did not want to confuse parkers with the appearance another full parking space. M. LaBrie asked why the bike corral was not placed adjacent to the red zone towards Santa Barbara Street. S. Grant said that cyclists entering traffic would have poor visibility.

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M. LaBrie commented that ultimately this is a request from the business owners and he will support their request and activities, however, without an opportunity to discuss the project with the Transportation Engineer he is unable to move to support the pilot project beyond the concept.

K. Fritzen asked if staff considered placing the bike corral on the North side of Canon Perdido Street. S. Grant said that a placement across the street would push cyclists to illegally cross the street and dash between vehicles and the bike corral. K. Fritzen said that she would also like to hear from the Transportation Engineer.

B. Collyer said that he supports the project idea but he is concerned about the loss of vehicle spaces and potentially setting a precedent. He also would like a confirmation from the City's Transportation Engineer that all options were exhausted prior to recommending the removal of vehicle spaces.

**Motion:** That the Committee supports in concept the reapplication of on-street car parking to on-street bicycle parking as it supports the businesses that requested the change, as well as the directive to support downtown commerce and cultural activities, but the Committee lacks the confidence in the alternatives proposed and would like to see the City Transportation Engineer before the Committee at the next meeting to further evaluate solutions that may require the removal of less vehicular curb-side space in the area.

**Made By:** Matt LaBrie **Amended:** Gene McKnight

**Second:** Krista Fritzen

Yeas: 4 Nays: 0 Abstain: 1 (Williams) Absent: (Pinner)  
Motion Carries

### 7) ADJOURNMENT

The meeting adjourned at 9:00 a.m.