



DOWNTOWN PARKING COMMITTEE MEETING MINUTES

Thursday, November 14, 2013
Gebhard Meeting Room
630 Garden Street
Santa Barbara, CA 93101

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

2) **ROLL CALL**

DPC MEMBERS

Matt LaBrie (Chair)
Tom Williams
Bill Collyer
Gene McKnight
Trey Pinner
Krista Fritzen

Attendance

Present
Present
Present
Present
Present/Recuse
Present

CITY STAFF PRESENT :

Browning Allen, Transportation, Streets and Parking Manager
Victor Garza, Parking /TMP Superintendent
Derrick Bailey, Supervising Traffic Engineer
Rebecca Jimenez, Parking Supervisor
Dion Tait, Parking Supervisor
Sarah Grant, Mobility Coordinator
Malcolm Hamilton, Administrative Assistant

LIAISONS PRESENT:

Randy Rowse, City Council
Deborah Schwartz, Planning Commission

OTHERS PRESENT:

Kathryn Graham, Public, Owner of C'est Cheese
Ethan Shenkman, Public
Nancy Mulholland, Public

3) **PUBLIC COMMENT**

Ethan Shenkman said that the corrected minutes from the regular meeting of September 12, 2013 did not include the verbatim legal code that he had requested regarding the Social Security Act (SSA) and the Americans with Disabilities Act (ADA). He said that Malcolm Hamilton included web links to the SSA, not the ADA. Mr. Shenkman added that he believes Article 13 of the California Constitution is applicable to his requests regarding meeting minutes and access to meeting documents.

Kathryn Graham, owner of C'est Cheese, clarified two points regarding the Bike Corral and the private construction project. Ms. Graham said that there is a driveway on Santa Barbara Street that will be removed and replaced with curbing, effectively gaining a space on Santa Barbara Street. Secondly, on behalf of the majority of the businesses in the vicinity, Ms. Graham said that City staff chose the position of the Bike Corral and the businesses agreed with the placement to push the project along. She said that the businesses are flexible as to the placement of the Bike Corral and although a couple car spaces will be removed, they believe it will be a positive addition for cyclists and the nearby businesses.

4) **APPROVAL OF THE MINUTES**

Motion: To approve the minutes from the regular meeting of October 10, 2013.

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

Yeas: 5 Nays: 0 Abstain: 1 (Pinner) Absent: 0

5) **SUBCOMMITTEE ALTERNATE MEMBERS**

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Items (6) and (7) were moved ahead of Item (5) due to the availability of Committee Member Pinner.

Committee Member Williams encouraged his fellow Committee Members to appoint an alternate so business can continue as usual and important items are not stalled due to availability.

Motion: To nominate the Chair of the Committee as the alternate member for each subcommittee: Finance, Communications, and Operations.

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

Yeas: 6 Nays: 0 Abstain: 0 Absent: 0

6) OPERATIONS UPDATE

Louise Lowry Davis Center

Parking staff and Parks and Recreation staff are exploring options to increase the utility of the Louise Lowry Lot. Staff is analyzing costs associated with pavement maintenance and lighting. V. Garza said that staff will bring items to the Subcommittees and Full Committee.

Cota Lot Project

The City Administrator's Office requested that staff present the Project to the City Council Finance Committee for further review and input. While the Access Control Project is on hold, staff will upgrade the electrical service and install fiber optic cables.

Lot 5 Improvements

The Victoria Theatre completed the construction in the back of the Theatre and the staging area was removed. The 18 spaces that were temporarily removed were restored at the end of September. The temporary kiosk is in place and both exits are functioning. Committee Member Williams asked if staff is researching or preparing to move ahead with a lighting study. V. Garza confirmed that staff is planning a photometric study for Lot 5.

Lot 9 Construction Update

Staff contracted with Republic Elevator to upgrade both elevators at Lot 9, one of which is completed. Work is underway on the traffic membrane coating that protects the MTC Movie Theatre's ceiling from water intrusion. The mid-level coating is complete and the contractors will be switching to the top-level.

Way-Finding Map Purchase

Staff met with the Operations Subcommittee and received input regarding the signage inside of Lot 2. Richard Lane the designer of the elevator maps is also designing the signage for Lot 2.

911 Call Center

Pre-bid meetings are complete and the bid package has been released to the public.

Holiday Advertisement

M. Hamilton informed the Committee that the Parking Program places advertisements online and in print with local media notifying the public of free parking for the December 6th Holiday Parade and general information for the Parking Program.

December Meeting

B. Allen said that the Committee is typically dark in December however it may be better to meet and discuss the Subcommittee work plans. B. Allen said that staff will send an email regarding availability.

7) ON-STREET BICYCLE PARKING PROJECT

B. Allen noted that Committee Member Pinner will recuse himself due to his conflict as an active employee for the owner of the properties involved in the Project.

B. Allen said that the Pilot Project is in the same place as it was a year ago due to reduced staffing. In 2012, the Project was presented to the Transportation and Circulation Committee (TCC) And the TCC

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asked staff to work with the merchants to minimize the potential loss of parking spaces and to choose a safe and viable location. The project was slated for review by the Downtown Parking Committee in January of 2013 however, reduced staffing prohibited this from happening. Sarah Grant, Mobility Coordinator and Project Lead, returned to employment with the City and the Project has resumed. B. Allen said the Project is in the early stages of evaluation and it will need to be reviewed by the Historic Landmark Commission.

Sarah Grant, Mobility Coordinator, presented the On-Street Bicycle Parking Pilot Project. She informed the DPC that in February 2012, a local cycling organization and nearby businesses requested an on-street bike corral on the 100 block of East Canon Perdido Street, across from The Presidio, in front of the Handlebar Cafe. At the time of the initial request the businesses in the vicinity were in full consensus to support a Bike Corral Pilot Project.

After analyzing the area, staff chose a location that could accommodate 18 bicycles while maintaining two (of three) vehicular spaces by converting a portion of the red curb near the intersection of Santa Barbara Street (Alternative 2 in the report). Ms. Grant advised the Committee that 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.

Derrick Bailey, Supervising Traffic Engineer, said that visibility is the most effective safety measure for an intersection and staff requires 30 feet of red curbing where possible. 40 feet is used at the Santa Barbara and Canon Perdido intersection due to the layout of the traffic signals. The extra red curb assists drivers by clearing their path of vision when traveling East on Canon Perdido Street. Although staff does not encourage the movement, the extra 10 feet of red curb allows drivers to maneuver around cars stacked in the left turn lane and continue East on Canon Perdido Street, giving just enough functional capacity to the intersection. A dedicated left-turn lane would require the removal of parking spaces on each side of the 100 block of Canon Perdido Street at Santa Barbara Street.

Looking at Location #1, closest to the Santa Barbara intersection, staff foresaw hazardous interactions between exiting bike parkers and those drivers using the informal maneuver to continue East on Canon Perdido Street. The Bike Corral would be situated after two parked cars which would limit visibility of the Bike Corral.

Chair La Brie asked D. Bailey to discuss example images distributed in the agenda packet which show other Cities placing bike corrals closer to intersections. D. Bailey said that the pictures can be misleading because the surroundings and traffic light placement are not always visible. Regardless, D. Bailey said that staff feels strongly about maintaining visibility for traffic lights and particularly the light placed on the South-East corner of the Santa Barbara and Canon Perdido Streets intersection.

Location #2 removes the hazardous interaction with the informal maneuver, however visibility issues persist as the Bike Corral would be placed between parked cars. Location #3 provides an open approach for bicyclists and maintains the traffic light visibility which together provides for the safest location.

Committee Member McKnight asked if the private driveway on Canon Perdido Street will also become a parking space like the driveway on Santa Barbara Street. B. Allen said that only Santa Barbara Street will gain a space. D. Bailey added that the Bike Corral will be a semi-permanent fixture without the ability to change locations throughout the day.

Committee Member Collyer asked staff to confirm that the net loss in parking spaces is (1) as a result of the Pilot Project as opposed to (2) as presented in the previous meeting. D. Bailey confirmed that the net loss in parking spaces on Canon Perdido and Santa Barbara Streets is (1) space.

Committee Member McKnight asked how many spaces would be removed due to a dedicated left-hand turn lane. D. Bailey approximated 4 to 5 spaces would be removed.

Committee Member Williams commented that there doesn't seem to be a public use after the adjacent private businesses are closed. S. Grant said that this Pilot Project is business driven because they saw a need to accommodate more bicyclists and clear up the sidewalks. As businesses close down at night,

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street parking becomes more available as well. D. Bailey said that during the evaluation period, staff with the help of the businesses will track the use of the Bike Corral and determine metrics for evaluation. Chair La Brie said that the Committee would like to be involved with development and analysis of the evaluation metrics and methodology.

Chair La Brie asked staff how their scope of analysis would change if this was not a pilot program but a long-term installment. For instance, Chair La Brie asked if staff would analyze the timing and placement of traffic lights as well as a dedicated left-hand turn lane. D. Bailey said that a full analysis would require substantial staff time and resources due to the many ripple effects. A change to the left-turn lane, for example, may trigger a recalibration of many of the downtown traffic signals.

Committee Member McKnight asked if a bicyclist can cross a double yellow line. D. Bailey confirmed. Committee Member McKnight said that if the Bike Corral was placed nearest to the Santa Barbara intersection, it would encourage bicyclists to use the crosswalks and not cut across traffic. D. Bailey said that perhaps Location #2 is a better location than #3 as it does not force drivers to parallel-park against the Bike Corral.

Committee Member Williams said that these 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. Committee Member 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. He said a wider street that is closer to State Street is more appropriate.

Public Comment on Item

Nancy Mulholland said that a full Bike Corral saves many parking spaces by encouraging customers to use their bike instead of taking their car. Ms. Mulholland said that bicyclists, from her experience, visit the Downtown core at many different hours and many cyclists choose a central hitching spot and then walk to their desired locations.

Deborah Schwartz, Planning Commission Liaison, said that the General Plan adopted in 2011 places sustainability as a key principle and modern transportation planning is multi-modal due to the wishes and needs of the community. Ms. Schwartz said that understandably the Parking Committee wants to encourage economic vitality and she believes that the Bike Corral would support the transportation needs of the patrons and assist in the revitalization of this Canon Perdido Street block. Ms. Schwartz said that like the restriping of Cliff Drive this is a Pilot Project that will be evaluated and potentially modified. By supporting this Project, Ms. Schwartz said that the City of Santa Barbara can continue to be a steward of the environment and sustainability.

Ethan Shenkman said that he agrees with Committee Member Williams and the Bike Corral would be better placed closer to State Street, making it safer and more accessible. Mr. Shenkman said that the Supervising Traffic Engineer has not yet addressed the possibility of reducing the red curbing to provide more parking spaces.

Chair La Brie asked staff how they will evaluate the Pilot Program. S. Grant said safety and utilization will be two broad categories for analysis; however the specific criteria will be developed in conjunction with the businesses. M. La Brie said that staff may want to garner feedback from businesses across the street and in the surrounding area to better understand all the effects and experiences.

B. Allen suggested that the Downtown Parking Committee form a joint subcommittee with the Transportation and Circulation Committee.

Chair La Brie said that the Committee exists to encourage and support the commerce, cultural activity, vitality in the Downtown core. He said that the Committee would like to stay informed with the criteria for evaluation and he can support this as a Pilot Project.

Committee Member McKnight said that he supports the Pilot Project but he is concerned about interactions with cyclists and passing vehicles and he would like to continue looking at the placement of the Bike Corral.

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Committee Member Fritzen said that the Committee's Mission Statement supports the concept of a Bike Corral and the Pilot Program would service alternative transportation needs that the Committee should support.

Committee Member Collyer said that he supports the Pilot Project and it is also encouraging to see that City staff is working jointly with the businesses.

Committee Member Williams said that De La Guerra Street and Chapala Street have better demonstration locations for a Bike Corral that would be seen more often than on the 100 block of Canon Perdido Street. De La Guerra and Chapala offer more visibility and room to maneuver. Committee Member Williams said that ultimately these businesses would be able to meet the bicycle parking demand on their private property.

Motion: That the Committee is in favor of a pilot project for a bicycle parking corral on the 100 block of Canon Perdido Street with further evaluation of the exact placement of the "Bike Corral" to minimize the loss of parking spaces.

Made By: Gene McKnight **Second:** Krista Fritzen

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

8) ADJOURNMENT

The meeting adjourned at 8:53 a.m.