



# SPECIAL JOINT MEETING

DOWNTOWN PARKING COMMITTEE  
AND  
TRANSPORTATION AND CIRCULATION COMMITTEE

## MEETING MINUTES

Thursday, October 8, 2015  
David Gebhard Public Meeting Room  
630 Garden Street  
Santa Barbara, CA 93101

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

2) **ROLL CALL**

DPC MEMBERS

Matt LaBrie (Chair)  
Trey Pinner (Vice-Chair)  
Edward France  
Gene McKnight  
Kate Schwab  
Sean Pratt  
Tom Williams

Attendance

Present  
Excused  
Present  
Absent  
Present  
Absent  
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
Rob Dayton, Principal Transportation Planner  
Victor Garza, Parking /TMP Superintendent  
Steve Foley, Supervising Transportation Planner  
Dion Tait, Parking Supervisor  
Teri Green, Associate Transportation Planner  
Peter Brown, Mobility Coordinator  
Sarah Clark, Parking Resource Specialist  
Malcolm Hamilton, Administrative Assistant

TCC MEMBERS

Cynthia Boche (Chair)  
Robert Burnham (Vice-Chair)  
Hillary Blackerby  
Edward France  
E. Howard Green  
Susan Horne  
Kathleen Rodriguez

Attendance

Present  
Absent  
Present  
Present  
Absent  
Present  
Present

LIAISONS PRESENT:

Randy Rowse, City Council

OTHERS PRESENT:

3) **CHANGES TO AGENDA**

None.

4) **PUBLIC COMMENT**

None.

5) **BIKE CORRAL PILOT PROJECT ON THE 100 BLOCK OF EAST CANON PERDIDO STREET**

Rob Dayton, Principal Transportation Planner, gave a brief introduction of the Bike Corral Pilot Project on East Canon Perdido Street. Mr. Dayton said the pilot period is coming to an end for the Canon Perdido location and staff would like to update the committees and receive comments and feedback pertaining to the bike corrals.

Peter Brown, Mobility Coordinator, gave a presentation on bike corrals in the downtown area.

DPC Chair Labrie asked if the businesses that supported the bike corral at the outset are still in their locations. Peter Brown said all the original supporting businesses are still in place except for Sojourner Café, which is out of business, and a painting and framing shop that was absorbed by Handlebar Coffee, which also supported the bike corral.

Rob Dayton said staff believes the right policy at this time is to install hoops and bike corrals where there is existing demand and can be of immediate use to patrons.

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Public Comment

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Representing the Santa Barbara Bicycle Coalition, Eve Sanford said the bike corral on Canon Perdido Street is proving to be popular with customers of nearby businesses due to its many benefits. The bike corral decreases exposure to engine noise and vehicle emissions, provides unobstructed views of nearby architecture, frees up vehicle parking spaces, and preserves sidewalk space for pedestrians. Eve Sanford recommended that the committees and staff work to meet future requests for bike corrals and build on the success of the current installations.  
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TCC and DPC Member France commented that the hoops seem to be superior to the hitching posts due to the lower profile and uniform organization, and Mr. France asked if there is a possibility of the hoops becoming a city standard for public bicycle parking. Peter Brown, Mobility Coordinator, said staff are working with the Community Development Department and design review boards to make the hoops a city standard for the historic El Pueblo Viejo district. Hitching posts would remain the only approved standard for use on State Street.

TCC Member Blackerby asked why the capacity increased from 12 to 14 spaces. Peter Brown said a hoop was damaged at the outset and later reinstalled. Ms. Blackerby asked if 14 spaces were planned from the beginning. Mr. Brown confirmed.

TCC Member Blackerby recommended the creation of a webpage that describes the procedure and petitioning process for the installation of a bike corral. Ms. Blackerby said it would also be useful to provide an estimate of costs and cost sharing options.

TCC Member Rodriguez said the sidewalk bike corral installations were easier to approve and received less push back compared to the on-street installation that removed a car parking space. Ms. Rodriguez said there are dozens of opportunities downtown and around town for sidewalk installations.

DPC Member Williams said he has no objection to bicycle parking. Mr. Williams said his objection to the Canon Perdido Street location was due to the fact that nearby property owners were redeveloping their property and chose not to install a bike corral. The property owners requested the city use public funds for a benefit to only a handful of businesses. Peter Brown said Transportation staff are working with Land Development staff to look at different zoning policies and ordinances that would require property owners to provide sufficient bicycle parking to meet demand.

DPC Member Williams asked if staff are reviewing the list of approved hitching posts to allow for ready-made posts that do not require custom fabrication. Peter Brown said staff are working to get approval of ready-made posts that are more accessible and less costly for business owners.

DPC Chair LaBrie asked if staff has data on how the bicyclists have fared from exiting and entering the bike corral on Canon Perdido Street. Peter Brown said projects in the public right of way, like a bike corral, are approached with safety as the number one priority. A tough curb – a raised curb that signals to cyclists that they are entering the vehicle lanes – was added for awareness and safety purposes on Canon Perdido Street. Mr. Brown said there is flexibility in the bike corral designs to balance the tradeoff between safety and users for each location.

DPC Chair LaBrie asked if staff has received feedback related to the interplay between cyclists exiting the bike corral and vehicles using the informal maneuver to drive around vehicles turning left up Santa Barbara Street. Peter Brown said there have been no reported accidents or collisions at this point in the pilot period.

TCC Member Horne said she started using a bicycle more often and her experience has been that there is not enough bicycle parking downtown, which has discouraged her from riding as often as she would like. Ms. Horne said customers and cyclists would benefit from including bicycle parking as a part of the planning process for public places.

TCC and DPC Member France asked if staff has insight into the distribution of customers versus employees using the bike corral on Canon Perdido Street. Peter Brown said anecdotally he estimates one

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to two employees use the corral most days that they work.

TCC Chair Boche said she is supportive of the pilot project and she would like to see more bike corrals installed around town. Ms. Boche said street parking should be shared by all modes of transportation and she believes it is a worthwhile tradeoff between 14 bicycle parking spaces compared to the elimination of one on-street parking space.

TCC Member Rodriguez asked how bike corrals and bike sharing initiatives may work together in the same physical storage spaces. Rob Dayton, Principal Transportation Planner, said bike corrals are for the storage of privately owned bikes which is different than the concept of bike sharing. Mr. Dayton said it is premature to discuss how bike sharing would coordinate or work with bike corrals.

Rob Dayton summarized what he heard from the committees:

- Corrals are appropriate when there is existing demand and support from nearby businesses.
- There needs to be clear policies for petitions and installations of bike corrals.
- There is a preference for converting red zones and areas that would not take away public car parking.
- Where possible, consider locations that use private property before public areas.
- Consider the removal of car parking if a bike corral would increase customer access to nearby businesses.
- Encourage public-private partnerships involving costs and installations of bike corrals.
- Seek approval from relevant design review boards to standardize the bike corral hoops to expedite installations in the future.

DPC Chair LaBrie said it seems there may be confusion due to the perception of ownership by sharing in the costs of a bike corral. Mr. LaBrie asked how staff will avoid disputes over who owns the right to move or remove a bike corral when it is a public-private partnership. Peter Brown, Mobility Coordinator, said there is a written agreement with the property owners that they will pay for the materials and the city will install the bike corral. In the event of a removal, the city owns the material and will need to reimburse the property owner for costs expended.

Planning Commissioner John Campanella asked if cyclists prefer to have their bicycles within view when they are visiting nearby businesses. If so, Mr. Campanella said that preference should be taken into consideration for future bike corral locations. Peter Brown confirmed Mr. Campanella's observation and said studies have shown that visibility is a deterrent to vandalism and theft.

DPC Member Schwab asked if it is the city's goal to remove hitching posts and replace them with hoops. Rob Dayton said hitching posts are less conspicuous and may be more appropriate for a single parking spot, while an area with high bike parking demand may be better off with a series of hoops.

DPC Member Schwab said an installation of hoops that are parallel to street may free up sidewalk space for pedestrians. Peter Brown said staff are open to either perpendicular or parallel installations, however, pedestrian access and safety will determine the layout, which will depend on location.

DPC Member Tom Williams asked if staff has usage statistics for the new Bikestation Module in City Lot 3. Peter Brown said four to six new members have signed up since the opening of the new bike module, however, staff does not have available the usage data at this meeting. Peter Brown said staff will continue to work with MTD and Bikestation staff to promote the Bikestation Module in City Lot 3.

TCC and DPC Member France said he supports staff's efforts to include bicycle parking in the design review and approval stages of new developments and redevelopments.

**TCC Motion:** That the committee recommend:

- A. The Bike Corral Pilot Project be completed and continue as a functioning Transportation Division program; and
- B. An administrative policy be set so staff can respond in a clear and coordinated manner to business owners that may be interested in public bike parking corrals.

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**Made By:** Edward France **Second:** Hillary Blackerby

**Discussion:**

**Vote:** Yeas: 5 Nays: 0 Abstain: 0 Absent: 2 (Green, Burnham)

**TCC Motion:** That the committee recommend:

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**Made By:** Edward France **Second:** Kate Schwab

**Discussion:**

**Vote:** Yeas: 3 Nays: 1 (Williams) Abstain: 0 Absent: 3 (McKnight, Pratt, Pinner)

DPC Chair LaBrie asked when this item would come back to the Downtown Parking Committee. Rob Dayton, Principal Transportation Planner, said there is a joint Planning Commission and TCC meeting on October 29, 2015 where staff will vet the Bicycle Master Plan recommendations. After receiving feedback on the Bicycle Master Plan, staff will begin researching administrative policies and procedures for the bike corrals.

**6) ADJOURNMENT**

The meeting adjourned at 8:48 a.m.