



## City of Santa Barbara

Public Works Department

### Memorandum

**DATE:** July 9, 2014

**TO:** Historic Landmarks Commission (HLC)

**FROM:** Peter Brown, Interim Mobility Coordinator *PB*

**SUBJECT:** 500 Blk E. Canon Perdido Street:  
Bicycle Corral Demonstration Project - background information

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This memorandum responds to HLC comments about a lack of project background information during the HLC meeting of June 18, 2014. Attached please find the staff report and meeting minutes from the Transportation and Circulation Commission (TCC) meeting of November 8, 2012.

A total project budget of \$5,000 dollars has been allocated to the demonstration project. The corral concept has been reviewed and approved from a location and use standpoint by the Downtown Parking Committee, the Transportation and Circulation Committee, and the City Council's Sustainability Committee (Schneider, White, Rowse). Staff is hopeful that the July 16, 2014 resubmittal better incorporates the El Pueblo Viejo Design Guidelines and look forward to continued collaboration with the HLC on finalizing the corral design.

Attachments (2)





## City of Santa Barbara Transportation & Circulation Committee *Staff Report*

**DATE:** November 8, 2012

**TO:** Transportation & Circulation Committee (TCC) Members

**FROM:** Browning Allen, Transportation Manager

**SUBJECT:** On-Street Bicycle Parking Pilot Project

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### **RECOMMENDATION**

That the Transportation and Circulation Committee (TCC) support the request of the businesses for an on-street bicycle parking “bike corral” on Canon Perdido Street (“Alternative 2”) as a trial and bring back a progress report to the TCC one year after installation for evaluation of continuation.

### **BACKGROUND**

On February 28, 2012, Public Works received a letter from the Santa Barbara Bicycle Coalition and eight businesses located at the corner of Santa Barbara and Canon Perdido Streets requesting “on-street” bicycle parking (Attachment B). The letter cited that the existing bike racks are inadequate to meet demand, and take up valuable sidewalk space for pedestrians and outdoor dining. The letter also cited the requested location on the 100 block of East Canon Perdido Street is on a regional bicycle corridor and revenue generated per square meter of bike parking space is 5 times greater than vehicular parking.

On April 25, 2012, staff received a follow-up to the letter clarifying a request for a study of three locations for site placement per request from the Santa Barbara Trust for Historic Preservation. The letter cited specific comments from businesses which include:

- Employees and customers arrive by bike and are in need of a place to conveniently and securely park.
- Current posts on Santa Barbara Street interfere with outdoor dining permit for one business owner and would prefer the bike parking be placed in the street.

Though businesses are supportive of the idea, some concerns that were cited include:

- Conflict with through vehicular movements if the parking was provided in the red zone near the corner and traffic backing up.
- Concern about possible removal of parking.

Staff was directed to respond to the businesses’ request, and if supported approved by businesses and TCC that the City would move forward with a pilot project.

**DISCUSSION**

The following requested locations for on-street bicycle parking were analyzed by staff:

- 1) "In the extra long red zone in front of Sojourner [Julienne]"
- 2) "Removing a parking spot in front of Sojourner, immediately adjacent to area above"
- 3) "Removing a parking sport in front of Handlebar Coffee"

After review of all three locations, the only viable option that would be approved by Public Works is location 3. Location 3 is the most visible to cyclists and motorists due to the midblock alley. Two fifteen minute vehicular parking spaces will be removed to accommodate bicycle parking.

Location 1 would interfere with intersection operations at this particular site. Location 1 and 2 both decrease the visibility of cyclists leaving the facility and increase risk of conflict due to poor visibility. Location 3 is the preferred engineering option.

The letter did not request a specific number of bicycle racks. After review of designs from other similar municipal bike parking projects, the City proposing two options for the businesses (Attachment E):

- 1) Two sets of three racks that will accommodate 12 bicycles at a length of approximately 30 feet of curb. No change in red curb..
- 2) Three sets of three racks that will accommodate 18 bicycles in approximately 39 feet of curb. Seven and a half feet of red curb would be converted to 15 minute parking; intersection will remain compliant with safety standards.

With the proposed site placement, the system is modular, and racks could be added or removed as appropriate over time. The length includes space for racks and maneuver room for cyclists to enter the sidewalk from the rack area, once the bicycle is parked and locked.

Existing Site Conditions

Canon Perdido is 40 feet in width, with 12 feet given to the travel lane and 8 feet to the parking zone. Directly in front of the majority of requesting businesses is 70 feet of green curb, which holds 4, fifteen minute parking spaces at the most. On the block, there are a total of 12, fifteen minute parking spaces, with the majority on the south side.

	Current Total 100 East Canon Perdido Block	Total on block after adding bike parking facility	Vicinity (100 & 200 E Canon Perdido + 800 & 900 Santa Barbara Street)	Vicinity (100 & 200 E Canon Perdido + 800 & 900 Santa Barbara Street) after adding bike parking facility
15 Minute space	12	10	23	21
75 minute space	9	9	40	40
90 minute space	0	0	19	19
Handicap space	2	2	2	2
<b>total</b>	<b>23</b>	<b>21</b>	<b>84</b>	<b>82</b>
Passenger loading space	0	0	6	6
Commercial loading zone	0	0	3	3
<b>Bike parking</b>	<b>6</b>	<b>18</b>	<b>14</b>	<b>24</b>

The segment of Canon Perdido that is under consideration for this bike parking facility is on the regional bikeway network called the "Crosstown Route" linking the East and West sides of Santa Barbara and regionally to UCSB/Goleta to Montecito and the Coastal Route to Carpinteria. For this pilot project, engineering staff is in agreement with businesses' proposal for bicycle parking on Canon Perdido is more appropriate than Santa Barbara Street. Staff observation of the site is that the racks would be well used at most hours of the day from early morning coffee customers to late night customers at restaurants located on the South side of the block.

### Local Business Feedback

#### C'est Cheese

- Supportive of the project and favors 18 bike racks over 12
- Feels that this is a great location to implement a pilot project

#### Our Daily Bread

- Supportive of the project even though they will be vacating the space in early 2013.
- Concerned about security of bikes for employees with existing conditions, the solution seems much more secure. Every few months a bicycle is stolen from within the site.
- Currently, it is a constrained situation where bike posts are located on Santa Barbara Street, sidewalk space competes for outdoor dining, pedestrian traffic and is inconvenient for drivers exiting vehicles into the parkway. Customer's bicycles risk getting knocked over from drivers exiting their vehicles.

#### Julienne

- Supports the project, supports 18 bike parking spaces, would support 24.
- Feels that addition of attractive bicycle parking outweighs the loss of two 15 minute spaces.

#### Sojourner

- Supportive of the project, supports 18 bike racks.
- Feels that promoting cycling with good bike parking facilities is good for the City.

#### Drishti

- Was unable to receive comment on options. Staff will continue to pursue comment.

#### Frameworks

- Supports the concept of bicycle parking and would like to support neighbors request, but wants to be sure the project will work for everyone.
- Is concerned about loss of two 15 minute spaces. Parking is an issue for customers making quick stops at the shop. Would like to consider a trade of a 75 minute parking space to a 15 minute parking space across the street.

#### Jane Deering Art Gallery

- Shares similar concerns as Frameworks
- When approached to sign the letter for bike parking, she did not realize it meant parking on the street surface as opposed to the sidewalk area. Thought it was to continue additional space on the sidewalks.
- Does not wish to upset neighbors but would have to be mindful of the impact on their businesses. This particular neighborhood -- the entire block from De la Guerra up Santa Barbara Street around Canon Perdido, back down Anacapa and back around De la Guerra -- has substantial retail, office, food and drink businesses as well as residential apartments and public institutions, i.e. the Post Office, Lobero

## On-Street Bicycle Parking Pilot Project

November 8, 2012

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Theatre and Presidio, all of which must provide parking for patrons. It's already difficult to secure a parking spot on this block.

- Would like to be supportive of more bicycle parking, but Location #3 will make it very difficult for her to move art in and out of her gallery, which is adjacent to Handlebar. She can't express enthusiasm for this location. Removing the two 15-minute parking bays directly in front of her gallery poses a problem for her business.
- Is currently travelling but will be available to speak via phone in mid November.

### Handlebar

- Supportive of the project, supports 18 bike spaces
- Feels that the bicycle parking facility will be good exposure for the neighborhood and cycling customers.

### Three Pickles

- Supports the project
- Says that parking is an issue and always will be, so why not put in bike parking. Thinks the project is "terrific."

### Panino's

- Supports the project, several employees ride daily.
- Feels that the opinions of other businesses on Canon Perdido should weigh more than that of Panino's.

### Santa Barbara Trust for Historic Preservation

- Dr. Jarrell Jackman will take the project to his Board in late November and says that he will recommend that his Board support the project and sees little issue with the proposed project location.
- Feels that the bicycle parking facility would be a benefit to bicycling visitors to the Presidio.

The general sentiment from the business owners supporting 18 bike parking spaces was that in either case two spaces would be lost and two would be retained, so why not go with the option with more bicycle parking.

### Staff Response

If the Transportation and Circulation Committee moves forward with the businesses request as a pilot project, staff will continue to work with the local businesses to resolve concerns about loss of two 15 minute spaces.

### Rack Design

The rack element would feature racks with two points of contact, angled so as to accommodate bikes most efficiently on the narrow street. On each end of the facility there is pedestrian access from the street rack to the sidewalk and a wheel stop will be installed with reflective object markers. The design is modeled after Portland, Oregon and is similar to other communities across the nation (See Attachment D).

### Maintenance

If it is decided that the project move forward as a pilot, the City would work with the businesses to create a maintenance agreement to keep the street and gutter clean where street sweeping cannot reach. The rack is anticipated to be relatively maintenance free by

selecting a vendor that provides a maintenance free finish that does not rust, corrode, chip or scratch bicycle frames.

Benefits of on-street bicycle parking

- Removes bicycles from pedestrian sidewalks, makes room for pedestrians and outdoor dining
- Organizes high volume bicycle parking areas
- Increases overall parking capacity (1 car space = approximately 8 bicycles)
- Benefits local business by providing attractive bike parking facility for customers

Existing Bicycle Parking “Hitching Posts”

- Three posts are installed on the 100 east block of Canon Perdido (in front of Julienne) would be removed to free sidewalk space and encourage bicycle parking at the new facility.
- Three posts installed on 800 Santa Barbara Street will be removed where they interfere with outdoor dining. It is anticipated with the opening of the expanded C'est Cheese that outdoor dining will be permitted where existing bike posts are installed. To retain convenience for customers visiting the 800 block of Santa Barbara, two of the three will be reinstalled on the block where they would not interfere with the pedestrian through zone or outdoor dining.

**CIRCULATION ELEMENT CONSISTENCY**

The proposed project is consistent with Circulation Element Policy 4.2 “the City shall work to expand, enhance and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.” The proposed project is also consistent with Bicycle Master Plan Goal 3 to remove destination barriers by providing “support for people and their bicycles once they reach their destination.”

**BUDGET**

The Public Works Department has funds available to purchase bike racks for this pilot project and staff to install racks and other safety features.

Attachment

- A. Vicinity Map & Site location
- B. Letters
- C. Current Conditions
- D. Aerial example of an on-street “bike corral” facility
- E. Santa Barbara On-Street Bicycle Parking Details

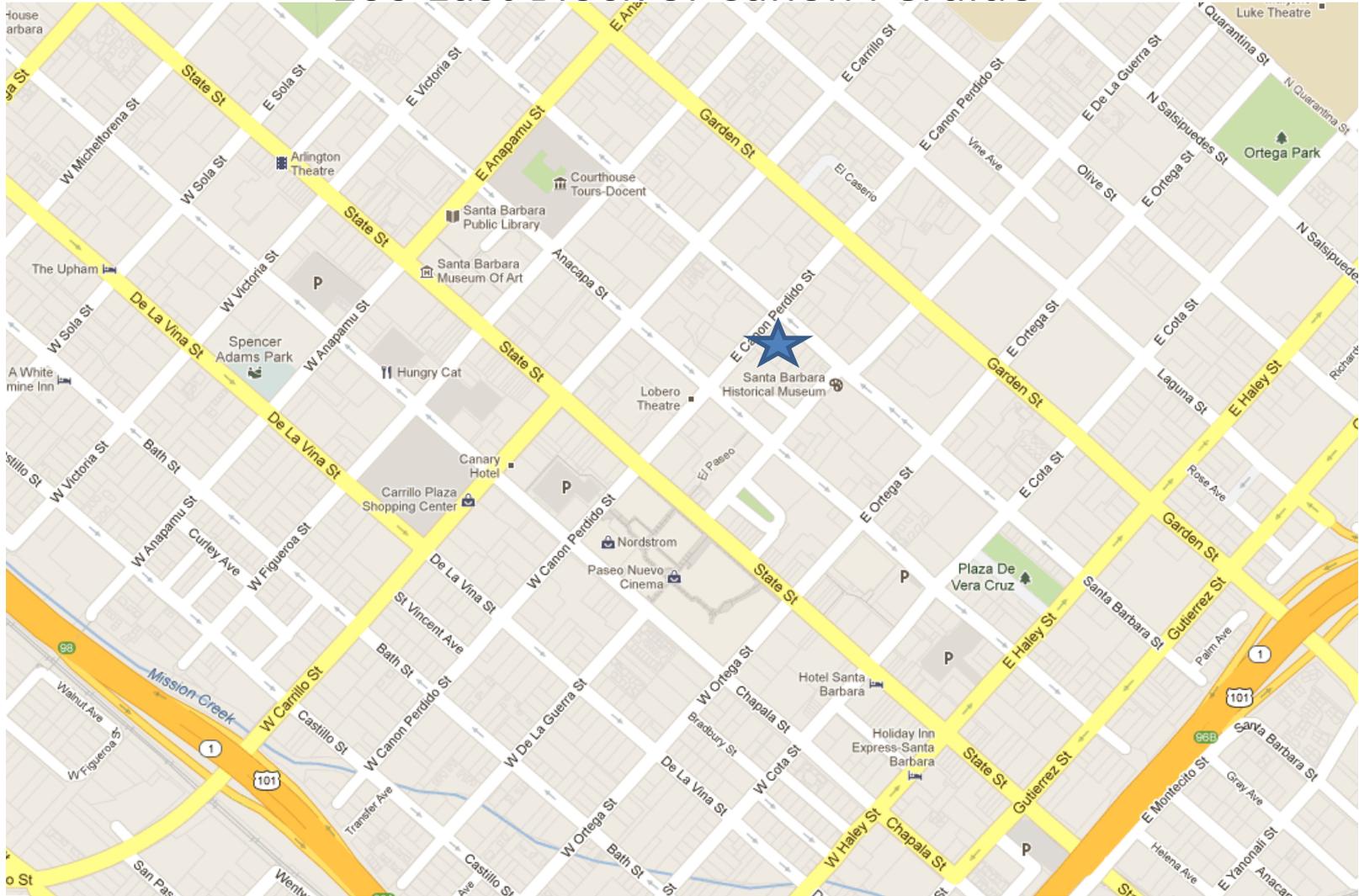


# Attachment A

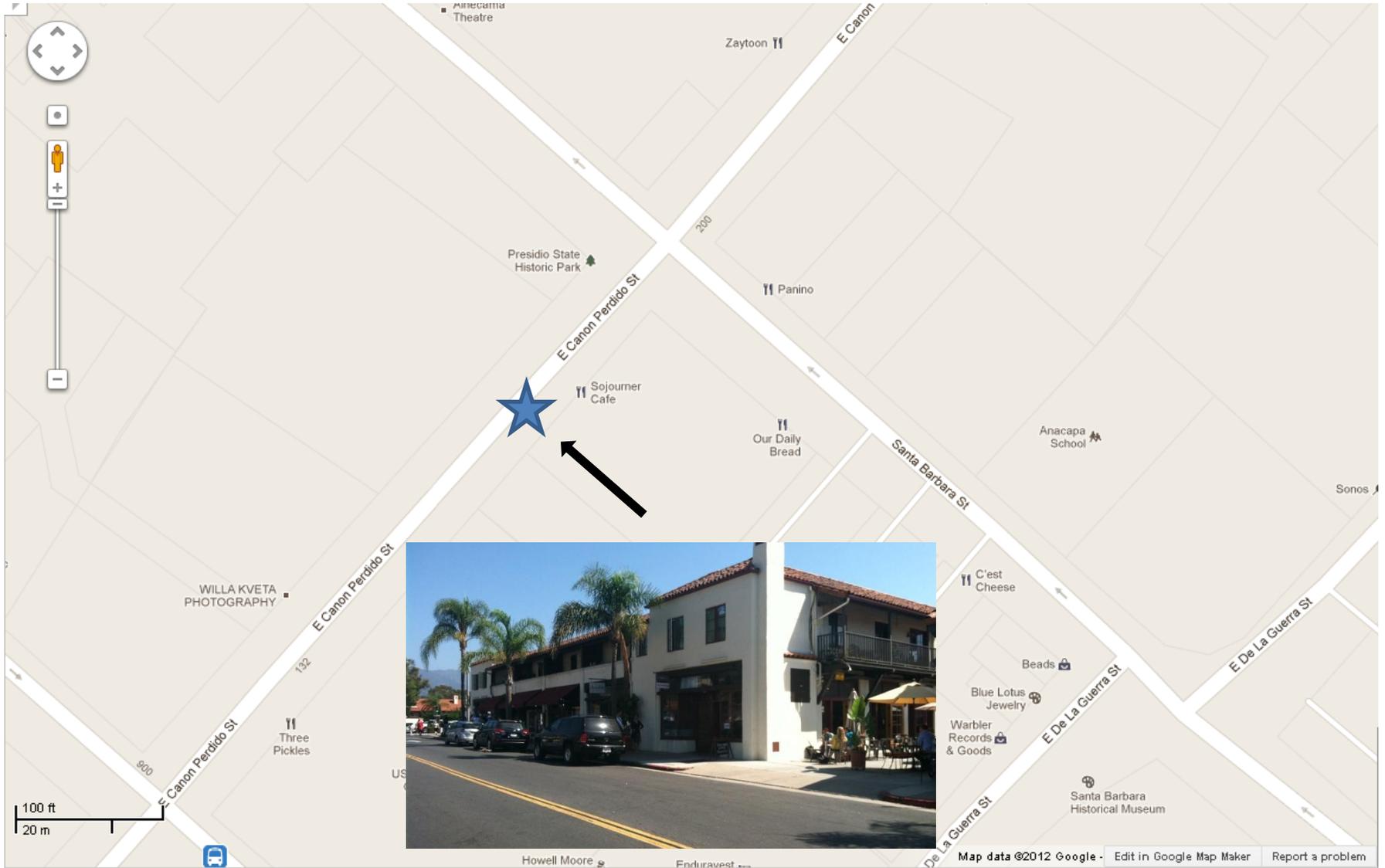
Vicinity Map and Proposed Location

# Vicinity Map

## 100 East Block of Canon Perdido



# Proposed Location





# Attachment B

Letters





PO Box 92047  
 Santa Barbara  
 CA 93190-2047  
 bike@sbbike.org  
 www.sbbike.org  
 805-617-3255



601 E. Montecito St.  
 Santa Barbara  
 CA 93103-3217  
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Christine Anderson, Public Works Director

February 28th, 2012

Browning Allen, Transportation Manager

We, the Canon Perdido & Santa Barbara block businesses, together with the Santa Barbara Bicycle Coalition are collectively requesting the installation of on-street bicycle parking. Such bicycle parking is consistent with the 'circulation element' of the General Plan and makes good sense for business.

Our sidewalks are a valuable and limited commodity. A clear sidewalk is critical to our streets' foot traffic, which includes dog walkers and parents with strollers. Many of our businesses have sidewalk dining. The existing bike parking available on the sidewalks with the 'hitching post' is inadequate to the need, and often results in bikes taking up needed sidewalk space.

Canon Perdido is the major east-west bicycling corridor and it makes good business sense to accommodate those customers. A recent study from Australia (Lee 2007) points out that the revenue generated per square meter of parking space used was 5 times more for a bicycle than a car. We believe that the City can add on-street bike parking without eliminating ANY car parking and in a way that improves business along our corridor. This has already been done in twenty-six American cities and is needed at this location here in Santa Barbara.

Together we believe that on-street bicycle parking will:

- Retain existing car parking spaces (utilizing red curb zone)
- Lessen conflict with pedestrians
- Serve as a local enhancement for businesses
- Maintain the level of service (quickness moving thru) of the SB/Canon Perdido Intersection.
- Provide the bike parking that is a demonstrated need at this location.

Thank you for your consideration of this important improvement that is consistent with your policy documents. Please respond to our group promptly with a timeline to move forward with this project.

Respectfully,

HANDCRAFT COFFEE ROASTERS - Kim Anderson 719-201-3981  
C'est Cheese - Kathryn Graham 805-965-0318  
"Our Daily Bread" Eberto Ibarra (805) 966-3894  
Julienne - Emma West 805 845 6488  
Dushti - Rachel Wilkins 963 0222  
Jane Deering Gallery - Jane Deering - 805-966-3334  
Sejourner Cafe - Donna Mudge 965-7922  
Three Pickles - Clay Lovejoy 956-1015





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## Total Number of Bike Corrals in Portland? **78**

### Portland's On-Street Bicycle Parking Corrals



Providing ample, convenient, comfortable and secure bicycle parking is an important part of serving those who currently use bicycles for transportation and encouraging future cyclists. Bicycle parking is an inexpensive and efficient means of increasing both public and private parking capacity for the city as a whole.

#### City of Portland's Existing On-Street Bicycle Corral Locations

##### Downtown

SW 3rd Ave & SW Pine St, Bilou Café, Stumptown, September, 2008  
 SW Broadway & Morrison, Abercrombie & Fitch, September, 2009  
 SW Broadway & Pine St, Saucebox, November, 2009  
 SW Salmon & SW Park, South Park Seafood Grill & Wine Bar, September, 2009  
 SW Stark St and SW 10th Ave, Ace Hotel, September, 2009  
 SW 2nd Ave & SW Ankeny St, July, 2011

##### East Burnside

E Burnside & 6th Ave, near Rontoms, December, 2009  
 E Burnside & 8th Ave, near Grendel's Coffee House, December, 2009  
 SE 9th Ave & SE Ash St, near Biwa Restaurant, December, 2009  
 NE 9th Ave & E Burnside, near Doug Fir, December, 2009

##### N Humboldt neighborhood

N Russell St & N Interstate Ave, near Widmer Brothers Brewing Co., August, 2009  
 N Albina Ave & N Blandena St, near Albina Press North/ Mississippi Health Center, February, 2010  
 N Killingsworth & N Michigan, near Saraveza Pasty Shop, February, 2011  
 N Killingsworth & N Williams, near Ethos Music Center, September, 2008  
 N Killingsworth & N Albina, near Coffeehouse-Five, October, 2011 **NEW!!**  
 N Killingsworth & N Commercial, near Two Deli Love, Florida Room, October, 2011 **NEW!!**

##### N Mississippi Avenue

N Mississippi & Fremont, near Por Que No Mississippi, September, 2007  
 N Mississippi & N Beech, near Amnesia Brewing, November, 2006  
 N Mississippi & Shaver, near Fresh Pot Coffee House, September, 2004  
 N Mississippi & Skidmore, near Mississippi Marketplace, February, 2010

##### N Overlook neighborhood

N Killingsworth & N Denver, near The Hop & Vine, October, 2011 **NEW!!**  
 N Killingsworth & N Concord, near Lucky Lab, October, 2011 **NEW!!**  
 N Killingsworth & NE Burrage St, near Blend Coffee House, January, 2012 **NEW!!**

##### N Vernon neighborhood

N Killingsworth & NE 17th Ave, near Podnah's Pit, October, 2011 **NEW!!**

##### N Williams Avenue

N Williams & N Felling, near Div Botica, June, 2009

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[On-Street Bicycle Park Corrals](#)

[Application for On-Street Bicycle Parking Corral](#)

[Bicycle Lockers and Long Term Bicycle Parking Options](#)

[Bicycle Rack Manufacturer Bike Parking Maps](#)

[Event Bicycle Parking](#)

[Installing Bicycle Park](#)

[Minimum Required Bicycle Parking Spaces](#)

[Non-standard Bicycle \(Art Racks\)](#)

[Request a Bike Rack](#)

[Summer Bike Parking Counts](#)

#### Questions & Comment

If you have any question: comments, please contact [site administrator](#).

N Williams & N Failing, near Pix Patisserie, June, 2009  
 N Williams & N Failing, near Lincoln Restaurant, June, 2009  
 N Williams Ave St & N Skidmore St, near Vendetta Bar, June, 2010  
 N Williams Ave & N Fargo St, near The WayPost, February, 2011

**NE Portland**

NE Killingsworth & NE 30th, near Cup & Saucer, February, 2010  
 NE Killingsworth St & NE 30th Ave, near Blackbird Tattoo, Autentica, and Extracto Coffee, June, 2010  
 NE MLK Blvd & N Sumner St, near Old Town Pizza, June, 2010  
 NE Russell & NE Rodney, near Toro Bravo/Wonder Ballroom, September, 2009

**NE Fremont/Beaumont neighborhood**

NE Fremont St & 50th Ave, near Jim & Patty's Coffee and YoChoice Yogurt, August, 2010

**NE Alberta Street**

NE Alberta & 12th, near Black Cat Café, September, 2009  
 NE Alberta & 17th, near Community Cycling Center, September, 2009  
 NE Alberta & 18th, near Nest Bar, September, 2009  
 NE Alberta & 22nd, near Pine Street Biscuits, September, 2009  
 NE Alberta & 24th, Alleyway Cafe, September, 2009  
 NE Alberta & 29th, Pie Footwear, September, 2009  
 NE Alberta & 31st Ave, near Vita Café/People's Yoga, May, 2009

**NW District**

NW Thurman & 24th Ave, near Dragonfly Coffee House, May, 2009  
 NW 23rd Ave & NW Savier St, near Besaw's and McMenamins Tavern & Pool, July, 2010

**NW Pearl District**

NW 11th Ave & NW Couch, near Powell's Books, September, 2008  
 NW 13th & NW Johnson, near Pacific Northwest College of Art, March, 2009  
 NW Park Ave & Couch St, near Emerson Charter School, December, 2011 **NEW!!**

**NE/SE 28<sup>th</sup> Avenue**

NE 28th & Pine St, near Kens Artisan Pizza, June, 2009  
 NE 28th Ave & NE Couch St, near Beulahland, June, 2009  
 NE 28th Ave & NE Davis, near Tabla Mediterranean Bistro, June, 2009  
 NE 28th Ave & NE Ankeny St, near Crema Cafe, June, 2009  
 NE Glisan St & NE 28th Ave, near Pambiche, June, 2009

**SE Belmont Street**

SE Belmont & SE 29th Ave, near Bare Bones Cafe, Polliwog Children's Clothing, May, 2010  
 SE Belmont & SE 33rd Ave, near Saint Cupcake, June, 2007  
 SE Belmont & SE 34th Ave, near Stumptown Coffee Roasters, June, 2007  
 SE Belmont & SE 37th Ave, near Sound Grounds Coffee Shop, Triple Nickel Pub, Pine State Biscuits, May, 2010  
 SE Belmont & SE 45th Ave, near Red Square Cafe, Horse Brass Pub, Montessori Institute, January, 2012 **NEW!!**

**SE Stark Street**

SE Stark & 12th Ave, near Sweetpea Baking Co, Food Fight Grocery, April, 2010  
 SE Stark & 14th Ave, near Meat Cheese Bread, January, 2012 **NEW!!**

**SE Morrison Street**

SE Morrison St & 14th Ave, near Crush Bar, Floyd's Coffee Shop, May, 2010

**SE Central Eastside Industrial District**

SE 9th Ave & SE Yamhill St, near The Green Dragon Bistro & Brew Pub, August, 2010  
 SE Taylor St & Water Ave, near Bunk Bar and Water Avenue Coffee, February, 2011  
 SE Morrison St & 3rd Ave, near Montage, February, 2011  
 SE Oak St & 2nd Ave, near Produce Row, October, 2011 **NEW!!**  
 SE Yamhill St & Water Ave, near Hair of the Dog Brewing, November, 2011 **NEW!!**  
 SE 10th Ave & Morrison St, near Holocene, December, 2011 **NEW!!**

**SE Division Street/SE Clinton**

SE 22nd Ave & SE Division St, near Bar Avignon, September, 2009  
 SE 26th Ave & SE Division St, near Little T / The Clinton, September, 2009  
 SE 32nd Ave & SE Division St, near Whiskey Soda Lounge, February, 2010  
 SE Division St & SE 37th Ave, near Victory Bar, July, 2010  
 SE 50th Ave & SE Division St, near North Bar, Lucky 13 Bicycles, Blue Pig Café, November, 2009  
 SE Clinton St & SE 21st Ave, Night Light, May, 2011 **NEW ART DESIGN PILOT PROJECT**  
 SE Clinton St & SE 25th Ave, Savoy, May, 2011 **NEW ART DESIGN PILOT PROJECT**

**SE Hawthorne Street**

SE Hawthorne & 46th, near Por Que No Hawthorne, May, 2009  
 SE Hawthorne St & 50th Ave, near Albina Press and Sapphire Hotel, June, 2010

**SE Gladstone Street**

SE Gladstone St & SE 29th Ave, near C-Bar and Yoko's Japanese Restaurant, July, 2010  
 SE Gladstone St & 38th Ave, near Gladstone Coffee & Pizza and Gladstone Street Pub, July, 2010

**SE Montavilla**

SE 78th Ave & SE Stark St, near BiPartisan Coffee, February, 2010

**SE Sellwood**

SE Spokane & 17th, near Bertie Lou's





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Christine Anderson, Public Works Director  
 Browning Allen, Transportation Manager  
 City of Santa Barbara

April 25, 2012

Dear Ms. Anderson and Mr. Allen,

Recently, the Santa Barbara Bicycle Coalition responded to local businesses at Canon Perdido and Santa Barbara streets regarding installing on street bike parking, as has been done in 26 American cities. The attached letter with signatures from seven local businesses was turned into the City of Santa Barbara on February 28<sup>th</sup>, with additional feedback recently sought from the Trust for Historic Preservation.

Based upon this feedback, we'd like the City to study the advantages and disadvantages of three different areas for the on street bike parking. After the City circulates the results, the local businesses could indicate their support or feedback for each option.

- In the extra -long red zone in front of Sojourner (though some businesses expressed concern that traffic backs up on Canon Perdido with drivers turning left on to Santa Barbara Street, and drivers use this red zone to pass these drivers).
- Removing a parking spot in front of Sojourner, immediately adjacent to the area above.
- Removing a parking spot in front of Handlebar Coffee

All businesses that we talked to were supportive of the proposal, and some had additional comments on this project. This cover letter summarizes some of the feedback we heard from them.

- Handlebar Coffee – This business was one of the original requestors for on street bike parking, and they had an architect draw up a concept of an on street bike parking area, attached. The owners are former professional bike racers, and they have a large biking clientele that often overflows the area with bikes.
- C'est Cheese – This business was another of the original requestors, as they have multiple hitching posts outside of their shop that interfere with their ability to have outside tables. They'd prefer if additional bike parking was developed on street, allowing for more room on the sidewalks.
- Julienne – Very supportive of the project. During the summer six of their nine employees bike, and they'd like to use the parking.
- Sojourner – Many of their clientele bicycle to the restaurant.
- Three Pickles – Supportive of the project, but wonder if it may be better to remove some car parking instead of using the red zone, as traffic can back up as mentioned above.
- The Trust for Historic Preservation – Supportive of concept, but board is concerned about traffic backing up if the red zone is removed, despite that

this traffic movement is illegal. They are mixed regarding removing parking. They would like to see the City bring different options with positive/negative notes for their review.

Thank you for your consideration of this important improvement that is consistent with the circulation element of the General Plan. We request that your staff respond promptly with a timeline to move forward with this project.

Respectfully,

Ed France  
Executive Director  
Santa Barbara Bicycle Coalition







Bike Route

Proposed On-Street  
Bike Parking

Bien Nacido  
Vineyards

Summit  
High School

La Playa  
Azul Cafe

Zaytoon

Franchise  
Matchmaker

Visiting Nurses  
& Hospice Care

El Presidio de  
Santa Barbara  
State Historic Park

Panino

Santa Barbara  
Jr. College

Julienne

Three  
Pickles

C'est  
Cheese

Drishti

Santa Barbara St

Anacapa  
School

Santa Barbara  
Trust for Historic  
Preservation

US Post  
Office

Santa Barbara  
Walking Tours

Santa Barbara  
Historical Museum

Presidio Ave

Other Americas  
Radio



# Attachment C

Existing Conditions

# Current Bicycle Parking Conditions

800 Santa Barbara Street



100 East Canon Perdido

# Existing Sidewalk Conditions



800 Santa Barbara Street

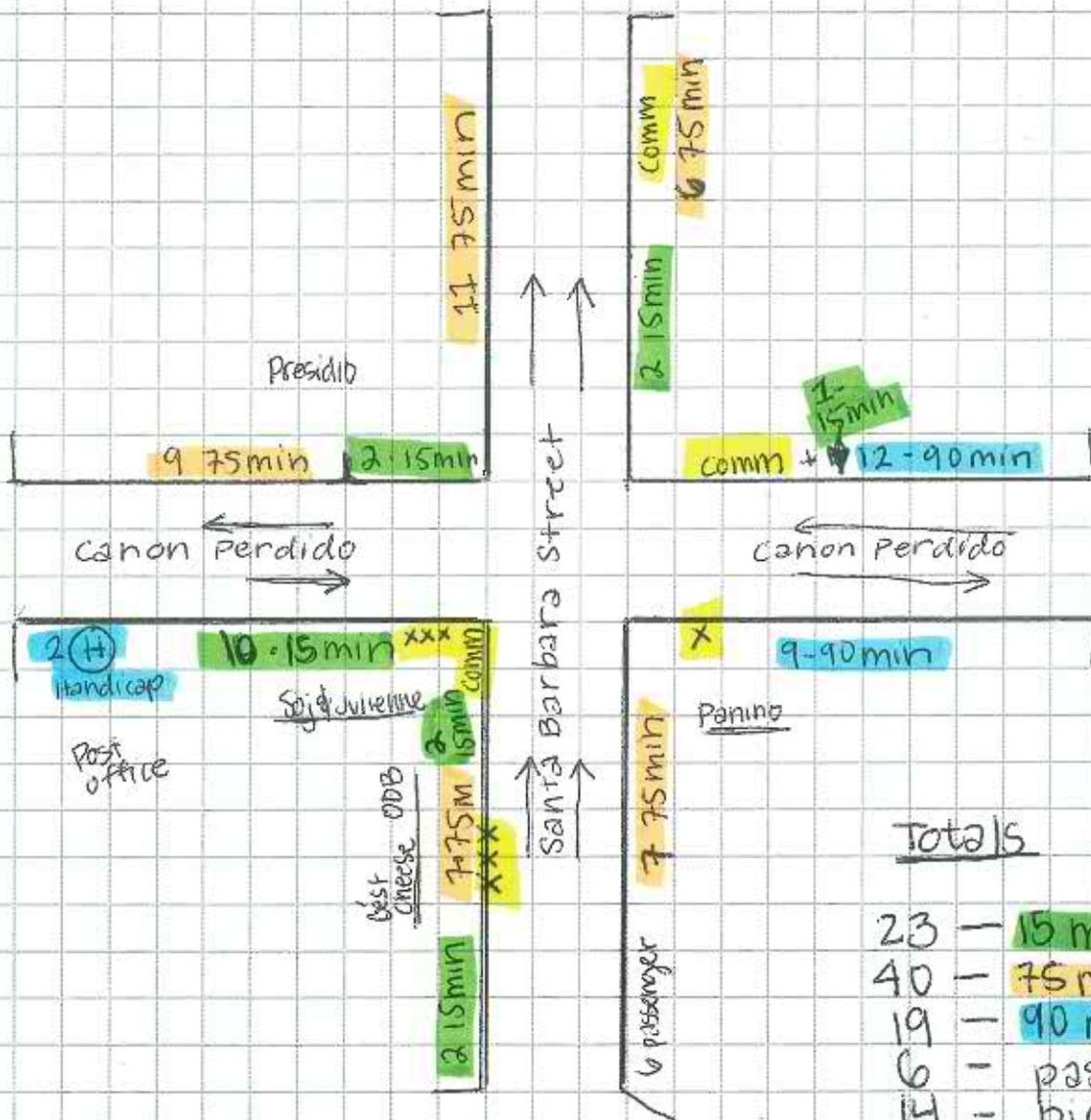


100 East Canon Perdido

# Existing Immediate Parking Condition



On-Street Parking  
 100-200 E Canon Perdido  
 800-900 Santa Barbara



Totals

- 23 - 15 minute
- 40 - 75 minute
- 19 - 90 minute
- 6 - passenger
- 14 - bicycle (x)=2
- 2 Handicap
- 3 Commercial Zones



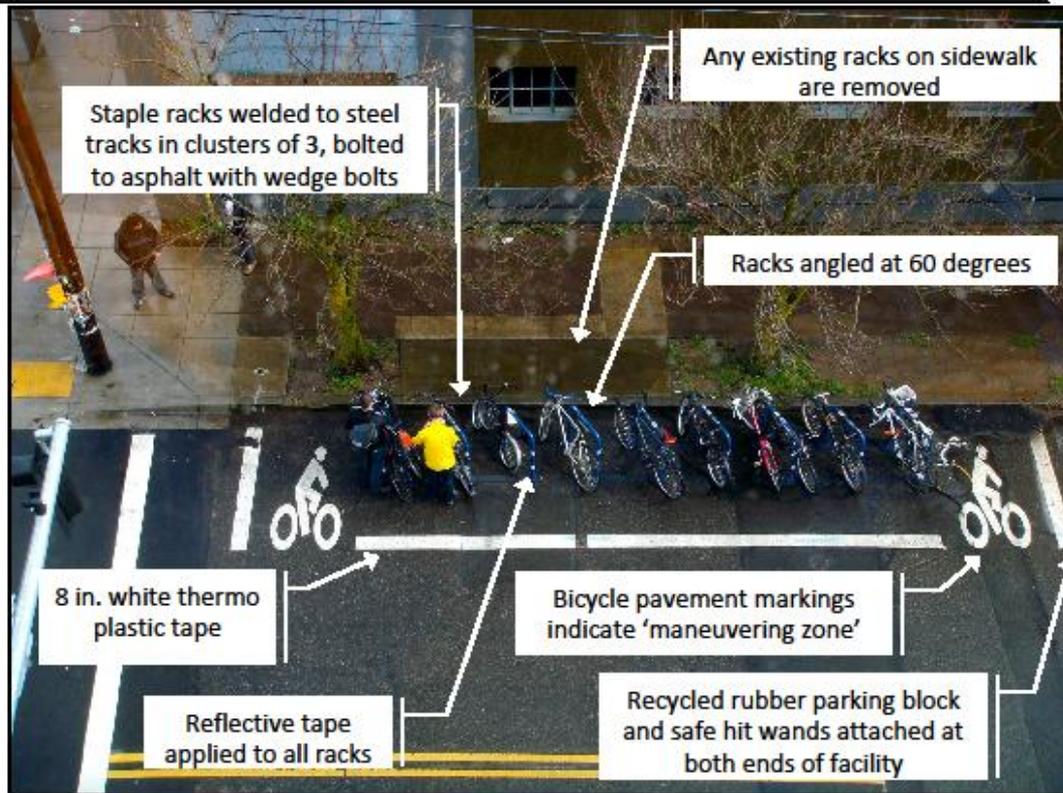


# Attachment D

Aerial example of a  
Bike Corral facility

# Aerial Bicycle Corral Design

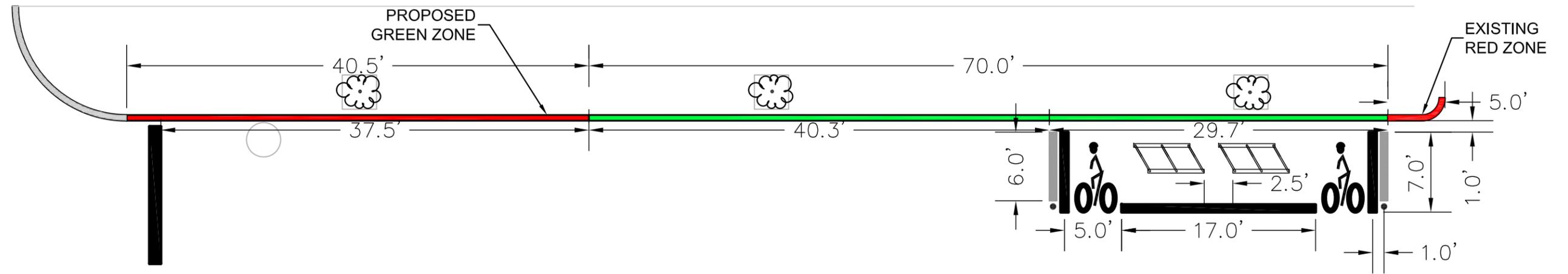
## Design: the nuts and bolts



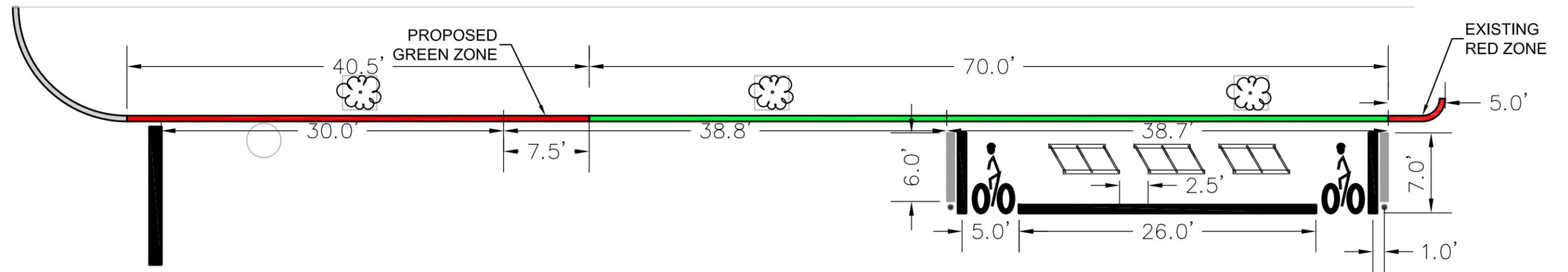
# Attachment E

Santa Barbara on-street bicycle  
parking details





ALTERNATIVE I  
12 BIKE PARKING SPACES



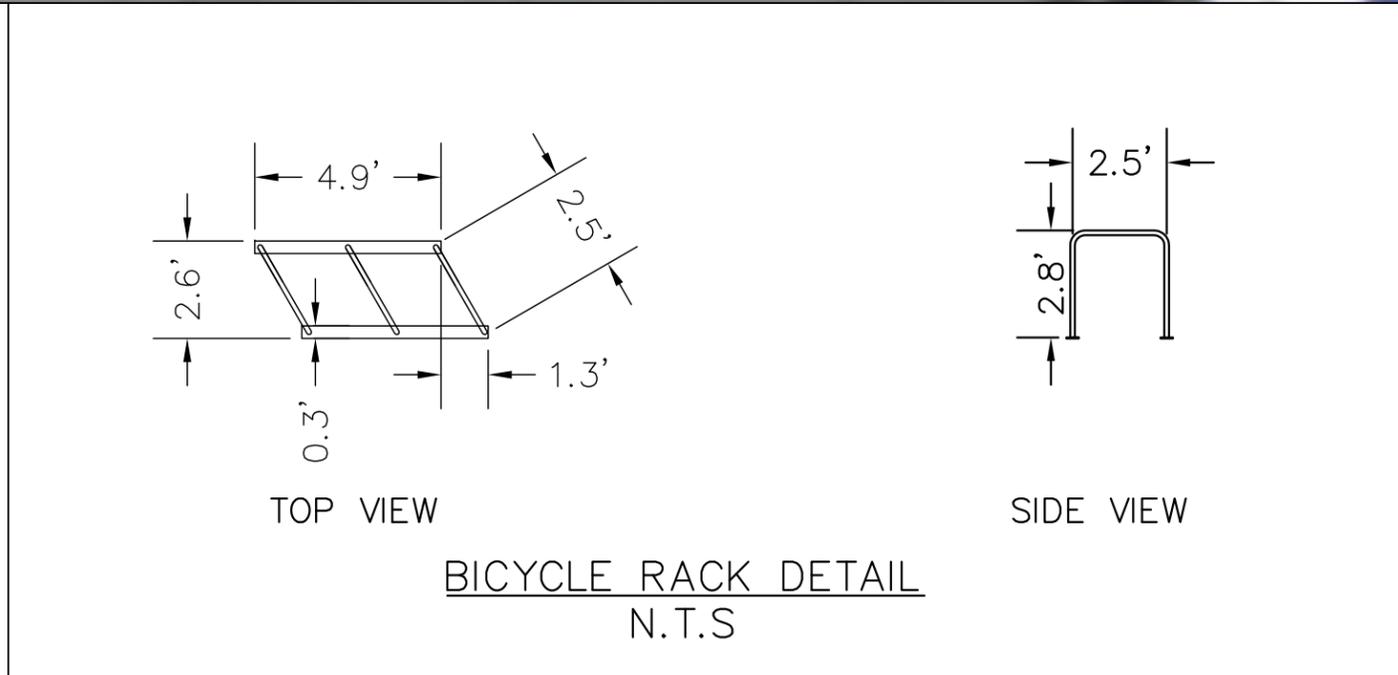
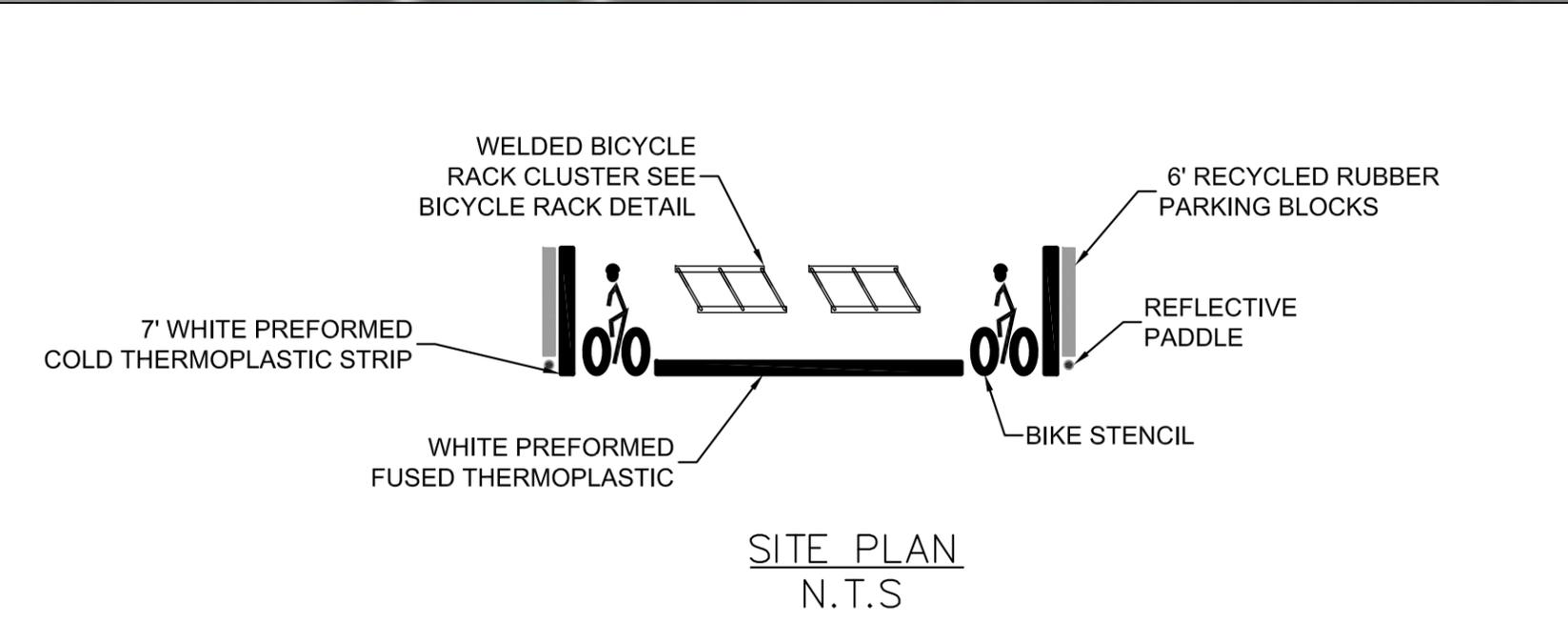
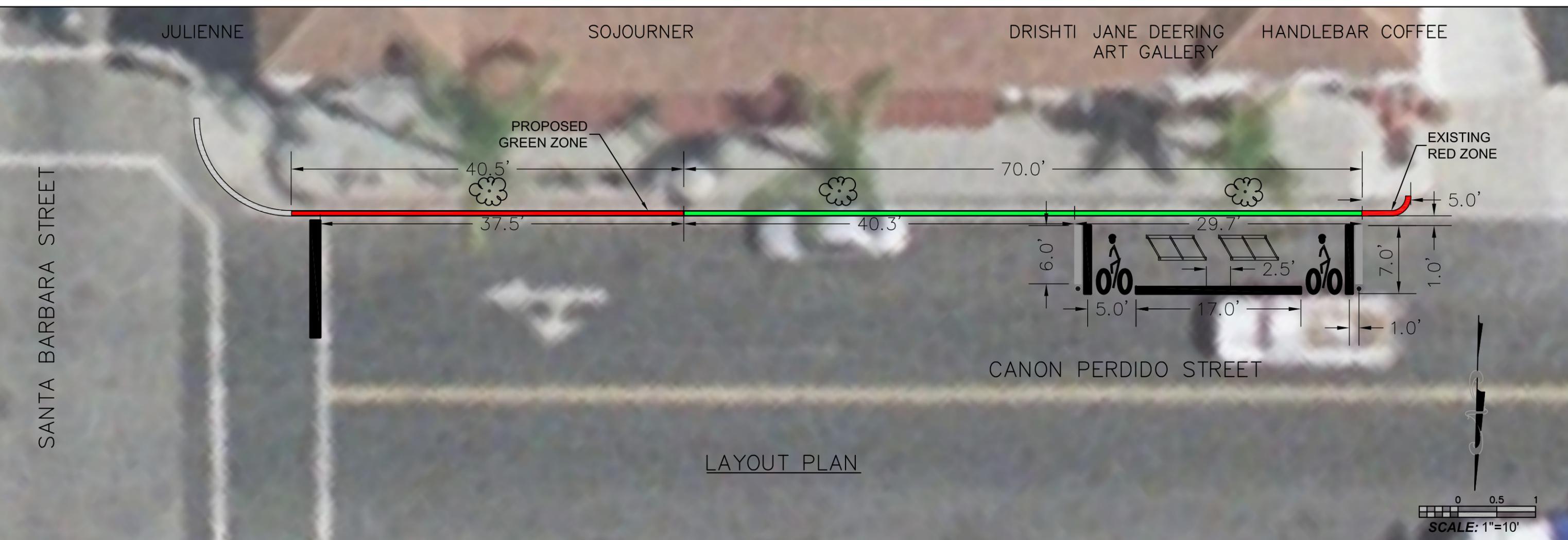
ALTERNATIVE II  
18 BIKE PARKING SPACES

# CANON PERDIDO ON-STREET BIKE PARKING DRAFT

ALTERNATIVES 1 & 2

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DATE:	10/2012

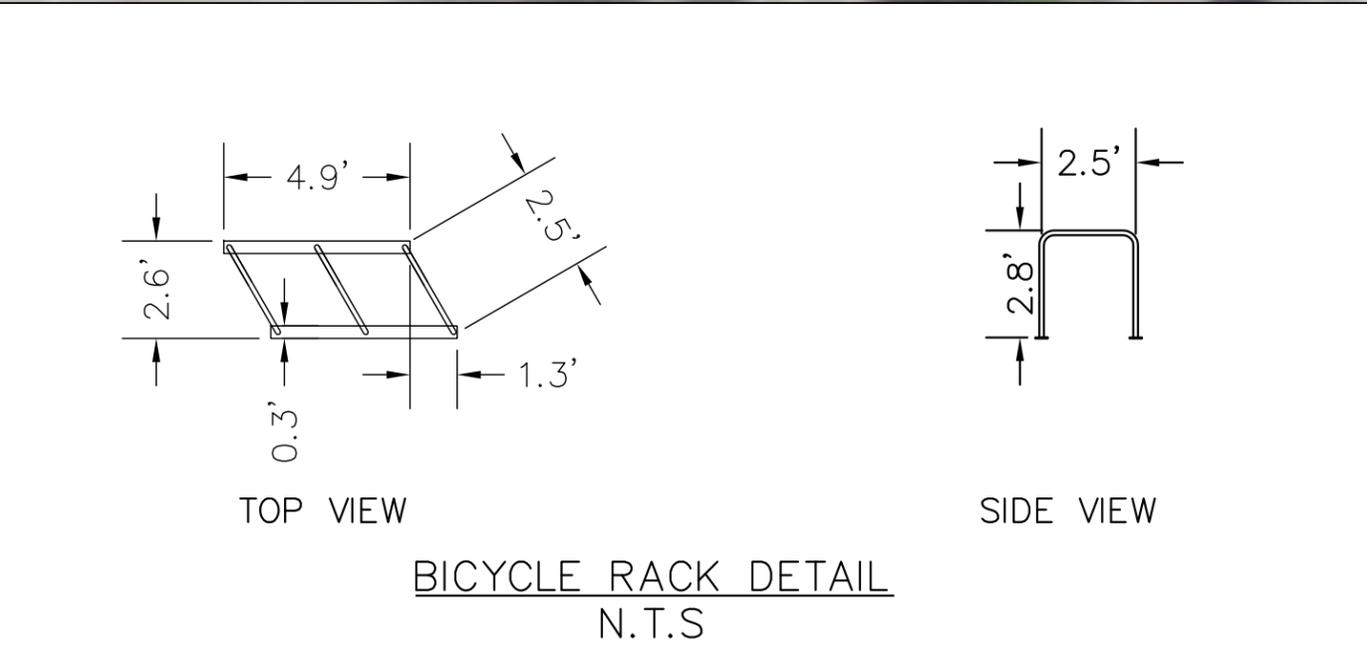
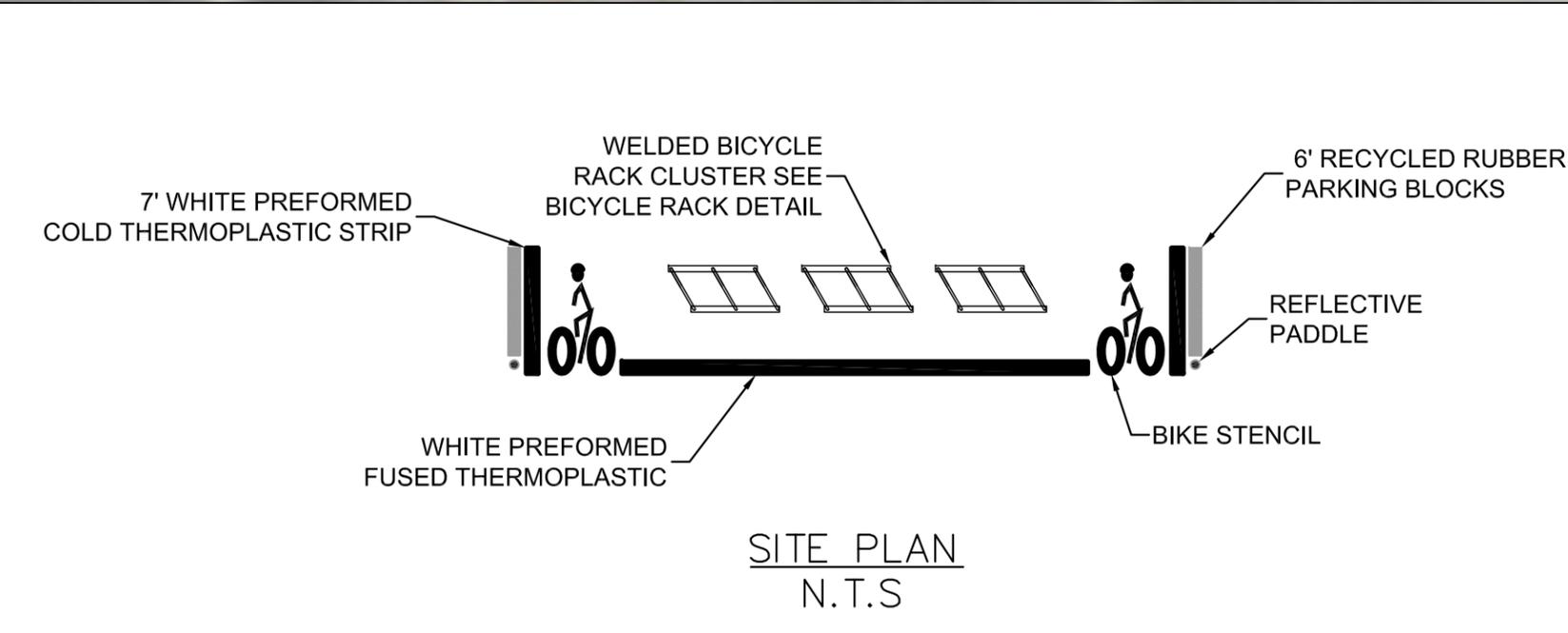
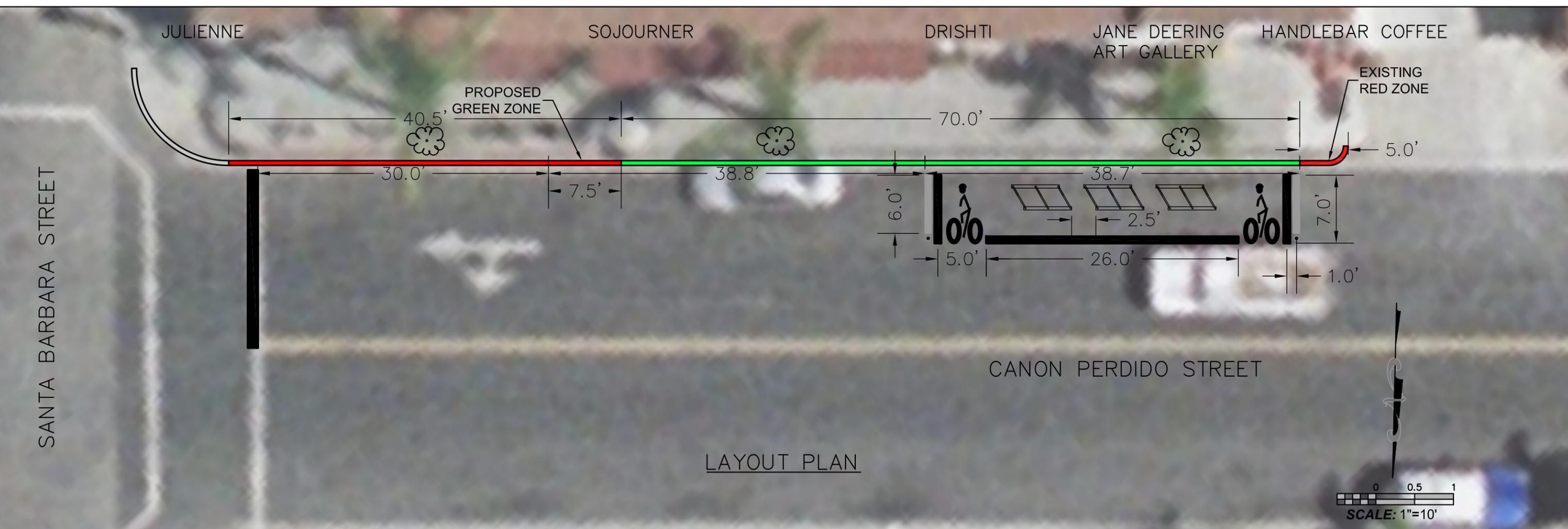




# CANON PERDIDO ON-STREET BIKE PARKING DRAFT

ALTERNATIVE 1

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DATE:	10/2012



# CANON PERDIDO ON-STREET BIKE PARKING DRAFT

ALTERNATIVE 2

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DATE:	10/2012





# MEETING MINUTES

CITY OF SANTA BARBARA

## TRANSPORTATION AND CIRCULATION COMMITTEE (TCC)

David Gebhard Public Meeting Room  
630 Garden Street, Santa Barbara, CA  
Thursday, November 8, 2012, 6:00 PM

CALL TO ORDER: Chair Blackerby called the meeting to order at 6:02 PM

### ROLL CALL:

#### TCC MEMBERS

Hillary Blackerby  
Mark Bradley  
Keith Coffman-Grey  
Edward France  
Susan Horne  
Kathleen Rodriguez  
David Tabor

#### Attendance

Present  
Present  
Present  
Present  
Present  
Present  
Absent

#### CITY STAFF PRESENT :

Browning Allen, Transportation Manager  
John Ewasiuk, Principal Engineer  
Ashleigh Shue, Project Engineer  
Rob Dayton, Principal Transportation Planner  
Sarah Grant, Mobility Coordinator  
Jessica Grant, Project Planner  
Kim Thaler-Strange, Administrative Specialist

#### LIAISONS PRESENT

Grant House, Council Liaison

**CHANGES TO THE AGENDA:** Switched items 6 and 7

### **PUBLIC COMMENT:**

1. No Public Comment.

### **CONSENT CALENDAR:**

2. **Approval of Minutes from the September 27, 2012 meeting where a TCC quorum was present.**

**Motion:** Approve the Minutes from the September 27, 2012, meeting.

Motion made to approve the minutes by, Mr. Coffman-Grey, seconded by Susan Horne

Ayes: 3 Noes: Abstain: 2 (France, Rodriguez) Absent: 1 (Tabor)

Mr. Bradley came in at 6:04

## REPORTS

### 3. MTD Monthly Report

Mr. Allen reminded the Committee that this was a general standing item. Ms. Blackerby noted the passing of David Damiano, a much respected MTD Employee. Mr. Coffman Grey noted that the decrease in ridership on the Downtown/Waterfront Shuttle between August and September was smaller than in previous months.

### 4. Eastside Neighborhood Transportation Management Plan

Jessica Grant presented the report for the Eastside Neighborhood Traffic Management Plan (NTMP) as an informational item. She went over the timeline, project objectives, areas of interest and measures for success. Council gave direction for the planning effort of this project at the September 18, 2012 meeting. This project's objective is to address traffic issues and engage the Eastside community regarding pedestrian and safety concern, as well as inform and educate the neighborhoods. Ultimately, short and long-term improvements will be recommended and covered at a later time. On November 14, 2012, Ms. Grant will be going to the Neighborhood Advisory Committee, and hopes to return to the TCC in spring 2013 for a final presentation and TCC Recommendation.

#### Public Comment

Caitlin Carlson (COAST) – Thanked Jessica for taking the lead on this project. She also urged that COAST would like to see specific projects be made a priority.

#### TCC Comments and questions

Mr. Allen advised the TCC that this was an informational item and no motion was necessary. He also said that this was the first public presentation about this project. Staff has been working on this since September, and Derrick Bailey is doing parallel work looking at crash history in these neighborhoods for any traffic concerns that can be addressed. Both efforts will be brought to the Committee concurrently.

The Committee overall expressed their pleasure and support for this effort. Mr. Coffman-Grey inquired as to where the funds for this project were going to come from. He was told that various funds, including a reprioritization of Streets Capital, Measure A, Safe Routes to School, and Measure A Pedestrian and Bicycle grants would be utilized. Additionally, staff will be asking for CDBG Funds. Mr. Allen indicated that by the time this effort goes to Council, there would be a better idea of where the funding was going to come from.

Ms. Horne received confirmation that the safety measures already agreed upon were in progress. Mr. Allen informed the Committee that short term solutions will be more in Mr. Bailey's area, and the long-term solutions will be more of a planning effort.

It was suggested to staff that the community outreach process include graphs of vehicle counts and ADTs, locations of stop signs, graphs to indicate speed, and outreach to the Independent Living Resource Center. There was also a request for improvements for the bike lanes throughout the Eastside. Ms. Grant told the Committee that there would be translators available for the various meetings, but staff was still looking into who would be providing such services. She asked for any

recommendations. Mr. Allen indicated that staff would be talking to the experts for the best approach.

## 5. Pilot On-Street Bicycle Parking Project

Mr. France excused himself from this item.

Sarah Grant, Mobility Coordinator presented the report. This is a pilot project, fully driven by the community. This project will place a bike corral at the corner of Canon Perdido and Santa Barbara Streets. The Bicycle Coalition and eight businesses have written letters of support for this project. At this time, parking for bicycles in this area is inadequate. Cyclists are parking on the sidewalk, which takes up pedestrian space as well as space for outdoor dining. The businesses in this area are on the cross town bicycle route. Staff looked at three locations, (in front of Julienne, Sojourner, and Handlebar Coffee Roasters). The preferred option is in front of Handlebar and an art gallery. This location is furthest from the intersection and has best visibility because of a natural break in sidewalk. The racks that will be used will be more secure.

Concerns include the loss of two 15-minute spaces for businesses that need those spaces for customer pick up and drop off. A proposed compromise is to convert a 75-minute space to a 15-minute space. Staff will work with the businesses these issues. \$3,000 is available to fund this project, and staff will install the racks. This is consistent with goals of the Bicycle Master Plan. Staff is recommending that the TCC support the request for Alternative 2 and review the project in a year.

### Public Comment

Business owners from the area were at the meeting to show their support for this project, and are glad to be part of the pilot program. They thanked Sarah for her time, and feel that the positive aspects of this project outweigh the negatives. One property owner came to the meeting to show support and suggested shortening the red zone on Canon Perdido Street because Santa Barbara Street is a one-way street. The only concern he has was that Handlebar is a mid-block business.

### TCC Comments

The Committee was supportive of this project. They are pleased that the business community is speaking up, and expressed hope that the HLC sees that bicycles are more historic. They also hoped that the HLC only weighs in on the aesthetics of the project. Mr. Bradley asked how abandoned bicycles would be dealt with. Ms. Grant indicated that the business owners would be encouraged to take initiative and call the Police Department to have them put a notice on the bike before removing it. Mr. Trey Penner told Ms. Horne that the new bike parking would be similar to a bike corral and there shouldn't be a problem with employees parking in front.

Committee members also pointed out that the parking should not look like a corral, especially in the historical district. He also asked about a barrier on the curb or in the alley, as well as expressing concern for the potential for cars to run into bicycles. He was also concerned about the lack of a 15-minute zone. Ms. Grant indicated that Staff would be exploring that, and working with owners to form a consensus. She also said that there would be reflective markers on the street and barriers in the form of wheel stops would be on both sides.

Mr. Allen told the Committee that it was Ms. Grant's last TCC meeting, and acknowledged her work. He also said that this item may not go to HLC in December; its timing is uncertain, and it may not be until after the first of the year. The Committee will be notified when it does go to HLC.

**Motion:** That the TCC support the request of businesses for on-street bicycle parking, and that it is consistent with the Circulation Element supporting Alternative. 3

Motion made by, Mr. Coffman-Grey, seconded by Mr. Bradley

Ayes: 5      Noes: 0      Abstain: 1 (France)      Absent: 1 (Tabor)

#### 6. Las Positas Road at Cliff Drive Intersection Improvement Project

Ashleigh Shue, Project Engineer, presented this report. Derek Rapp from Penfield & Smith, and John Ewasiuk, Principal Engineer were also in attendance to answer questions. This project was initiated by the City to construct intersection improvements at the Las Positas Road/Cliff Drive Intersection. Three alternatives were evaluated: 1) maintain the existing all-way stop and widen the southbound approach to accommodate a second left hand turn lane, 2) install a traffic signal, and 3) construct a roundabout.

The Committee overall expressed concerns about the funding issues. The funds will be available for Fiscal Year 2015/2016; however, the costs involved with this project will go up. Ms Shue indicated that a 20 percent contingency was included to cover any cost increase. It was agreed that the first alternative would not make any improvements to the intersection, and shouldn't be on the table. The question was also raised about when the City would be taking over this intersection, and staff was asked why decisions are being made now. The Committee, along with two members of the public, expressed support for the roundabout option. Committee Member Bradley pointed out that the project is subject to the Safe Streets guidelines. Mr. Coffman-Grey indicated that if the funds can't be found for a roundabout, a traffic signal would be the next viable option to maintain the current LOS. Ms. Blackerby suggested that the project would be pushed out further if the City was unable to find funding; although perhaps some funding could be found based on environmental benefit since there would be a reduction in impervious surface. Ms. Blackerby also inquired as to when the focus could move from the roundabout alternative to the traffic signal. Where is it in the CIP? Ms. Blackerby suggested that staff go after the funding and if we are unable to do the roundabout project, go to the traffic signal option.

Ms. Horne suggested that this project needs to be done sooner rather than later, and that as nice as the roundabout is, it is not worth waiting years. At least a traffic signal would reduce timing. Mr. France noted that there is a difference of \$745,000 between the roundabout option and the traffic signal option. Could that kind of funding be found? Ms. Rodriguez pointed out that the roundabout would be more aesthetically pleasing than a traffic signal, especially given the amount spent on creek restoration.

Ms. Shue indicated that if the project was put on hold there would be cost savings at least in the design phase, since the City would not have to go through Caltrans coordination and review. Staff will also be looking into the Safe Streets Guidelines, and looking for more funding options. Any STIP funds have already been allocated for the HOV/101 Project. Mr. Allen indicated that staff would like to have the final design before going out to bid, in tentatively a year to a year and a half; however, bid prices will increase as the economy gets better. Staff will have to sit down and discuss where the project falls in the CIP, and two possible options. One option is to push the STIP funding out. The delay in funding is due to the state's budget issues; there has not been funding available at the state level.

Mr. Allen told the Committee that if they vote for the roundabout, staff would sit down with SBCAG and discuss available funding. If the money is there, we can explore funding options. If this process will take a several years, staff will let the Committee know that.

Councilmember House indicated that the recommendation of the Committee would help Council move forward and asked the Committee to let them know their preference, money aside. Council is interested in what the Committee wants and why they want it.

**Motion:** That staff keep the roundabout as preferred alternative for another six months and look for further funding sources, and return to the Committee.

Motion made by Mr. Bradley, seconded by Mr. Coffman-Grey

Ayes: 6      Noes: 0      Abstain: 0      Absent: 1 (Tabor)

#### 7. Review of the proposed 2014-2019 Six-Year Capital Improvement Program

John Ewasiuk presented this report discussing the Capital Improvement Program (CIP). It is a new six-year cycle, and there are 88 projects identified. He reviewed the purpose of the CIP Program, and reminded the Committee that the budget is adopted annually. Input was received from the Neighborhood Improvement Task Force, the Access Advisory Committee, and other Boards and Commissions. The main purpose of the CIP projects is safety and maintenance of the City infrastructure. This will be presented to Council in June, 2013.

The majority of the projects listed were traffic safety and bridge projects. This year's budget is approximately \$3.7 million. This report will go to PC in December, and will come back to the TCC in spring, prior to going to Council.

(Ms. Horne left at 8:30).

#### TCC Comments:

Ms. Blackerby wondered how many bridges now need repair, and asked about the Bicycle Master Plan and where its priority is; indicating that the Committee would like to see the update of the Plan made a priority. She also noted that somewhere, the Bicycle Master Plan needs to be ranked as a high priority. She also asked how sidewalk infill gets prioritized. Mr. Ewasiuk said that the City was trying to get as many bridges replaced as possible. Many of them are 100 years old. Some funding for these bridges is coming from the FHWA, who is giving the City 88 percent funding for some bridges, leaving the City to come up with 11 percent of the cost. Bridges are anticipated to last for a lifetime. Mr. Allen said that funding for the Bicycle Master Plan is still there. Staff is submitting an application for Measure A funds for other projects, to free up money for other purposes. The decision of when to update the Bicycle Master Plan is Council's. The Eastside plan needs to be completed first. Mr. Allen discussed the process for sidewalk infill – there is a separate prioritization list. The Streets division will perform contract work; they have a list of locations where the sidewalk is uplifted (based on calls from the public and from staff). The worst areas are completed first. Infill is an annual program, adopted as a priority by Council, and is completed as funding is available.

Mr. Bradley noted four out of the top 5 priorities are pedestrian related; two of those are on the Eastside and asked about funding sources. Mr. Allen replied that the downtown sidewalk was funded with RDA funds. Staff is looking at what funds are available and the worst sidewalks will be repaired first. Once the Neighborhood Traffic Management Plan is completed, funds will be

identified for the Bicycle Master Plan. There is a Safe Routes to School grant for Cleveland School; that money will be used on the Eastside this year. Staff is looking for additional funding.

Mr. France asked about the flexibility of budget funding. He pointed out that the LSTP has been steady for the past several years, but was programmed into pavement maintenance. He suggested that the City add their voice to the lobbying mechanism in Sacramento. Staff needs to be proactive and try to make things such as the Gas tax based on the facilities that are being used. Mr. Ewasiuk indicated that the revenue streams (UUT, Gas Tax, Measure A, non-101 corridor Measure A) have stayed the same. This could change if there is an increase in sales tax. Mr. Allen indicated that the only revenue source with that would get an increase is Measure A, and that money goes through SBCAG. Other potential funds for transportation infrastructure include General Fund money; however that is allocated by Council. Staff is not asking for that now. Staff can go to Council and make adjustments, however it is up to them to allocate block grant money, and reprioritize.

Ms. Rodriguez asked about how staff works within the agency. Mr. Ewasiuk said that our department works with Creeks staff and the Creeks Manger. There is a process for working on significant issues.

Mr. Coffman-Grey said that staff did a good job of narrowing the project list down. He hopes that Eastside projects are not jeopardized and that we can leverage the grants. He pointed out that pavement maintenance keeps up moving. There are cities that are in worse shape than Santa Barbara.

Mr. Allen announced that Interviews for TCC are in progress. Mr. Tabor and Mr. Bradley have not reapplied. He thanked them for their service, as did Ms. Blackerby.

Chair Blackerby adjourned the meeting at 9:07 p.m. out of respect for the departing TCC and City staff members, and in memory of David Damiano.