



THE CITY OF SAN DIEGO

## PARKING ADVISORY BOARD MEETING MINUTES

August 20, 2009

City Administration Building  
202 C Street, 12<sup>th</sup> Floor - Conference Room  
San Diego, CA 92101

<b>Board Members PRESENT</b>	<b>Board Members EXCUSED</b>	<b>Board Members ABSENT</b>
Cindy Lehman John Pilch Richard Stegner Paul Robinson Tom Brady John Cunningham Ernestine Bonn <u>Jay Riordan</u> Linda Stanley Jennifer Finnegan	Frank Alessi <u>Michael McNeill</u>	Polly Gillette

### CITY STAFF

Meredith Dibden Brown, CPCI - OSB - Community Parking District Program  
Michael Vogl – Office of the City Treasurer – Revenue Collections  
Cheryl Cook - Office of the City Treasurer – Revenue Collections

### OTHERS

Carol Schultz  
Gary Weber  
Marco LiMandri

### 1. Roll Call

Paul Robinson called the meeting to order as a committee of the whole at 3:02 p.m. and then a quorum was established at 3:04 p.m.

## 2. Approval of Minutes

Minutes from June 18, 2009 were approved. (There was no meeting in April 2009 and the May 2009 meeting was cancelled since a quorum could not be attained).

Motion: John Cunningham / Second: Cindy Lehman.

Passed 8-yes 0-no and 1-abstention (John Pilch).

## 3. Public Comment (non-agenda)

None.

## 4. Administrative Items

- a. None.
- b. None.
- c. None.
- d. None.

## 5. Information- Updates

- a. None.
- b. None.
- c. None.
- e. None.
- f. None.
- g. None.

## 6. Mid-City Rapid Bus Transit Project

Miriam Kirshner, from SANDAG, provided an overview of the project which includes the design and implementation of a ten-mile, high speed, limited-stop service between San Diego State University (SDSU) and downtown San Diego along El Cajon and Park Boulevards.

In evaluating ridership, common complaints include that riding the bus is too slow and it can be difficult to board. Key elements of this project designed to address such complaints and provide faster travel times and increased reliability are: having fewer stops; using bus-only pockets at key intersections; lower floor buses; raised platforms; priority lanes; and synchronized traffic signals. Other bus stop/station improvements include: shelters; real-time display for next bus arrival times; improved ADA/ sidewalk crossings; ticket vending benches; bike racks; and deciduous street trees.

On Park Boulevard the bus will run down the center of the street and the bus stop platform will also be in the middle to save travel and stopping time. On street parking will be impacted and a few spaces may be lost and then some spaces may be gained by reconfiguring the parking. The net loss possible is nine to fifteen spaces.

Overall the service is expected to take 38 minutes from end to end which would be a 25% improvement over the current travel time. Also, the frequency of service would increase relative to the current bus route.

There were some questions and discussion about the ridership, community support, the medians, and parking losses. Ridership is anticipated to be about 15,000 on opening day. The total cost of the project is estimated at \$40 million, which includes around \$13 million for new buses. It is anticipated that it will take about a year to finish the design and obtain permits; the environmental documents are being prepared. The service will generate more revenue but will also have higher operating costs but overall should result in reduced subsidies.

## **7. Final Report on Enhanced Single Space Parking Meter Pilot.**

Michael Vogl presented information on pilot project results for new technology single-space meters installed in several locations in the Uptown and Downtown Community Parking Districts. The pilot started in January 2009 and lasted three months with 50 mechanisms provided by IPS, at no material cost, being installed in existing meter housings. The mechanisms are solar powered, accept credit/debit card payment, enhance data gathering /accessibility, have enhanced meter displays, and support traditional enforcement tactics.

The evaluation criteria for the pilot included costs, enforcement, operations, and public acceptance. Michael reviewed the various cost configurations for purchase, installation, removal, and maintenance of old meters, new high-tech meters, and multi-space meters. The average cost to convert an existing single space meter to a high tech meter is around \$525.

Citations declined during the pilot which could possibly be attributed to the use of the credit/debit card option to purchase the maximum time allowed as compared with using available change to purchase time. There was also a decline in coin collection, fewer meter malfunctions and increased parking meter revenue. The real time communications and data access provided by the high-tech meters nearly eliminated data collection and review time. This data also reported on the solar charging/battery for the meter. The meters received positive media coverage, generated minimal complaints from the public, and there were fewer parking citation appeals. There were no particular vandalism issues but where people were putting coins in the credit card slot, the mechanism was changed to allow for the coin to simply fall through and avoid jamming the slot.

IPS also provided sensors for testing. No real evaluation criteria were developed since this was more of a trial to actually see how the sensors function. Sensors are affixed to the roadway within the parking space, and may be used to track actual vehicle usage and movement in and out of a space. This may lead to better data as to parking trends in particular locations, or to identify vacant spaces for electronic signage for parking availability, or to identify time limit violations. This testing is on-going and a separate report will be issued in 60 – 90 days.

To upgrade meters will require the development of an RFP process.

Motion: John Cunningham / Second John Pilch. Passed unanimously.

**Support the inclusion of high-tech solar powered single-space parking meters as one of many options for managing parking in the City of San Diego.**

## **8. Affordable Housing Parking Study Stakeholders Group**

John Pilch agreed be the Parking Advisory Board representative to the Affordable Housing Parking Study Stakeholders Group. The first meeting of the group is to be scheduled in the next few weeks.

## **9. Mayor's Five Year Parking Utilization Plan**

Meredith Dibden Brown provided an update on the Plan and noted changes that had been incorporated based on comments from the City Council at the March 30, 2009 meeting. During April, May, and June of 2009, Meredith and Michael Vogl had attended and made presentations at a number of different community meetings. Newly recommended changes from DPMG included making the distance for the appeal process consistent with other land use regulations (500 ft.) and modifying the range of operating hours to allow meters to start at 7:00 a.m. All of the groups, except Hillcrest BIA, Hillcrest Town Council, and Uptown Planners, supported the Plan. It was anticipated that a report including these recommendations would be provided to the Budget & Finance committee on September 22, 2009. Tom Brady suggested that the PAB could comment further on report changes to date and it was agreed to include this again at the next meeting.

## **10. Conflict of Interest Code and Community Parking District Council Policy**

No update on the COI Code so staff was asked to follow up with the City Attorney's office for the next meeting.

## **11. Next Meeting Date and Tentative Agenda Items**

The next meeting date is September 17, 2009.

## **11. Adjournment**

The meeting was adjourned at 4:06 p.m.

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Final Approved:           October 15, 2009  
Motion by:                 John Pilch / Cindy Lehman  
Revisions to Draft:       *Double Underlined and Italic*