



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: Public Works
Department No.: 054
For Agenda Of: November 17, 2015
Placement: Administrative
Estimated Time:
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director: Scott D. McGolpin, Public Works, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064
SUBJECT: Adopt Resolutions for Stop Controls on various roads in the Third Supervisorial District and Parking Restrictions on various roads in the First and Fourth Supervisorial Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

- a) Adopt the attached Resolution (Attachment A) to establish stop controls on various roads in the Santa Ynez and Vandenberg Village areas of the Third Supervisorial District;
- b) Adopt the attached Resolution (Attachment B) to rescind Resolution 98-35 and Resolution 04-220 to remove parking restrictions on various roads in the Orcutt area of the Fourth Supervisorial District;
- c) Adopt the attached Resolution (Attachment C) to establish a no stopping, standing or parking zone on various roads in the Mission Canyon area of the First Supervisorial District and in the Orcutt area of the Fourth Supervisorial District; and
- d) Find that the proposed actions are for the operation and maintenance of an existing public facility, involving negligible, or no expansion of use beyond that which presently exists, that the proposed action is therefore exempt from California Environmental Quality Act pursuant to 14 CCR 15301, and approve and direct staff to file the attached Notice of Exemption on that basis.

Summary Text:

Stop Controls

Cuesta Street at Willow Street

Cuesta Street is located in the Santa Ynez area. The north end of Cuesta Street terminates at Willow Street creating a 3 legged uncontrolled intersection. Public Works received a request from a resident for

a stop sign to be installed on Cuesta Street. The sight distance to the west from Cuesta Street at this intersection is less than desirable due to vegetation and fixed objects outside of the County right-of-way. Public Works recommends that your Board adopt the proposed one-way stop control on northbound Cuesta Street at Willow Street.

Burnham Drive at St. Andrews Way

Burnham Drive is located in the Vandenberg Village area. The north end of Burnham Drive terminates at St. Andrews Way creating a 3 legged uncontrolled intersection. Public Works received a request from a resident for a stop sign to be installed on Burnham Drive. The sight distance to the west from Burnham Drive at this intersection is less than desirable due to existing vegetation outside of the County right-of-way. Additional considerations to justify a stop sign on Burnham Drive are the moderate traffic volumes and speeds on St. Andrews Way and the future increase in traffic volumes on Burnham Drive from the new development being constructed to the south. Public Works recommends that your Board adopt the proposed one-way stop control on northbound Burnham Drive at St. Andrews Way.

Pinehurst Drive at St. Andrews Way

Pinehurst Drive is located in the Vandenberg Village area. The north end of Pinehurst Drive terminates at St. Andrews Way creating a 3 legged uncontrolled intersection. While investigating the request for a stop sign on Burnham Drive it was determined that Pinehurst Drive should be investigated for a stop sign as well due to its similar conditions. Pinehurst Drive is the second access point off St. Andrews Way for the new development to the south. The sight distance to the east from Pinehurst Drive at this intersection is less than desirable due to existing vegetation outside of the County right-of-way. Additional considerations to justify a stop sign on Pinehurst Drive are the moderate traffic volumes and speeds on St. Andrews Way and the future increase in traffic volumes on Pinehurst Drive from the new development being constructed to the south. Public Works recommends that your Board adopt the proposed one-way stop control on northbound Pinehurst Drive at St. Andrews Way.

Cota Street at Sagunto Street

Cota Street at Sagunto Street is a 4 legged uncontrolled intersection located in the Santa Ynez area. The California Manual on Uniform Traffic Control Devices provides that stop controls on approaches to intersections are warranted if engineering judgment indicates such controls are needed based on safety and the establishment of proper right-of-way. Public Works recommends that your Board adopt the proposed two-way stop control on Cota Street at Sagunto Street to bring this intersection up to current safety standards.

No Stopping, Standing, or Parking Zones

Exeter Place

Exeter Place is a residential road located in the unincorporated Mission Canyon area. The width of Exeter Place varies and has sections less than 22 feet wide. Public Works received a request for parking restrictions from a resident on Exeter Place. Public Works met with residents on the street and found that residents could be blocked in their driveway when vehicles are parked on the road and that two vehicles cannot pass near the intersections when vehicles are parked on the side of the road. Public Works recommends that your Board adopt the proposed no stopping, standing or parking zones on Exeter Place.

Dahlia Place

Dahlia Place is a residential road located in the Orcutt area. Alice Shaw Elementary School is located on the north side of Dahlia Place and contains a no parking zone from 7am to 3pm school days for school busses to use. Public Works received a request from the Orcutt Union School District to extend the existing no parking zone to accommodate the additional school busses that drop off and pick up students at Alice Shaw Elementary School. Public Works recommends that your Board adopt the proposed no stopping, standing or parking zone (7:00 am to 3:00 pm school days) on the north side of Dahlia Place extending the existing no parking zone to accommodate the additional school busses.

Dickson Drive

Dickson Drive is a residential road located in the Orcutt area. Joe Nightingale Elementary School is located on the west side of Dickson Drive and contains a no parking zone from 7am to 3pm school days for school busses to use. Public Works received a request from the Orcutt Union School District to relocate the existing no parking zone closer to Winter Road. The existing no parking zone already extends to Winter Road, but there was no sign to indicate this. Public Works will be installing a sign to make this clear, and determined that the length of the existing no parking zone is more than needed to accommodate the current school busses that drop off and pick up students at Joe Nightingale Elementary School. Public Works recommends that your Board rescind the existing no parking zone (7:00 am to 3:00 pm school days only), and adopt the proposed no stopping, standing or parking zone (7:00 am to 3:00 pm school days) on the west side of Dickson Drive decreasing the existing no parking zone to maximize on-street parking while leaving enough space for the school busses.

Dickson Drive and Downing Lane

While investigating Dickson Drive, a resolution establishing no parking zones at the intersection of Dickson Drive and Downing Lane was discovered. This resolution was passed in 1998 but was never implemented. It has been determined these no parking zones are not currently needed. Public Works recommends that your Board rescind the existing no parking zones at the intersection of Dickson Drive and Downing Lane.

Third District – Santa Ynez and Vandenberg Village Area

ADOPT

One-Way Stop Control

- Cuesta Street at its intersection with Willow Street
- Burnham Drive at its intersection with St. Andrews Way
- Pinehurst Drive at its intersection with St. Andrews Way

Two-Way Stop Control

- Cota Street at its intersection with Sagunto Street

Fourth District -- Orcutt

RECIND

No Parking Zone

- On the east and west sides of Dickson Drive between the centerline of Downing Lane and a point 80 feet south of the centerline of Downing Lane
- On the south side of Downing Lane between a point 75 feet east of the centerline of Dickson Drive and a point 75 feet west of the centerline of Dickson Drive

No Parking Zone (7:00 to 3:00 pm school days only)

- On the west side of Dickson Drive between a point 70 feet south of the centerline of Vineland Drive and the centerline of Winter Road

ADOPT

No Stopping, Standing or Parking Zone

- On the north and south side of Exeter Place from the centerline of Cheltenham Road to a point 87 feet east of the centerline of Cheltenham Road
- On the north side of Exeter Place from a point 170 feet east of the centerline of Cheltenham Road to a point 300 feet east of the centerline of Cheltenham Road
- On the south side of Exeter Place from a point 420 feet east of the centerline of Cheltenham Road to a point 546 feet east of the centerline of Cheltenham Road
- On the north side of Exeter Place from a point 486 feet east of the centerline of Cheltenham Road to a point 580 feet east of the centerline of Cheltenham Road
- On the north side of Dahlia Place from a point 119 feet west of the centerline of Loch Lomond Drive to a point 167 feet west of the centerline of Loch Lomond Drive (7:00 am to 3:00 pm school days)
- On the west side of Dickson Drive from the centerline of Winter Road to a point 303 feet north of the centerline of Winter Road (7:00 am to 3:00 pm school days)

The proposed stop controls and parking restrictions would involve negligible, or no expansion of use of existing facilities. Public Works recommends your Board's approval of the attached Resolutions to implement these stop controls and parking restrictions, and find the approval of these controls and restrictions exempt from California Environmental Quality Act (CEQA), pursuant to 14 CCR 15301.

Background:

When warranted, stop signs are a very effective traffic control device for improving public safety and traffic circulation. Stop controls are established based upon safety, usage, sight distance restrictions, and necessity, relative to community use as a whole. Public Works weighs all of these factors, and presents any recommended changes to your Board for approval.

Parking restrictions are established or rescinded based on safety, necessity, and community benefit. Public Works weighs all of these factors and presents any recommended changes to the Board of Supervisors for approval. These parking restrictions may include, but are not limited to no parking, time limited parking, loading only, vehicle height restricted parking, angle parking, handicapped parking, or any combination of restrictions.

Public Works has surveyed the proposed stop controls and parking restrictions described in this Board Letter, and determined that these controls and restrictions would be in the best interest of the communities and the traveling public. The proposed stop controls and parking restrictions would involve negligible, or no expansion of use of existing facilities. Public Works recommends your Board's approval of the attached Resolutions to implement these stop controls and parking restrictions, and find the approval of these controls and restrictions exempt from CEQA pursuant to 14 CCR 15301.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Total One-Time Project Cost</u>
Road Fund	\$3,600	\$3,600

Narrative:

Sign installation will require approximately \$3,600. Public Works anticipates installing all signs and pavement markings within 90 days of the Board's approval of the attached Resolutions.

Special Instructions:

Please provide two certified stamped minute orders and copies of the executed Resolution - one copy to Blair Gilbertson, Public Works Transportation Administration, ext. 3094; and one copy to Bert Johnson, Public Works Transportation Engineering Section, 620 W. Foster Rd. x8787

Attachments:

- Attachment A: Resolution (to establish stop controls on various roads)
- Attachment B: Resolution (to rescind Resolution 98-35 and Resolution 04-220)
- Attachment C: Resolution (to establish a no stopping, standing or parking zone on various roads)
- Attachment D: Vicinity Maps (5)
- Attachment E: Notice of Exemption

Authored by:

Bert Johnson, Traffic Engineering Associate III, Public Works – Transportation Engineering, 739-8787

CC:

PW Accounting
PW Traffic

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