



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:** February 14, 2017  
**Placement:** Administrative  
**Estimated Time:**  
**Continued Item:** No  
**If Yes, date from:**  
**Vote Required:** Majority

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**TO:** Board of Supervisors  
**FROM:** Department Director: Scott D. McGolpin, Public Works, 568-3010  
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064  
**SUBJECT:** Adopting and Rescinding Stop Controls and Parking Zones in the First, Second, Third, and Fourth Supervisorial Districts

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**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 various "Through Highways", "Stop Controls", and "No Stopping, Standing or Parking" zones in the First, Second, Third, and Fourth Supervisorial Districts;
- b) Adopt the attached Resolution (Attachment B) to rescind Resolution 84-137, 04-126, and a portion of Resolution 14-297 in the Third and Fourth Supervisorial Districts; and
- c) 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:**

This item is on the agenda to establish or modify "Through Highways", "Stop Controls", and "No Stopping, Standing or Parking" zones on various roads countywide.

**Proposed "Through Highways" (stop all entering traffic)**

Pursuant to County Code 23-1 and California Vehicle Code Section 21354, the Board of Supervisors may, by Resolution, designate any highway under its jurisdiction as a "Through Highway". The purpose of designating a road as a "Through Highway" is to assign priority to that road, thus requiring all connecting roads to stop. The designation of a "Through Highway" is reserved for collector roads, and arterials to facilitate traffic flow on those roads. The decision to review the following intersections was County initiated.

- **Courtney Drive – Third Supervisorial District**

Public Works recommends that your Board adopt the proposal to repeal in part and retain in part the “Through Highway” designation on Courtney Drive between Lewis Drive and Burton Mesa Boulevard in the Third Supervisorial District (Vicinity Map 1). Courtney Drive is classified as a local road located in the Mission Hills area. It also serves as a neighborhood collector from Onstott Road to Burton Mesa Boulevard. Currently, its entire length from Lewis Drive to Burton Mesa Boulevard is designated as a “Through Highway” requiring stop control for all entering traffic. A pavement treatment project on Courtney Drive was completed in December of 2016. During the review for this project it was determined that Courtney Drive south of Onstott Road should not remain a “Through Highway” because it functions only like a local road and not a collector road. It was also determined that Courtney Drive north of Onstott Road should remain a “Through Highway” requiring stop control for all entering traffic because it does serve as both a local road and a neighborhood collector by connecting Onstott Road to Burton Mesa Boulevard.

- **Onstott Road – Third Supervisorial District**

Public Works recommends that your Board adopt the proposed “Through Highway” on Onstott Road between Harris Grade Road and Courtney Drive in the Third Supervisorial District (Vicinity Map 1). Onstott Road is classified as a local road located in the Mission Hills area. It also serves as a neighborhood collector from Harris Grade Road to Rucker Road. Currently, it is only designated as a “Through Highway” from Courtney Drive to Rucker Road requiring stop control for all entering traffic. A pavement treatment project on Onstott Road was completed in December of 2016. During the review for this project it was determined that Onstott Road between Harris Grade Road and Courtney Drive should also be established as a “Through Highway” requiring stop control for all entering traffic because it does serve as both a local road and a neighborhood collector by connecting Harris Grade Road to Courtney Drive.

- **Solomon Rd – Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed “Through Highway” on Solomon Road between State Route 1 and Blosser Road in the Fourth Supervisorial District (Vicinity Map 2). Solomon Road is classified as a local road located in the Orcutt area. It also serves as a collector road connecting State Route 1 to Blosser Road. Currently, no portion of Solomon Road is designated as a “Through Highway”, though stop signs are posted on some of the streets that intersect Solomon Road. A pavement treatment project on Solomon Road will be completed in 2017. During the review for this project, it was determined that Solomon Road between State Route 1 and Blosser Road should be established as a “Through Highway” requiring stop control for all entering traffic because it does serve as a collector road connecting State Route 1 to Blosser Road.

**Proposed “Stop Controls”**

Pursuant to County Code 23-1 and California Vehicle Code Section 21355, the Board of Supervisors may, by Resolution, designate any highway intersection under its jurisdiction as a stop controlled intersection requiring stop signs to be installed at one or more entrances to the intersection. The California Manual on Uniform Traffic Control Devices provides that “Stop Controls” on entrances 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 some form of stop control at four way intersections for assignment of right of way and avoidance of confusion to drivers. The decision to review the following intersections was County initiated.

- **Morales Street – First Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Morales Street where it intersects Hubbard Avenue in the First Supervisorial District (Vicinity Map 3).

Morales Street at Hubbard Avenue is a four way uncontrolled intersection located in the New Cuyama area. Two-way “Stop Control” is recommended to assign right-of-way to Hubbard Avenue. Stop signs will be placed on Morales Street where it intersects Hubbard Avenue.

- **Camino Palomera – Second Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Camino Palomera where it intersects Camino Cerralvo in the Second Supervisorial District (Vicinity Map 4). Camino Palomera at Camino Cerralvo is a 4 way uncontrolled intersection located in the Goleta area. Two-way “Stop Control” is recommended to assign right-of-way on Camino Cerralvo. Stop signs will be placed on Camino Palomera where it intersects Camino Cerralvo.

- **Harris Drive – Third Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Harris Drive where it intersects Craig Drive in the Third Supervisorial District (Vicinity Map 1). Harris Drive at Craig Drive is a four way uncontrolled intersection located in the Mission Hills area. Two-way “Stop Control” is recommended to assign right-of-way on Craig Drive. Stop signs will be placed on Harris Drive where it intersects Craig Drive.

- **Onstott Road – Third Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Onstott Road where it intersects Courtney Drive in the Third Supervisorial District (Vicinity Map 1). Onstott Road at Courtney Drive is a four way intersection with existing “Stop Control” on Onstott Road located in the Mission Hills area. Due to the proposed removal of the “through highway” designation on Courtney Drive, the right-of-way must be re-established on Courtney Drive where it intersects Onstott Road. This action will not change the existing “Stop Controls” at the intersection. Stop signs will remain on Onstott Road where it intersects Courtney Drive.

- **Westminster Lane – Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Westminster Lane where it intersects Wellington Drive in the Fourth Supervisorial District (Vicinity Map 5). Westminster Lane at Wellington Drive is a four way intersection with existing “Stop Control” on Westminster Lane located in the Orcutt area. This resolution will formally assign right of way to the higher volume street, Wellington Drive. This action will not change the existing stop controls at the intersection.

- **Macon Court – Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Macon Court where it intersects Foxenwood Drive in the Fourth Supervisorial District (Vicinity Map 2). Macon Court at Foxenwood Drive is a four way uncontrolled intersection located in the Orcutt area. Two-way “Stop Control” is recommended to assign right-of-way on Foxenwood Drive. Stop signs will be placed on Macon Court where it intersects Foxenwood Drive.

- **Beverly Court – Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Beverly Court where it intersects Beverly Drive in the Fourth Supervisorial District (Vicinity Map 2). Beverly Court at Beverly Drive is a four way uncontrolled intersection located in the Orcutt area. Two-way “Stop Control” is recommended to assign right-of-way on Beverly Drive. Stop signs will be placed on Beverly Court where it intersects Beverly Drive.

• **Santa Ana Avenue – Second Supervisorial District**

Public Works recommends that your Board adopt the proposed “Stop Controls” on Santa Ana Avenue where it intersects San Simeon Drive in the Second Supervisorial District (Vicinity Map 6). Santa Ana Avenue at San Simeon Drive is a four way uncontrolled intersection located in the Goleta area. Two-way “Stop Control” is recommended to assign right-of-way on San Simeon Drive. Stop signs will be placed on Santa Ana Avenue where it intersects San Simeon Drive.

**Proposed “No Stopping, Standing or Parking Zones”**

Pursuant to County Code 23-11 and California Vehicle Code Section 22507, the Board of Supervisors may, by Resolution, prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day.

• **Las Perlas – Second Supervisorial District**

Public Works recommends that your Board adopt the proposed “No Stopping, Standing or Parking” zones on both sides of Las Perlas Drive at Traci Drive in the Second Supervisorial District (Vicinity Map 7). Las Perlas Drive, in the Goleta area, is a 40 foot wide neighborhood collector road with non-fronting homes. Las Perlas Drive is subject to the Basic Speed Law and the average vehicle speeds are 30 to 35 mph. Las Perlas Drive intersects with Traci Drive which accesses two residential developments. Local residents requested the County to install a “No Stopping, Standing or Parking” zone to guarantee line of sight for vehicles exiting the two housing developments. Public Works reviewed this location and determined that “No Stopping, Standing or Parking” zones are recommended to preserve two-way traffic flow and improve safety.

• **Puente Drive – Second Supervisorial District**

Public Works recommends that your Board adopt the proposed “No Parking” zones on the west side of Puente Drive at both Vintage Ranch Lane intersections in the Second Supervisorial District (Vicinity Map 8). Puente Drive is a 32 foot wide road with two travel lanes and a posted speed limit of 40 mph located in the Goleta area. Near its intersections with Vintage Ranch Lane there are horse stables on the east side of the road and non-fronting residences on the west side. Visitors to the horse stables frequently park on the west side of Puente Drive creating a sight distance problem for drivers exiting Vintage Ranch Lane onto Puente Drive. Public Works reviewed this location and determined that “No Parking” zones are recommended to provide a clear line of sight for drivers exiting Vintage Ranch Lane and improve safety. It was determined that adequate parking will remain on Puente Drive for the current demand.

• **Alderbaran Avenue – Third Supervisorial District**

Public Works recommends that your Board adopt the proposed “No Stopping, Standing or Parking” zone on the north side of Aldebaran Avenue east of Mizar Place in the Third Supervisorial District (Vicinity Map 9). Alderbaran Avenue is a 40 foot wide neighborhood collector road with two travel lanes located in the Vandenberg Village area. At its intersection with Mizar Place there is an elementary school located on the south side of the road. Currently there is existing red curb without a resolution on the north side of Aldebaran Avenue east of Mizar Place associated with an existing fire hydrant and crosswalk. With the location of the existing school, drivers will park alongside this red curb to pick up students which is legal to do at a fire hydrant according to the California Vehicle Code as long as the driver stays seated in the front seat and can immediately move the vehicle if needed. Vehicles parking at this location block the line of sight for drivers turning from Mizar Place onto Aldebaran Avenue and pedestrians using the crosswalk. The Sheriff’s Department request to make the existing red curb “No Stopping, Standing or Parking” zone. Public Works reviewed this location and determined that a “No Stopping, Standing or Parking” zone is recommended to provide a clear line of sight

for drivers on Mizar Place at Aldebaran Avenue and for pedestrians at the crosswalk to improve safety.

• **Rice Ranch Road – Fourth Supervisorial District**

Public Works recommends that your Board adopt the proposed “No Stopping, Standing or Parking” zone on the north side of Rice Ranch Road east of Esplanada Avenue in the Fourth Supervisorial District (Vicinity Map 10). Rice Ranch Road is a 64 foot wide road with four travel lanes and a posted speed limit of 45 mph located in the Orcutt area. On-street parking is allowed on the north side near its intersection with Esplanada Avenue for the fronting residences. Residents and visitors frequently park on the north side of Rice Ranch Road creating a sight distance problem for drivers exiting Esplanada Avenue onto Rice Ranch Road. Public Works reviewed this location and determined that a “No Parking” zone is recommended to provide a clear line of sight for drivers exiting Esplanada Avenue and improve safety. This resolution will correct County Code to match the red zone on the north side of Rice Ranch Road as it was installed.

The Public Works Department prepared the attached Resolutions (Attachments A & B) to adopt and rescind the various traffic controls at the following locations:

**First District – New Cuyama Area**

**ADOPT**

**“Stop Controls”:**

- Stop Morales Street at its intersection with Hubbard Avenue (Vicinity Map 3)

**Second District – Goleta Area**

**ADOPT**

**“No Stopping, Standing or Parking” Zones:**

- On the east side of Las Perlas Drive from a point 58’ north of the centerline of Traci Drive to a point 62’ south of the centerline of Traci Drive (Vicinity Map 7)
- On the west side of Las Perlas Drive from a point 70’ north of the centerline of the driveway for addresses 601-625 to a point 50’ south of the centerline of the driveway for addresses 601-625 (Vicinity Map 7)
- On the west side of Puente Drive from a point 190’ north of the centerline of Vintage Ranch Lane (north) to a point 120’ south of the centerline of Vintage Ranch Lane (north) (Vicinity Map 8)
- On the west side of Puente Drive from the centerline of Vintage Ranch Lane (south) to a point 150’ north of the centerline of Vintage Ranch Lane (south) (Vicinity Map 8)

**“Stop Controls”:**

- Stop Camino Palomera at its intersection with Camino Cerralvo (Vicinity Map 4)
- Stop Santa Ana Avenue at its intersection with San Simeon Drive (Vicinity Map 6)

### **Third District – Mission Hills & Vandenberg Village Areas**

#### **ADOPT**

##### **“No Stopping, Standing or Parking” Zones:**

- On the north side of Aldebaran Avenue from the centerline of Mizar Place to a point 70’ east of the centerline of Mizar Place (Vicinity Map 9)

##### **“Stop Controls”:**

- Stop Harris Drive at its intersection with Craig Drive (Vicinity Map 1)
- Stop Onstott Road at its intersection with Courtney Drive (Vicinity Map 1)

##### **“Through Highway” (stop all entering traffic):**

- Courtney Drive (Mission Hills) between Onstott Road and Burton Mesa Boulevard (Vicinity Map 1)
- Onstott Road between Courtney Drive and Harris Grade Road (Vicinity Map 1)

#### **RESCIND**

##### **“Through Highway” (stop all entering traffic):**

- Courtney Drive between Lewis Drive and Burton Mesa Boulevard (Vicinity Map 1)

### **Fourth District – Orcutt Area**

#### **ADOPT**

##### **“No Stopping, Standing or Parking” Zones:**

- On the north side of Rice Ranch Road from the centerline of Esplanada Avenue to a point 122 feet east of the centerline of Esplanada Avenue (Vicinity Map 10)

##### **“Stop Controls”:**

- Stop Westminster Lane at its intersection with Wellington Drive (Vicinity Map 5)
- Stop Macon Court at its intersection with Foxenwood Drive (Vicinity Map 2)
- Stop Beverly Court at its intersection with Beverly Drive (Vicinity Map 2)

##### **“Through Highway” (stop all entering traffic):**

- Solomon Road between State Route 1 and Blosser Road (Vicinity Map 2)

#### **RESCIND**

##### **“No Stopping, Standing or Parking” Zones:**

- On the south side of Rice Ranch Road from the centerline of Esplanada Avenue to a point 122 feet east of the centerline of Esplanada Avenue (Vicinity Map 10)

##### **“Stop Controls”:**

- Stop Wellington Drive at its intersection with Westminster Lane (Vicinity Map 5)

#### **Background:**

When warranted, stop signs are an effective traffic control device for assigning right-of-way, improving safety, and improving 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 based on safety, necessity, and community benefit. Public Works weighs all of these factors and presents any recommended changes to your Board for approval. These parking restrictions may include, but are not limited to “No Stopping, Standing, or Parking”, “Time Limited” parking, “Loading” zones, “Vehicle Height restricted” parking, “Angle” parking, “Handicapped” parking, or any combination of restrictions.

Public Works has surveyed the proposed traffic control locations described in this Board Letter, and found it to be in the best interest of the communities and the traveling public to install the proposed traffic controls. It 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 traffic controls, and find the approval of these restrictions exempt from California Environmental Quality Act (CEQA), pursuant to 14 CCR 15301.

**Fiscal and Facilities Impacts:**

Budgeted: Yes

**Fiscal Analysis:**

<b><u>Funding Sources</u></b>	<b><u>Current FY Cost:</u></b>	<b><u>Total One-Time Project Cost</u></b>
Road Fund	\$3,000	\$3,000
Total	\$3,000	\$3,000

**Narrative:**

Sign installation and curb markings will require approximately \$3,000. Public Works anticipates installing all signs and curb markings within 90 days of the Board’s approval of the attached Resolutions. These funds will come from district road maintenance funds, which may impact the work of the proposed RdMAP in Department 054, Program 2340, Org 0200, Account 7121.

**Special Instructions:**

Please provide a certified stamped minute order and copy of the executed Resolutions to:

1. Gary Smart, Public Works Transportation Engineering Section, 123 E. Anapamu Street x3308
2. Gena Valentine Felix, Public Works Transportation Admin, 123 E. Anapamu Street, x3064

**Attachments:**

Attachment A: Resolution to establish “through highways”, “stop controls”, and “no stopping, standing or parking” zones on various roads in the First, Second, Third, and Fourth Supervisorial Districts.

Attachment B: Resolution to rescind Resolution 84-297 and portions of Resolution 14-297.

Attachment C: Vicinity Maps (10)

Attachment D: Notice of Exemption

**Authored by:**

Gary Smart, Public Works – Transportation Engineering, x3308