



# Mission Canyon Residential Parking Strategy Community Meeting

April 8, 2009

## Meeting Information Packet





# Parking Options Fact Sheet

## Project Statement

The purpose of this project is to develop and prioritize a range of feasible parking and accessibility options for decision-maker review and approval. County staff has developed a preliminary list of options to consider. The Community Meeting is an opportunity to review the preliminary options as well as suggest other strategies to explore.



## FAQs

### 1. *What parking strategy options are being considered?*

- Additional “No Parking” zones and/or road striping on heavily impacted streets.
- New or increased parking restrictions on Red Flag Alert days.
- Stronger enforcement of existing and/or new parking regulations.
- Predict and handle extra traffic and parking generated by special events in and adjacent to Mission Canyon.
- Actively abate right-of-way encroachments.
- Create roadside turnouts or small community parking areas.
- Widen intersections or bridges at traffic choke points.
- Designate one-way streets.

### 2. *How can residents get involved?*

- a. Canyon-wide Community Survey: The survey is a useful tool for gauging resident’s opinions and sentiments on circulation and parking options. See attached Community Survey results or visit our website for more detailed results.
- b. Community Meetings: At least 3 community meetings are planned between April and September 2009 to continue soliciting input and to refine options.
- c. Contact Staff: Throughout the process, community members can attend meetings and contact staff or Mission Canyon Planning Advisory Committee members to present options for consideration. Meeting announcements and materials will be posted to the County’s website at:  
[http://longrange.sbcountyplanning.org/planareas/mission\\_canyon/mcrps.php](http://longrange.sbcountyplanning.org/planareas/mission_canyon/mcrps.php)

3. *How will the options be prioritized?*

Staff will be working closely with the Mission Canyon Planning Advisory Committee and community members to determine the most viable options to bring forward to the County Planning Commission and Board of Supervisors for consideration.

4. *Does this project include implementation actions such as right-of-way surveys, road widening, or pedestrian trails?*

The project scope does not include such activities but it will identify capital improvement actions for future funding. Depending on the outcome of the proposed options and funding availability, it may include some actions such as road striping and installation of “No Parking” signs.



# Enforcement Fact Sheet

## Problem Statement

The existing parking restrictions may be sufficient in Mission Canyon but many residents feel that the No Parking Zones and other street parking restrictions are not adequately enforced, leading to cars parked illegally, blocking fire hydrants or driveways or just left too long on public streets.



## FAQs

### Public Roads

- How long can cars or other equipment park on public streets?*
  - No longer than 120 or more consecutive hours.<sup>i</sup>
  - No trailer, fifth wheel or equipment transported by truck or trailer which has been detached from the tow vehicle may be parked longer than 24 consecutive hours.<sup>ii</sup>
- Who enforces No Parking Zones in Mission Canyon?*
  - The California Highway Patrol (CHP) is responsible for parking enforcement, ticketing and issuing tow orders.<sup>iii</sup>
  - The CHP typically responds to citizen complaints rather than actively patrolling.
- Who has the authority to remove unlawfully parked vehicles?*
  - Any peace officer (defined as sheriff, police, CHP etc.) when a vehicle has been parked or left standing on a street for 120 or more consecutive hours.<sup>iv</sup>
  - If a car is left more than 120 consecutive hours, the CHP first tries to contact the owner; if that does not result in removal, they ticket the car, wait 5 days, and then tow. Parked cars that block the road or hamper traffic are towed immediately.
- What are some other circumstances permitting removal?*

A peace officer, or a County employee who is engaged in directing traffic or enforcing parking laws and regulations, may authorize removal:

  - When a parked vehicle obstructs normal movement of traffic.
  - When a parked vehicle blocks the entrance to a private driveway.

- When a vehicle is illegally parked so as to prevent access to a fire hydrant.
- Whenever a vehicle is parked where local authorities have prohibited parking and have authorized the removal of vehicles. A vehicle shall not be removed unless signs are posted giving notice of the removal.<sup>v</sup>
- The County employee can initiate the removal by responding to a citizen complaint or an ongoing problem but the CHP is still responsible for ticketing and towing.

5. *Can the County take greater responsibility for enforcement of parking regulations and how could this be accomplished?*

The County Sheriff or other entity could take greater responsibility for enforcement if the Board of Supervisors were to establish a funding mechanism for such a program.

6. *What authority does the County have to establish parking regulations?*

The Santa Barbara County Code authorizes the Board of Supervisors to designate by resolution limited parking zones and no parking zones and in such resolution may authorize the road commissioner to place appropriate markings or signs for such zones.<sup>vi</sup>

### **Private Roads**

7. *What are the parking restrictions for private roads? How are they enforced?*

- Parking is allowed on private roads that are wide enough to meet Fire Code/Fire Department standards; however, the Fire Department knows of no private roads in Mission Canyon that are wide enough to allow street parking.
- Parking enforcement on private roads occurs when citizens have entered into an agreement with local law enforcement.

### **Issues and Opportunities**

- Work with CHP/develop Memorandum of Understanding to improve enforcement
- Establish local authority to enforce parking regulations
- Work with the City of Santa Barbara to contract for enforcement

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<sup>i</sup> Santa Barbara County Code, Chapter 23 Motor Vehicles and Traffic, Sec. 23-13.1.

<sup>ii</sup> Ibid Chapter 23 Motor Vehicles and Traffic, Sec 23-13.10.

<sup>iii</sup> California Vehicle Code, Chapter 2, Section 2400.

<sup>iv</sup> Santa Barbara County Code, Section 23-13.2.

<sup>v</sup> California Vehicle Code, Chapter 10, Section 22651.

<sup>vi</sup> Santa Barbara County Code, Section 23-11 and 23-11.1.



# Street Parking Fact Sheet

## Problem Statement

Cars parked on narrow streets in parts of Mission Canyon restricts the available road width—in places only allowing one car to pass at a time. It forces pedestrians and bicyclists into the travel lane and limits available space for emergency vehicle access. Landscaping, mailboxes and other items have also encroached into the public right-of-way further limiting the space available for on-street parking.



## FAQs

- What are the road width standards within a State Responsibility Area (SRA)?*

  - State Responsibility Areas (SRA) are where the state has assumed the financial responsibility for preventing and suppressing fires, north of Foothill Road. South of Foothill is a Local Responsibility Area where fire protection is under the jurisdiction of the Santa Barbara County Fire Department.
  - Title 14 of the California Code establishes a minimum road width of two nine-foot traffic lanes, unless additional requirements are mandated by local jurisdictions.<sup>i</sup> Santa Barbara County Code Chapter 15, Fire Prevention, and Chapter 23, Motor Vehicles and Traffic, establish standards for public and private roads.
- How many parking spaces are required on a property?*

The County's Land Use and Development Code (LUDC) requires 2 spaces per dwelling unit.<sup>ii</sup> A proposed action in the draft Mission Canyon Community Plan would increase the required parking spaces per dwelling unit from 2 to 3 spaces in the residential zone districts.<sup>iii</sup>

## Public Roads

- What is the required minimum paved width for travel? What is the minimum paved width if parking is allowed on one side and on both sides of the street?*

  - The minimum width varies by road classification, but is generally 11 or 12 feet.
  - If parking is allowed on both sides of the street, the County requires 32 feet curb to curb in residential areas.

4. *If private encroachments into the public right-of-way limit the travel width, what is the mechanism to have them removed?*

Public Works investigates encroachments on a complaint driven basis similar to the zoning enforcement process. If a complaint is filed, then the Construction/Improvement section investigates and can give a Notice to Abate Traffic Nuisance to the property owner. If the property owner fails to remove vegetation or other encroachments, then the County can arrange for removal and assess the costs to the property owner.<sup>iv</sup>

**Private Roads and Driveways**

- Fire Department Access Roads are provided and maintained in accordance with the California Fire Code.<sup>v</sup> The minimum widths assume no parking on either side of the roadway.<sup>vi</sup>
- See County Fire Department website <http://www.sbctfire.com/> for draft development standards for public review and comment (public comment period ends April 10, 2009).

<b>SB County Fire Draft Development Standard #1</b>	
<b>Driveways (1-4 parcels)</b>	<b>Private Roads (5 or more parcels)</b>
12 – 20 feet minimum width	24 feet minimum width

**Issues and Opportunities**

- Designate and sign more areas as “No Parking Zones”
- Designate on-street parking areas with white lines
- Use rights-of-way or purchase easements to create small designated on-street parking areas
- Determine areas where encroachments into the right-of-way forces parking into the travel lanes or creates a safety hazard and develop a plan to remove such encroachments.
- Limit on-street parking, where appropriate, to only one side of the road.

<sup>i</sup> Title 14 – Natural Resources, Article 2. Emergency Access, Section 1273.01.

<sup>ii</sup> Santa Barbara County Land Use and Development Code Chapter 35.36 – Parking and Loading Standards, Section 35.36.050.

<sup>iii</sup> Draft Mission Canyon Community Plan Action CIRC-MC-3.5.

<sup>iv</sup> Santa Barbara County Code, Chapter 28 Roads, Section 28-108.

<sup>v</sup> On January 27, 2009, the County Board of Supervisors adopted Ordinance 4704 amending Chapter 15 of the Santa Barbara County Code to adopt the 2007 edition of the California Fire Code as amended. Ordinance 4704 includes amendments to Chapter 5 – Fire Service Features, Section 503.2.1, Fire Apparatus Access Road (a road that provides fire apparatus access from a fire station to a building). The amendment requires an unobstructed width in accordance with Santa Barbara County Fire Department Development Standards as noted below.

<sup>vi</sup> Santa Barbara County Fire Department Draft Development Standard #1, III. J.



## Case Studies: Foothill Road

### Problem Statement

The Caltrans Foothill Road safety improvements project (currently under construction) between Cheltenham and Tye Roads includes adding paved shoulders that might be used for parking unless the paved shoulder area is designated by Caltrans as a No Parking Zone. Prohibiting vehicle parking along Foothill Road could enhance safety benefits for emergency vehicles, pedestrians and bicyclists. Other problems on Foothill include speeding, pedestrian and bicyclist safety, vegetation encroachments and intersection visibility.



### FAQs

1. *Will the newly paved shoulders be designated a No Parking Zone?*

Based on public comment and in the interest of public safety, the County Board of Supervisors will likely request that Caltrans designate the newly paved shoulder as a No Parking Zone. Caltrans will include the No Parking signs as part of the road safety project.

2. *Who is responsible for enforcement?*

Presently the California Highway Patrol is responsible for enforcement. One of the options this project is exploring how to improve or increase parking enforcement throughout Mission Canyon.

3. *What is the speed limit on Foothill Road and is it posted?*

The speed limit is 35 miles per hour. It is posted on both sides of Foothill Road just east of Foothill and Alamar.

### Issues and Opportunities

- Should other portions of Foothill Road also be designated as “No Parking” zones?
- Can other improvements be made to improve safety?
- Should a crosswalk be designated at Foothill and Mission Canyon Road west?
- Is the speed limit appropriate and adequately enforced?



# Case Studies: Tunnel Road Trailhead Parking

## Problem Statement

The end of Tunnel Road is used by residents and visitors alike as trailhead parking for access to into the Los Padres National Forest. On busy weekends or holidays, cars are often parked haphazardly or illegally, raising concerns about public safety, especially during high fire hazard days.



## FAQs

1. *Approximately how many legal on-street parking spaces are available in this location?*

The exact number of legal spaces is indeterminate because spaces are not marked. A recent weekend count found between 70 – 80 cars parked on Tunnel Road.

2. *Who owns the parcel at the trailhead?*

The City of Santa Barbara owns a 250 acre parcel at the end of Tunnel Road that includes the water tank and trailhead access area.

3. *Is there an opportunity to create more parking spaces or a turnaround in this location?*

The County plans to explore this option with the City of Santa Barbara.

4. *Can trailhead access and parking on Tunnel Road be prohibited on Red Flag Alert days?*

Fire closure may be invoked on private and public lands, including roadways. The authority to do such closure is contained in the 2007 California Fire Code.<sup>i</sup> Forest closures are contained in the Code of Federal Regulations.<sup>ii</sup>

To invoke a closure, a request would be made from the Fire Chief to the Public Works Director in the event of a direct threat to public health and safety that would warrant closing the area until the danger has passed. This type of measure typically occurs during a fire incident.

## **Issues and Opportunities (including comments from Community Survey)**

Parking problems at the Tunnel Road Trailhead were confirmed in the Community Survey results as respondents identified Tunnel Road Trailhead parking as having the most severe parking problem in Mission Canyon (Question 16: 68 responses) and it was the second highest rated area in need of priority improvements (Question 17 A. 20 responses). Additional resident comments from the survey are listed below:

- Encourage trail users to park elsewhere in the Canyon (e.g. Rocky Nook Park or the Woman's Club) and hike to the trailhead via an off-street trail on Tunnel Road.
- Increase enforcement and improve signs and street markings to ensure parking only in legal parking areas.
- Arrange an off-site parking area and shuttle service to the trailhead.
- Propose a parking permit program, fee-based parking at the top or metered parking.
- Eliminate street parking on Tunnel Road.
- Close trail access on Red Flag Alert days.
- Create additional parking in the area near the water tank or purchase rights-of-way /easements to construct small parking areas.
- Proposed No Parking after dusk with heavy fine or towed enforcement.
- Work out an agreement with the Botanic Garden to provide some parking spaces and trail access through the garden.
- Widen road and create more parking.
- Leave as is and continue to enforce unlawfully parked cars.

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<sup>i</sup> 2007 California Fire Code Appendix, Chapter 1, Section 104.11.

<sup>ii</sup> Code of Federal Regulations, 36 CFR 261.52 (e).



# Red Flag and Neighborhood Parking Restriction Fact Sheet

## Problem Statement

In an attempt to increase public safety, some communities have created programs to remove illegally parked vehicles in posted locations within the Very High Fire Hazard Severity Zone.<sup>i</sup> For example, the City of Los Angeles Fire Department and Department of Transportation has implemented a program which may have some applicability to Mission Canyon. This Fact Sheet shows how the program works in the City of Los Angeles.<sup>ii</sup>



## FAQs

- 1. How were parking restriction areas identified in the City of Los Angeles?*  
Station Commanders were asked to survey their district and identify areas that would create a problem for citizens while evacuating and for fire companies entering the area during a fast moving brush fire. Station commanders were directed to identify narrow roads, tight curves, and critical intersections that would create choke points. Once identified, these areas were posted by the Department of Transportation.
- 2. What are the parking restrictions in the identified areas during Red Flag Alert days?*  
No vehicles are allowed to park on the identified streets and vehicles that are parked in violation may be removed.
- 3. How often are Red Flag Days declared?*  
In Los Angeles, the normal range of Red Flag days per year is between 4 and 7.
- 4. How are citizens alerted of the parking restrictions?*  
The City of Los Angeles has set up the following methods to notify citizens of the parking restrictions:

  - Citizens can contact a 311 Operator to determine if the City is in a Red Flag situation
  - Local news outlets will broadcast the situation.

- Every fire station will fly a red flag in the first year of the program. Local fire companies will patrol the posted areas to attempt to locate vehicle owners prior to towing vehicles.
- Citizen groups have been authorized and volunteered to assist in the program.
- A website is available with information and citizens can submit their email address for notification. The website includes maps of the areas subject to the parking restriction.

5. *Would the County Fire Department consider adopting a similar program in Mission Canyon?*

Yes, with community support.

## Issues and Opportunities

- Is it necessary or feasible to adopt such a program for Mission Canyon?
- How would it be funded and who would enforce it?

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<sup>i</sup> California Department of Forestry and Fire Protection (CAL FIRE) is responsible for developing the Fire Hazard Severity Zone maps. In State Responsibility Areas (above Foothill Road in Mission Canyon) the map was adopted in November 2007 and the entire area is a Very High Fire Hazard zone. In Local Responsibility Areas (south of Foothill) CAL FIRE recommends fire severity zones that are subsequently adopted by local agencies. The recommended map shows most of the area south of Foothill in the Very High Fire Hazard zone.

<sup>ii</sup> Please visit the following website for more information: <http://lafd.com/redflag/>



# Funding Fact Sheet

## Problem Statement

Funding desired parking strategies (both capital and operational costs) is one of the more significant challenges of this project. Projects will need to be prioritized and choices made on how to fund various parking strategies.



## FAQs

### 1. How can parking strategy projects be funded?

The following sources will be considered when developing funding strategies for this project:

- The County's Five Year Capital Improvement Program (CIP) is for non-recurring projects generally over \$100,000. It covers a five-year planning period and is updated annually to reflect ongoing changes. The CIP does not appropriate funds; rather, it serves as a budgeting tool proposing capital projects to be recommended for adoption within the County's operating budget.
- Benefit Assessment District can be used by local governments to pay the cost of providing services. A benefit assessment places an annual levy on property that receives a "special benefit" from the assessment. The agency must give written notice to all affected property owners, conduct a public hearing, and conduct an assessment ballot vote. A majority vote (50% +1) of the assessment amount is required for passage. A broadly crafted assessment could include ingress and egress improvements as well as fire suppression efforts such as vegetation clearing.
- Santa Barbara County Association of Governments (SBCAG) distributes dollars in local, state and federal funds for the region's transportation network. Some of the major funding sources SBCAG allocates includes Surface Transportation Program (STP), for roadway or transit rehabilitation and operational improvements, Transportation Enhancement Activities (TEA) for bicycle and pedestrian projects, and Measure D (now replaced by Measure A) for local road rehabilitation.
- Grants may be available to fund planning, project development and construction including the Regional Bicycle and Pedestrian Program funded by Measure A or Safe Routes to School program funded by Caltrans.