

MISSION CANYON PLANNING ADVISORY COMMITTEE

MC Residential Parking Strategy Subcommittee

Aug. 24, 2009 Meeting notes

Present: Staff, Rosie Dyste, Peter Imhoff, Greg Wylie
Subcommittee members, Jacqueline Hynes, Barbara Lindemann, Ray Smith

Staff report on parking on Foothill Rd.

Agreement was reached between SB Co. Public Works Department and Caltrans:

- There will be no bike lane because there is no continuation of a bike lane beyond the Caltrans project stretch of road, the section between Tye Rd. and Alamar in particular posing danger to cyclists.
- On the north side of Foothill Road there will be no parking on paved sections of the road until some time in the future when Public Works determines that parking on some portion of the paved surface will not jeopardize public safety. Meanwhile, cars may park safely on the unpaved sections of the roadway, because the wide paved shoulders provide safe passage for bicyclists and pedestrians.

Hynes pointed out that the Circulation and Parking section of the MC Community Plan, C, 1, a. (May 2008 draft) states about Foothill Rd., “One travel lane is provided in each direction and parking is not permitted.” Dyste said that will need to be corrected.

“Feeder” roads with identified problems

Greg Wiley and Peter Imhof reported on their study of parking practices on the four roads selected at the July subcommittee meeting, Williams Way, Montrose, Ben Lomond, and Exeter. They mapped on-street parking as currently practiced, including construction vehicles that blocked the road. Wiley’s previous survey included only legal parking spaces outside the public right of way. A comparison of the two will enable the MCPAC to assess the effects of any new policy.

Current no-parking areas were also mapped and presented to the subcommittee.

Subcommittee members discussed problems associated with encroachments on the public right of way: the expense of doing exact surveys; the willingness of county officials to take action to reclaim the right of way when necessary; the granting of encroachment permits. Imhof clarified that the Public Works Department is the agency that enforces encroachment regulations and grants right of way encroachment permits.

The MCPAC may, if it chooses, recommend that the Community Plan include the policy that there will be no more permits issued for encroachments on the right of way.

Recommendation from the subcommittee:

Public Works should stripe all roads in Mission Canyon on sides and center, with “no parking” signs posted to prevent parking on the roadway. Ideally there should be 10’ wide lanes, totaling 20’ for safe passage of fire engines.

Issue to be addressed:

Not all roads currently are 20' wide, and the maps prepared with the data supplied by Public Works in October 2006 are of uncertain reliability.

Follow up:

- Planning staff will prepare a single map showing designated no-parking zones. Visibility and free passage are the current criteria for no-parking areas.
- Staff will measure roads where the data appears to be inaccurate or incomplete: lower Cheltenham Rd., Montrose, Williams Way, Exeter, Glen Albyn and Ben Lomond.
- Staff will talk with Public Works staff about striping roads
- Staff will examine the consequences of banning all parking within the 20' designated roadways.

Next step: the goal is that the streets that feed into major egress routes:

- must have a minimum of 20' paved travel width.¹

Future step: In addition to a minimum 20' paved travel width, the major egress routes:

- must provide a pull out at fire hydrants so that fire engines do not block the route for people evacuating the area;
- must include areas where disabled cars can be pulled to the side of the road to permit fire engines and evacuees to pass.

Enforcement issues

Rosie will meet with representatives of the California Highway Patrol to find out why enforcement is poor, why it is currently in their jurisdiction, and whether they would want to hand over authority to another agency. What is the source of funding currently for enforcement, and what will it cost the CHP if it gives up parking enforcement in Mission Canyon.

Other questions she will investigate: why are there often delays in responding to calls of illegal parking? What is the basis for the complaint of residents that they are treated rudely when they phone in a parking violation? What can be done to convince illegal parkers that they may indeed receive a ticket with a heavy fine, or find their car towed? How is the money derived from parking fines used? Check with city and county counsel about the legal ramifications of switching enforcement from the CHP to another jurisdiction.

Recommendation: That checks for illegal parking be random but carried out frequently enough that people will respect the signs.

¹ A 20 foot paved travel width is based on Section 503.21 of the California Fire Code that states that fire apparatus access roads [a road that provides fire apparatus from a fire station to a facility] shall have an unobstructed width of not less than 20 feet. This width makes it possible for two fire trucks to pass one another.

Next meeting: tentatively scheduled for Wednesday, Sept. 9, 10-12 a.m.

Notes submitted by Barbara Lindemann