



TO: Mayor and Councilmembers

FROM: Charles W. Ebeling, Public Works Director

CONTACT: Derek Rapp, Contract Traffic Engineer

SUBJECT: No Parking Zones on Overpass Road at the Metropolitan Transit District Terminal 2

RECOMMENDATION:

Adopt Resolution No. 23-____, entitled "A Resolution of the City Council of the City of Goleta, California, Authorizing No Parking Zones on Overpass Road at the Metropolitan Transit District Terminal 2 (5353 Overpass Road)."

BACKGROUND:

City staff monitors traffic conditions throughout the City and implements various measures to improve traffic safety when warranted and as approved by City Council. Traffic safety concerns are also brought to staff's attention by members of the community. Various concerns including, but not limited to, sight distance, traffic speeds, pedestrian safety and intersection operations are routinely investigated and responded to as needed.

Recently, the Department of Public Works reviewed the following location for a new No Parking Zone. Prior to requesting City Council to adopt No Parking Resolutions, Public Works sends the proposed no parking changes to affected neighborhoods (within 500 feet of the proposed changes). To date, Public Works has received one comment for the proposed No Parking Zones and have summarized that comment in the Discussion section of this report.

The following summarizes the request and Public Works staff's proposed recommendation for City Council consideration:

- Development and reactivation of the Metropolitan Transit District (MTD) Terminal 2 located at 5353 Overpass Road. Public Works staff conducted a field visit including driving Overpass Road in all directions and reviewed corner sight distance requirements for the proposed terminal exit only driveway on Overpass Road. In addition, staff conducted a bus turning analysis to determine if adequate space at the proposed terminal exit only driveway and along Overpass Road is provided to allow for safe bus travel. It was determined that a No Parking Zones

should be implemented 56 feet east and 65 feet west of the proposed exit-only driveway to provide for adequate line of sight (sight distance). This would result in the loss of seven on-street spaces near the northwest corner of the site. Staff also recommends 120 feet of red curb along the inside of the 90-degree curve on Overpass Road near the northeast corner of the site to provide adequate space for bus turning. This would remove four additional spaces, for a total of 11 spaces. 14 on-street parking spaces will remain along the property frontage.

DISCUSSION:

Public Works staff inspected Overpass Road for physical constraints such as parked vehicles, fences, large trees, or significant vegetation and confirmed that there are items that would impact line of sight at the proposed exit only driveway for the MTD Terminal 2 located at 5353 Overpass Road. The Association of State Highway and Transportation Officials publication *A Policy on Geometric Design of Highways and Streets* (Green Book, 7th Edition, 2018), which is adopted by the City, provides the following guidance with respect to sight distance requirements for stop control on the minor intersection leg:

“At uncontrolled or minor approach stop controlled intersections, sight distance along the intersecting roadway should be sufficient to permit the driver on the minor road to anticipate and avoid potential collisions. If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions.”

The minimum stopping sight distance based upon the posted speed of 25 miles per hour is 150 feet. Sight distance from the proposed exit only driveway to the west would be obstructed by parked vehicles (Attachment 1).

A bus turning analysis using vehicle turning software indicated that no parking zones would be required east of the proposed exit-only driveway and along the curve on Overpass Road adjacent to the bus terminal in order to provide sufficient lane width to accommodate bus turning movements (Attachment 1).

Notices were posted at the site to inform the public of the possible No Parking Zones. Notices were mailed to adjacent properties within the affected neighborhood, in accordance with City's noticing protocols, which are included in Attachment 2. A copy of the public notice showing the location of the proposed No Parking Zones is included in Attachment 3.

One comment regarding the proposed No Parking Zones was received. Santa Barbara Control Systems (SBCS) ownership, located at 5375 Overpass Road west of the MTD terminal, has expressed concerns regarding parking impacts for its employees, specifically between the proposed MTD driveway and the SBCS driveway. SBCS suggested relocating the proposed MTD driveway 60 feet to the east, and to increase parking enforcement along Overpass Road. Staff evaluated this request and determined that the location of the proposed MTD driveway is necessary considering the existing site

infrastructure and proposed operation. Reports of long-term parking on Overpass Road taking up the parking inventory were forwarded to the Sheriff's Department for enforcement purposes. There is no change to staff's recommendation.

Public Works staff is recommending that the City Council adopt the proposed resolution provided as Attachment 4 to this report.

FISCAL IMPACTS:

The approved FY 2023-2024 budget includes \$75,000 for striping in account 205-50-5800-51074 Maintenance–Street Striping for the maintenance and installation of signage and striping. The total estimated cost to install the No Parking Zones at the intersections is approximately \$500. There is sufficient funding in the existing budget, therefore no additional budget appropriation for this action is required.

Maintenance - Street Striping				
Fund Type	Account	FY 23/24 Current Budget	YTD Actuals / Encumbrances	Total Available Budget
Measure A	205-50-5800-51074	\$75,000	\$0	\$75,000

ALTERNATIVES:

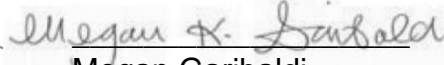
The City Council may in each instance: 1) elect not to authorize No Parking Zones at these locations and direct staff to leave conditions as is, or 2) choose another course of action.

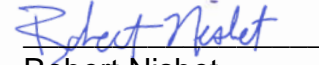
Reviewed By:

Legal Review By:

Approved By:


Kristine Schmidt
Assistant City Manager


Megan Garibaldi
City Attorney


Robert Nisbet
City Manager

ATTACHMENTS:

1. Photos of Each Location
2. Parking Restriction Protocol
3. Public Notice
4. Resolution No. 23-____ entitled "A Resolution of the City Council of the City of Goleta, California, Authorizing No Parking Zones on Overpass Road at the Metropolitan Transit District Terminal 2 (5353 Overpass Road)."

5. Overpass Road at the MTD Terminal 2 (5353 Overpass Road)
Presentation

ATTACHMENT 1

Photos of Each Location

Overpass Road at MTD Terminal 2 (5353 Overpass Road)



Looking east on Overpass Road to MTD Terminal 2
56 feet No Parking zone between proposed MTD driveway and existing driveway to the west
to provide adequate sight distance

Overpass Road at MTD Terminal 2 (5353 Overpass Road)



Looking west on Overpass Road to MTD Terminal 2
65 feet No Parking zone extending east of proposed MTD driveway
to provide adequate sight distance and bus maneuverability

Overpass Road at MTD Terminal 2 (5353 Overpass Road)



Looking southeast on Overpass Road along roadway curve at MTD Terminal 2
120 feet No Parking zone (incl. 30 feet existing red curb) along curve to provide adequate bus maneuverability

ATTACHMENT 2

Parking Restriction Protocol



PARKING RESTRICTIONS PROTOCOL

1. A request for parking restriction is received from the public or City personnel and is logged in to the City's service request database.

2. The requesting party is contacted to clarify the request and obtain any background information. This step includes contacting the requesting person and determining the reason for the request. There are often underlying reasons for such requests that are not readily apparent, or disclosed when the original request is made. This step helps to identify those underlying issues.

3. The site visit is then conducted to:

- ◆ Meet with the local resident or business owner about their request.
- ◆ Conduct a field review to observe the situation firsthand.
- ◆ Verify and collect relevant data, such as traffic counts, collision reports, speed data, available sight distance, street width, driveway locations, existing signing and striping, vehicle queuing, parking availability and demand, pedestrian and cyclist patterns, signal timing, etc.
- ◆ Meet with other affected parties (such as adjacent properties, homeowner associations, business groups, Sheriffs Department personnel, etc.) to discuss concerns, as well as perceived causes and potential options.
- ◆ Take digital pictures as necessary to document existing conditions.

Steps 2 and 3 could be repeated until sufficient information is obtained in order to complete the evaluation in Step 4.

4. The request is then evaluated based on the information gathered in Steps 2 and 3. Other factors considered in the evaluation include potential impacts if the restriction is or is not implemented, as well as any feasible and/or appropriate alternatives to the request that could resolve the issue. For example, an alternative to a "No Parking Anytime" request may be to restrict parking to certain hours, or to restrict parking of commercial vehicles only.

5. A recommendation to either approve or deny the request based upon the evaluation is made by the City Engineer. Depending on the outcome of the recommendation one of two things will happen:

Request Recommended for Approval

If the recommendation is to approve the request for a parking restriction a notice is issued to the public for comment. The notice will include a City contact name,

phone number, and email address so that interested persons from the public may submit their comments and any concerns. In general, noticing will include all properties within 500 feet of the parking restriction along the street that is impacted. Limits of noticing may vary with each request and may include more area as deemed necessary. All information, comments, and concerns are to be provided to Council as a part of the Agenda Report for review. (Continue to step 6.)

Request is Denied:

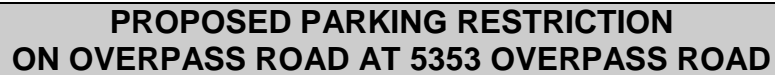
If the recommendation is to deny the request, a letter is to be sent to the requesting party describing the reasons why the request is being denied with a contact name, phone number and email address for further discussion or clarification. A copy of the letter is provided to City Manager and Council for their information.

6. If recommended for approval, the request will be brought to the City Council for consideration. All information collected and any comment received as a result of the public notice will be provided as a part of the agenda report for review and consideration by Council.

7. The City Council approves or denies the request.

ATTACHMENT 3

Public Notice



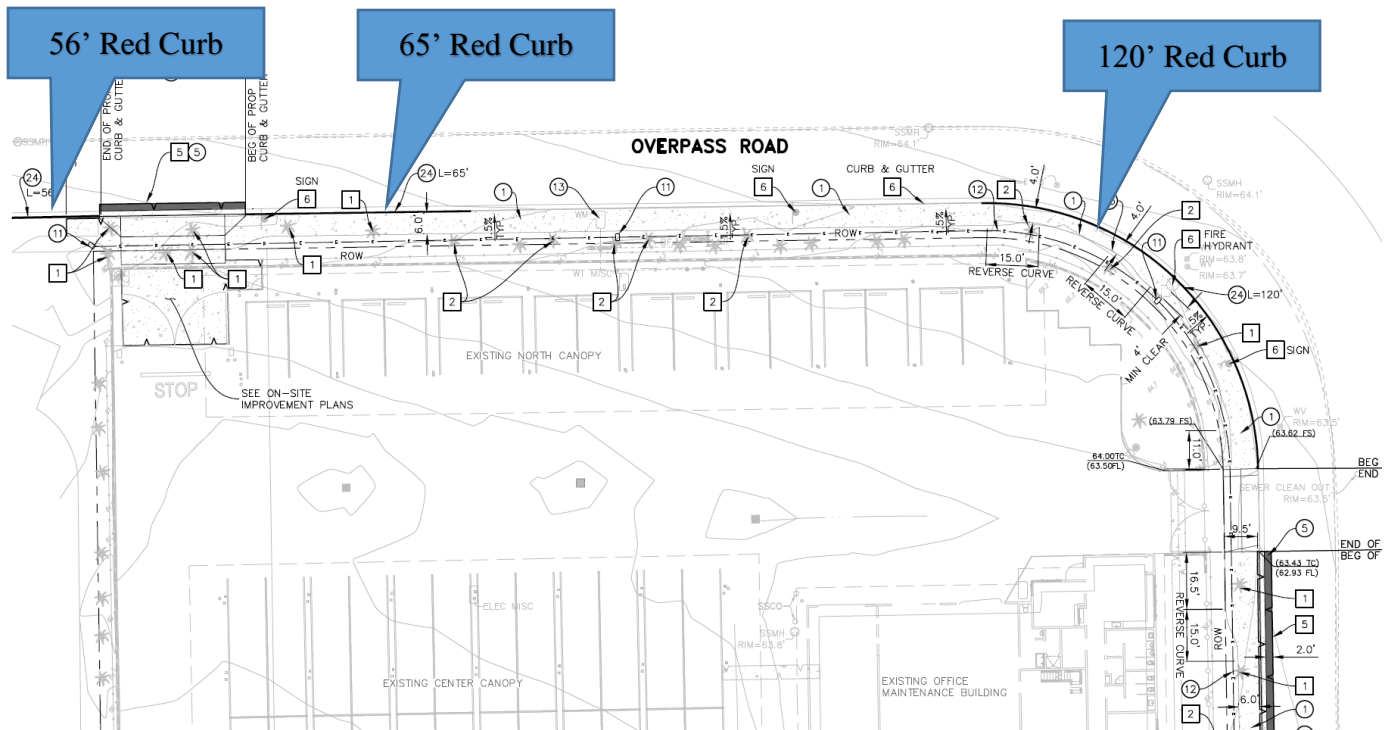
RESTRICCIÓN DE ESTACIONAMIENTO PROPUESTA EN OVERPASS ROAD EN 5353 OVERPASS ROAD

Para mejorar la distancia visual de los conductores que salen del camino de entrada de MTD Terminal 2 y para promover la seguridad del tráfico, el personal de la Ciudad hará la siguiente recomendación al Concejo Municipal:

Restringir el estacionamiento en Overpass Road 65 pies al este y 56 pies al oeste de la calzada MTD propuesta, y restringir el estacionamiento en Overpass Road 120' en la curva como se muestra, pintando el bordillo rojo.

La pintura del bordillo rojo resultará en una reducción de diez (10) espacios de estacionamiento. La Ciudad está notificando a los dueños de propiedades dentro de los 500 pies de esta intersección antes de esta acción del Concejo.

Comuníquese con Dennis Lammers en el Departamento de Obras Públicas **a más tardar el 29 de Agosto de 2023** en: dlammers@cityofgoleta.org o (805) 453-9440, si tiene alguna pregunta sobre este asunto.



ATTACHMENT 4

Resolution No. 23-____ entitled "A Resolution Of The City Council Of The City Of Goleta, California, Authorizing No Parking Zones On Overpass Road at the Metropolitan Transit District Terminal 2 (5353 Overpass Road)"

RESOLUTION NO. 23-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, AUTHORIZING NO PARKING ZONES ON OVERPASS ROAD AT THE METROPOLITAN TRANSIT DISTRICT TERMINAL 2 (5353 OVERPASS ROAD)

WHEREAS, staff has conducted an evaluation of Overpass Road at 5353 Overpass Road;

WHEREAS, staff has determined that providing a No Parking Zone on the south side of Overpass Road 56 feet westerly and 65 feet easterly of the Metropolitan Transit District (MTD) Terminal 2 driveway will improve safety by allowing for the appropriate sight distance and bus maneuverability;

WHEREAS, staff has determined that providing a No Parking Zone on the south side of Overpass Road 120 feet on the roadway curve adjacent to the MTD Terminal 2 will improve safety by allowing for bus maneuverability;

WHEREAS, staff's determination of the No Parking Zones is consistent with guidelines for intersection sight distance as outlined in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*;

WHEREAS, Section 21351 of the California Vehicle Code authorizes the City to place and maintain or cause to be placed and maintained, such appropriate signs, signals, or other traffic control devices as may be necessary to properly indicate and carry out the provisions of the Vehicle Code or local traffic ordinances, or to warn or guide traffic;

WHEREAS, Section 10.01.120 A of the Goleta Municipal Code requires Council to act by resolution to designate a No Parking Zone; and

WHEREAS, City has restricted parking protocols for noticing and has complied with those protocols.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1.

No Parking zone shall be provided on the south side of Overpass Road 56 feet westerly and 65 feet easterly of the MTD Terminal 2 driveway, and on the south side of Overpass Road 120 feet along the roadway curve adjacent to the MTD Terminal 2.

SECTION 2.

The City Manager shall provide for the installation and maintenance of the appropriate signage and/or markings for the location identified above.

SECTION 3.

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 3rd day of October, 2023.

PAULA PEROTTE, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH LOPEZ
CITY CLERK

MEGAN GARIBALDI
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH LOPEZ, City Clerk of the City of Goleta, California, DO
HEREBY CERTIFY that the foregoing Resolution No. 23-____ was duly adopted
by the City Council of the City of Goleta at a regular meeting held on the 3rd day
of October, 2023, by the following vote of the Council:

AYES: COUNCILMEMBERS

NOES: COUNCILMEMBERS

ABSENT: COUNCILMEMBERS

(SEAL)

DEBORAH LOPEZ
CITY CLERK

ATTACHMENT 5

Overpass Road at the MTD Terminal 2 (5353 Overpass Road) Presentation

No Parking Zones Overpass Road October 3, 2023

City of Goleta
DEPARTMENT OF PUBLIC WORKS



City of Goleta
DEPARTMENT OF PUBLIC WORKS
No Parking Zones – Overpass Road

To address new No Parking Zones associated with the MTD Terminal 2 Reactivation, the Department of Public Works reviewed the following location:

- South side of Overpass Road – 65 feet east and 56 feet west of the proposed MTD driveway, and 120 feet on the curve adjacent to the MTD Terminal 2, via painting red curb.



City of Goleta

DEPARTMENT OF PUBLIC WORKS

No Parking Zone – Overpass Road

Key Elements that the Parking Restriction Protocol is based on:

Engineering Standards

- A Policy on Geometric Design of Highways and Streets – American Association of State Highway and Transportation Officials (AASHTO)
- California Manual on Uniform Traffic Control Devices (Caltrans CAMUTCD)
- Traffic Engineering Handbook – Institute of Transportation Engineers

Risk Management and “Design Immunity”

- Design Immunity when achieved is a strong defense against claims
- Elements include established engineering standards, discretionary approval of a design, and design plans stamped and signed by a licensed engineer

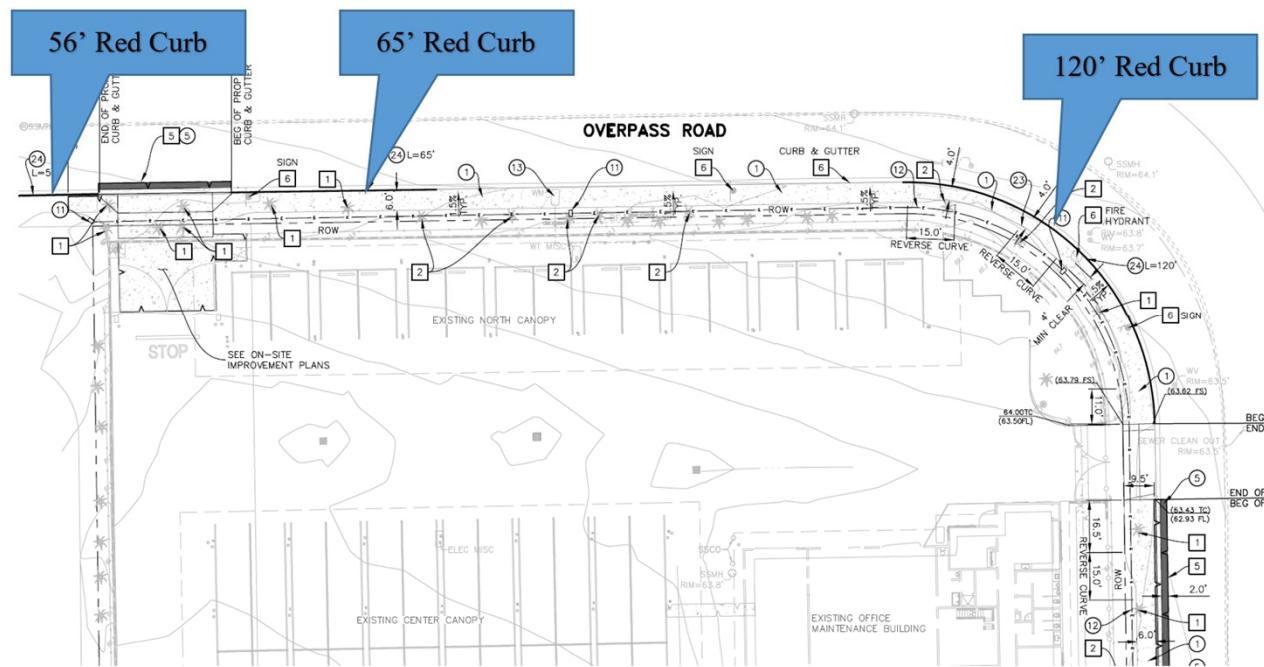


City of Goleta
DEPARTMENT OF PUBLIC WORKS
No Parking Zones – Overpass Road

No Parking Zones

Based on:

- Sight distance criteria
- Bus turning analysis

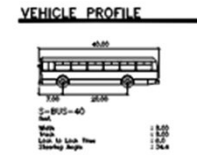
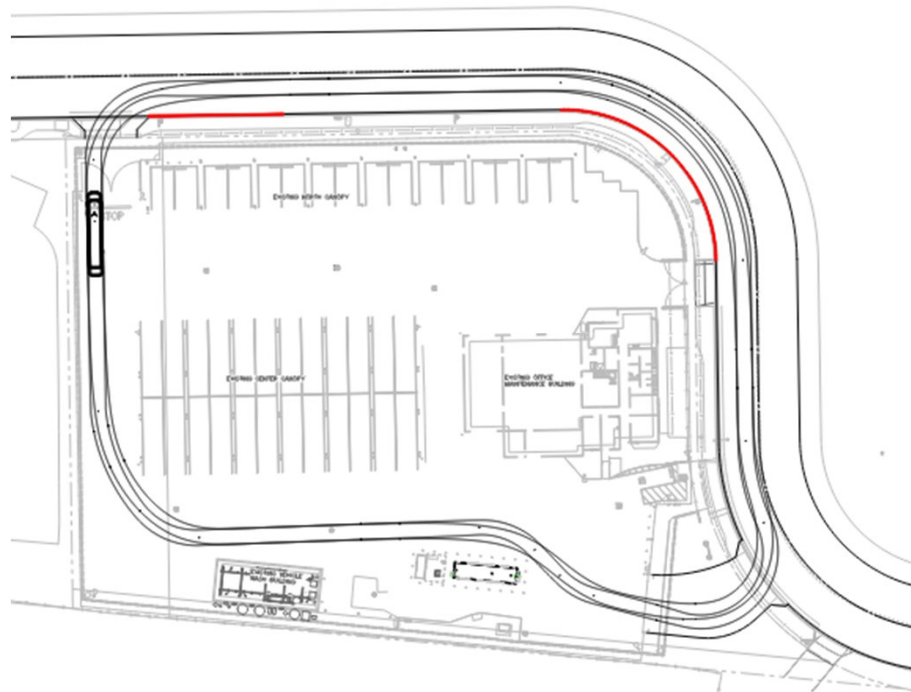


City of Goleta
DEPARTMENT OF PUBLIC WORKS
No Parking Zones – Overpass Road

No Parking Zones

Based on:

- Sight distance criteria
- Bus turning analysis



City of Goleta
DEPARTMENT OF PUBLIC WORKS
No Parking Zones – Overpass Road



Looking east on Overpass Road to MTD Terminal 2



City of Goleta
DEPARTMENT OF PUBLIC WORKS
No Parking Zones – Overpass Road



Looking southeast on Overpass Road along roadway curve
at MTD Terminal 2



City of Goleta
DEPARTMENT OF PUBLIC WORKS
No Parking Zones – Overpass Road

RECOMMENDATION

Adopt Resolution No. 23-____, entitled “A Resolution of the City Council of the City of Goleta, California, Authorizing No Parking Zones on Overpass Road at the MTD Terminal 2 (5353 Overpass Road).”

