



CITY OF SANTA BARBARA

ORDINANCE COMMITTEE AGENDA REPORT

AGENDA DATE: May 5, 2015

TO: Ordinance Committee

FROM: Engineering Division, Public Works Department

SUBJECT: Ordinance Establishing Bus Stop Zones

RECOMMENDATION:

That the Ordinance Committee forward to Council for introduction An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.48 of the Municipal Code by Amending Section 10.48.090, Bus Zones to be Established.

DISCUSSION:

Section 10.48.090 of the Santa Barbara Municipal Code (SBMC) authorizes the Transportation Engineer to establish bus loading zones and bus layover zones for the purpose of parking standby buses.

Use of Bus Stops by Buses Other Than MTD

Based on the definition of a bus under the California Vehicle Code (CVC) and the existing SBMC ordinance, any vehicle defined as a bus may use bus stops in the City of Santa Barbara. Buses are defined by the CVC as vehicles designed for and used for carrying 15 or more passengers. SBMC Section 10.48.090, as presently enacted, does not specify the type of bus that may use the bus stops and layover zones. When buses other than the Metropolitan Transit District (MTD) use the bus stops and layover zones, it impacts the ability of MTD buses to load and unload passengers in a safe and timely manner. Staff recommends that the SBMC be amended to clarify that bus stop zones have been established for use by MTD.

Establishing of Tour Bus Loading Zones

If the SBMC is amended to clarify that bus stop zones have been established for use by MTD as recommended by staff, then separate authority will be needed to establish tour bus loading zones, so that visitors may be safely loaded and unloaded from designated areas near local attractions. Staff recommends that the SBMC be amended to grant the Transportation Engineer the authority to establish tour bus loading zones.

Use of MTD Bus Stops by Other Buses

At certain bus stops, other buses, such as tour buses or charter buses may desire to use bus stops that are intended for MTD. Allowing these other buses to utilize MTD bus stops is an efficient use of curb space, as long as MTD operations are not negatively impacted. Staff also recommends that Council grant the Public Works Director the authority to issue permits for other buses to use bus stop zones, if a determination is made that such use will not negatively impact MTD's ability to safely and timely unload passengers.

ATTACHMENTS:

1. Ordinance Amending Chapter 10.48 of the Municipal Code
2. Letter from Jerry Estrada, MTD General Manager, dated March 11, 2015

PREPARED BY: Derrick Bailey, Supervising Transportation Engineer/mj

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office

ORDINANCE COMMITTEE DISCUSSION DRAFT 05/05/15
SHOWING CHANGES FROM CURRENT CODE
NEW PROVISIONS SHOWN IN UNDERLINE
DELETIONS SHOWN IN ~~STRIKEOUT TEXT~~

AN ORDINANCE OF THE COUNCIL OF THE
CITY OF SANTA BARBARA AMENDING
CHAPTER 10.48 OF THE MUNICIPAL CODE
BY AMENDING SECTION 10.48.090, BUS
ZONES TO BE ESTABLISHED

THE CITY COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS
FOLLOWS:

SECTION 1. Section 10.48.090 of the Santa Barbara Municipal Code is amended to
read as follows:

10.48.090 Bus Zones to be Established.

A. Transportation Engineer. The Transportation Engineer is authorized to establish bus loading zones adjacent to the curb for the purpose of loading and unloading of buses and bus layover zones for the purpose of parking standby buses. The Transportation Engineer is further authorized to determine the location and dimensions of such zones.

B. Definition. ~~The word "bus" as used in this section means any motor bus, motor coach, trackless trolley coach, or passenger stage used as a common carrier of passengers.~~ The word "bus" as used in this section means a vehicle operated by the Metropolitan Transit District. The words "tour bus" means a bus defined as a tour bus by the California Vehicle Code.

C. Dimensions. No bus loading zone shall exceed sixty feet (60') in length except that when satisfactory evidence has been presented to the Transportation Engineer showing the necessity ~~therefor~~ therefore, ~~the Transportation Engineer may extend bus loading zones not to exceed a total length of one hundred sixty feet (160')~~.

D. Bus Loading Zone - Marking. Bus loading zones shall be marked to indicate that they have been so designated. The Transportation Engineer shall approve the method of marking such zones with a sign or a red curb with letters stenciled in white.

E. Bus Layover Zones - Marking. The Transportation Engineer shall mark bus layover zones by a sign which gives notice that stopping, standing or parking of vehicles is not permitted except for buses.

F. Prohibition. No person shall stop, stand or park any vehicle except a bus in a bus loading zone or bus layover zone.

G. School Bus Zones. Notwithstanding the other provisions in this section, the Transportation Engineer may designate certain bus loading zones as "school bus zones" and further designate certain hours of the day on certain days of the week during which no person shall stop, stand, or park any vehicle except a school bus in said zone. Said restrictions shall be posted on a sign in a manner easily visible to motorists. At all other times, persons may stop, stand, or park any vehicle in said zone. (Ord. 4080, 1980; Ord. 3688, 1974.)

H. Tour Bus Loading Zones. Notwithstanding the other provisions in this section, the Transportation Engineer may designate certain curb areas as "tour bus loading zones" for the parking or loading and unloading of passengers, and further designate time limits and certain hours of the day on certain days of the week during which no person shall stop, stand, or park any vehicle except a tour bus in said zone. Said restrictions shall be posted on a sign in a manner easily visible to motorists. At all other times, persons may stop, stand, or park any vehicle in said zone.

I. Permits to Use Bus Loading and Layover Zones. The Public Works Director is authorized to issue permits for the use of bus loading and layover zones for the purposes for active loading and unloading of passengers to buses other than those operated by the Metropolitan Transit District. The permit applicant must demonstrate that it will not impede operations of the Metropolitan Transit District's use of the bus loading or layover zones.

J. Revocation of Bus Loading and Layover Zone Permit. If it is determined by the Public Works Director that a permittee's use of a bus loading zone or bus layover is negatively impacting the Metropolitan Transit District's ability to safely and timely unload passengers, the Public Works Director will cause to be sent a written Notice of Intent to Revoke to the permittee via certified mail. A permittee may request reconsideration of the Notice of Intent to Revoke in writing to the Public Works Director within ten (10) business days of the date of the Notice of Intent to Revoke. The request for reconsideration shall set forth all relevant evidence showing that the permittee's use of the bus loading or layover zone does not negatively impact the Metropolitan Transit District's ability to safely and timely unload passengers. The Public Works Director, or his or her designee, shall issue a written Notice of Decision within ten (10) business days of the date of the request for reconsideration. The Notice of Decision shall be sent to the permittee via certified mail and will be deemed final and effective as of the date of the Notice of Decision. Appeal of the Notice of Decision may be brought pursuant to Santa Barbara Municipal Code Chapter 1.30. If a request for reconsideration is not received within ten (10) days of the date of the Notice of Intent to Revoke, the permit shall be deemed revoked on the eleventh day following the date of the Notice of Intent to Revoke.

CITY OF SANTA BARBARA

March 11, 2015

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ENGINEERING

Derrick Bailey
Public Works Department
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

Dear Mr. Bailey:

Thank you for the opportunity to coordinate on amending the City bus stop ordinance. MTD is supportive and appreciative of the ordinance to ensure MTD buses can load and unload passengers at bus stops designated for MTD use. MTD looks forward to working with the City Transportation Engineer when it is deemed necessary to allow other buses public or private in using such stops. Please do not hesitate to contact me at (805) 963-3364 if you have any questions or concerns.

Sincerely,



Jerry Estrada
General Manager