

Final Report

Santa Barbara **AMTRAK** RAIL STATION STUDY



Prepared for
**SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS**

BY
WILBUR SMITH ASSOCIATES
In association with
THOMPSON & ASSOCIATES

SANTA BARBARA RAIL STATION STUDY

Final Report

**Prepared for the
Santa Barbara County Association of Governments**

by

**Wilbur Smith Associates
In association with
Thompson & Associates**

May 8, 1992

WILBUR
SMITH
ASSOCIATES
ENGINEERS • PLANNERS

282 SECOND STREET, 2nd FLOOR • SAN FRANCISCO, CA 94105 • (415) 896-0670 • FAX (415) 896-5966

May 12, 1992

Mr. Michael G. Powers
Deputy Director, Planning
Santa Barbara County Association of Governments
222 East Anapamu Street, Suite 11
Santa Barbara, CA 93101

Subject: Santa Barbara Rail Station Study

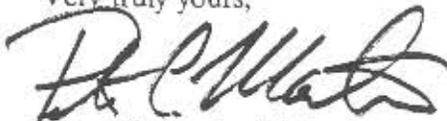
Dear Mr. Powers:

Wilbur Smith Associates is pleased to submit the Santa Barbara Rail Station Study Final Report. This study is intended to help implement rail passenger service improvements which were approved by state voters in 1990 as Propositions 108 and 116. These bond measures include funds to improve the Santa Barbara Station in order to better serve existing patrons as well as to support increased patronage associated with several additional trains daily in the near future.

The station improvement plan provides for restoration of historic features of the station and site as well as several important functional improvements. These station improvements could be implemented within a two to four year timeframe once the site has been acquired.

We appreciated the opportunity to assist the Santa Barbara County Association of Governments with this important project. The assistance provided by the Project Advisory Committee and by the City's Landmarks Committee is gratefully acknowledged. We trust that the proposed station improvement plan will benefit Santa Barbara rail passengers and the community.

Very truly yours,



Peter C. Martin, P.E.
Senior Traffic Engineer

PCM:ld
275090

Attachments

L-02/368

ALBANY, NY • ALLIANCE, OH • CAIRO, EGYPT • CHARLESTON, SC • COLUMBIA, SC • COLUMBUS, OH • FALLS CHURCH, VA • HONG KONG
HOUSTON, TX • ISELIN, NJ • JACKSONVILLE, FL • KNOXVILLE, TN • LEXINGTON, KY • LONDON, ENGLAND • LOS ANGELES, CA • MIAMI, FL
MINNEAPOLIS, MN • NEENAH, WI • NEW HAVEN, CT • ORLANDO, FL • PHOENIX, AZ • PITTSBURGH, PA • PORTSMOUTH, NH • PROVIDENCE, RI
RALEIGH, NC • RICHMOND, VA • RIVERSIDE, CA • ROSELLE, IL • SAN FRANCISCO, CA • SAN JOSE, CA • SINGAPORE • TORONTO, CANADA • WASHINGTON, DC

EMPLOYEE-OWNED COMPANY

TABLE OF CONTENTS

<u>Chapter</u>	<u>Page</u>
Executive Summary	i
1. Introduction	1-1
Planning Setting	1-1
Previous Station Development Plans	1-4
2. Station Site and Building Characteristics	2-1
Site Characteristics	2-1
Site Access and Circulation	2-4
Current Building Usage	2-5
Existing Physical Condition of the Depot	2-6
Handicap Accessibility	2-7
General	2-7
Station Area Lighting	2-8
3. Rail Operations and Facilities	3-1
Rail Facilities	3-1
Rail Service	3-2
Station Rail Operations	3-3
Santa Barbara Train Layover Facility	3-3
Platform Facilities	3-5
4. Station Access and Patronage	4-1
Station Access Features	4-1
Access Characteristics	4-3
Patronage Characteristics	4-5

TABLE OF CONTENTS
(continued)

<u>Chapter</u>	<u>Page</u>
5. Site Planning Guidelines and Issues	5-1
Key Unknowns	5-1
Site Planning Opportunities and Constraints	5-2
Function Needs	5-3
6. Proposed Station Improvement Plan	6-1
Station Building Concept Plan	6-1
Station Site Plan Concept	6-2
Station Improvement Costs	6-5
7. Implementation Needs	7-1
Potential Funding Sources	7-1
Implementation Issues	7-5
Next Steps	7-7
 Appendices	
Appendix A - Passenger Survey Questionnaire	
Appendix B - Discussion Site Plans	

TABULATIONS

<u>Table</u>	<u>Follows Page</u>
1 San Diegan Monthly Patronage Variations Los Angeles-Santa Barbara Segment	4-5
2 Boardings and Alightings by Train - Typical Week of Average Month	4-5
3 Boardings and Alightings by Train - Typical Week of Peak Month	4-5
4 Parking Supply and Demand	6-5
5 Station Site Area Improvement Costs	6-5
6 Station Building Improvement Costs	6-5

ILLUSTRATIONS

<u>Figure</u>	<u>Follows Page</u>
1 Site Location	1-1
2 LOSSAN II Proposed Train Schedule	1-2
3 Transportation Center Plan	1-4
4 Railway Plaza Development	1-5
5 Aerial Parcel Map	2-1
6 Station Building Plan	6-1
7 Site Improvement Plan	6-2

EXECUTIVE SUMMARY

The Santa Barbara Amtrak Rail Station Study is intended to provide a station improvement plan to better accommodate existing needs and to support planned expansion of rail passenger service. Aside from being a functioning rail station, the station is a gateway into Santa Barbara and while it is historic and picturesque, it is in a poor state of repair. A number of physical and operational deficiencies detract from the station's aesthetic and functional roles. Functional deficiencies include: passenger amenity shortcomings; inadequate parking; barriers to full accessibility for the disabled; and rail and administrative facility deficiencies which affect operations. Improvement of these deficiencies will be particularly important to support proposed addition of two more daily passenger trains as proposed by the LOSSAN II Rail Corridor Study. The Santa Barbara Rail Station Planning Study integrates site improvements, station building improvements, access improvements, circulation, parking and loading improvements and identifies funding opportunities. The improvement plans are conceptual rather than design level plans. Preservation and enhancement of historic features of the site is a core premise for the improvement plan. Given the historic nature of the station site and building and its long-term use as a functioning passenger rail station, alternative sites for a new station were not considered feasible and were not assessed. In order to maintain the Greyhound passenger connection with MTD's transit center, relocation of Greyhound operations into the rail station project is not proposed.

At present the station is served by three daily round trip trains—two *San Diegan* trains which terminate at Santa Barbara, and the *Coast Starlight* which runs through Santa Barbara to Seattle. Trains are well patronized with some trains boarding more than 200 passengers at Santa Barbara. Another two *San Diegan* trains terminating at Santa Barbara are planned for the near future with possible extension of one train to San Luis Obispo. Passenger traffic at the station will increase due to longer trains as well as the planned increase in the number of trains.

Propositions 108 and 116 approved by voters in 1990 provide about \$4.9 million for station improvements at Santa Barbara. Additional funds may be available from Federal and other State programs.

The proposed station improvement program shown in Figure S-1 includes:

- o Restoration of the historic station buildings with minor interior changes to meet ADA¹ requirements, provision of a snack bar and improved functional efficiency;
- o Restoration of Depot Park;
- o Improvement of the Moreton Fig Tree Park and development of passenger drop-off facilities adjacent to the rail tracks;
- o Provision of long-term parking adjacent to State Street south of the railroad tracks;

¹ Americans with Disabilities Act.

1. INTRODUCTION

The Santa Barbara Amtrak Rail Station Study is intended to provide a station improvement plan to better accommodate existing needs and to support planned expansion of rail passenger service. Aside from being a functioning rail station, the station is a gateway into Santa Barbara and while it is historic and picturesque, it is in a poor state of repair. A number of physical and operational deficiencies detract from the station's aesthetic and functional roles. Functional deficiencies include: passenger amenity shortcomings; inadequate parking; barriers to full accessibility for the disabled; and rail and administrative facility deficiencies which affect operations. Improvement of these deficiencies will be particularly important to support proposed addition of two more daily passenger trains as proposed by the LOSSAN II Rail Corridor Study. The Santa Barbara Rail Station Planning Study integrates site improvements, station building improvements, access improvements, circulation, parking and loading improvements and identifies funding opportunities. The improvement plans are conceptual rather than design level plans. Preservation and enhancement of historic features of the site is a core premise for the improvement plan. Given the historic nature of the station site and building and its long-term use as a functioning passenger rail station, alternative sites for a new station were not considered feasible and were not assessed.

The Santa Barbara Rail station is strategically located midway between the downtown area and Stearn's Wharf area (Figure 1). It is also located within half-a-mile of Santa Barbara City College. The site is adjacent to the Highway 101 Cross Town Freeway and to the City's major local street, State Street. Operationally, the Santa Barbara Rail Station includes the siding near Salsipuedes Street which is used to park *San Diegan* trains until their return trip to Los Angeles. Because of the central location of the present Amtrak rail station and its historic significance, the study of passenger rail station improvements for Santa Barbara focused on the present station site, and did not consider alternative, less central station sites.

Planning Setting

A number of actions have occurred in recent years which have important bearing on planning for the Santa Barbara Rail Station. These actions include:

- o The Los Angeles-Santa Barbara Rail Corridor Study (LOSSAN II) for increased passenger rail service to Santa Barbara;
- o Plans to extend several *San Diegan* trains to San Luis Obispo beginning in 1993/94;
- o Propositions 108 and 116 passed by voters in 1990 to fund statewide passenger rail improvements including potential improvements to the Santa Barbara Station;
- o Highway 101 Cross-Town Freeway project which will affect regional traffic access to the station site;

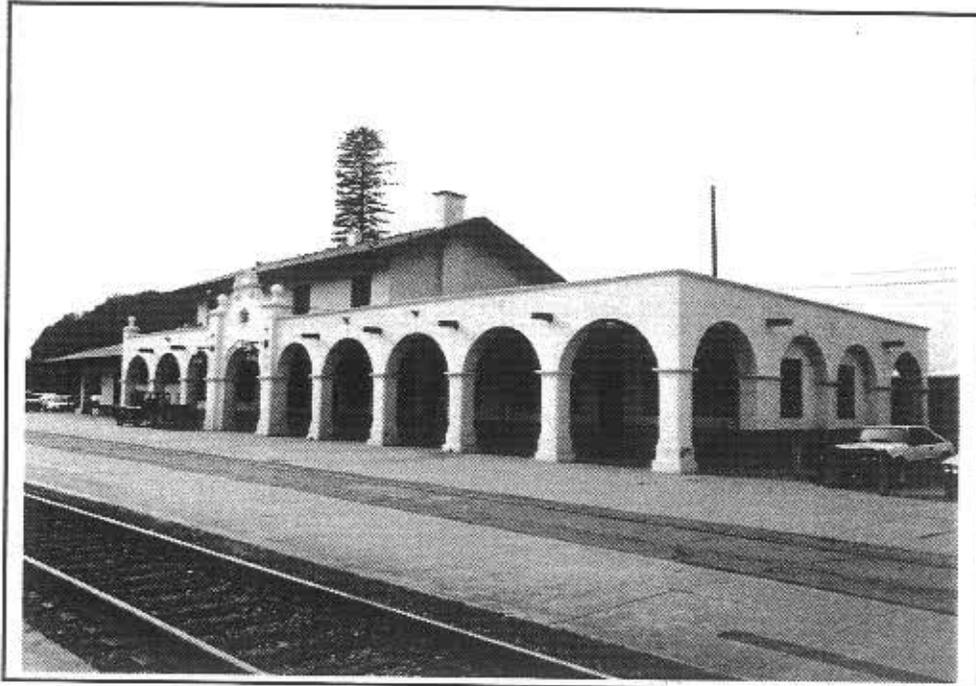
- o Provision of a pedestrian esplanade between State Street and Chapala Street (Depot Park) south of the railroad tracks;
- o Closure of Chapala Street and provision of a continuous raised 8-inch passenger platform between State Street and Montecito Street to meet Caltrans standards; and
- o Delineation of a simple circulation and loading plan resembling historic features on the station building parcel.

The estimated cost for these improvements would be \$755,000 for the station house, \$2,570,000 for the site development and \$2.5 to \$4.5 million for acquisition of the site. Annual operating costs would approximate \$120,000 and could be defrayed by Santa Barbara's Parking and Business Improvement Area and by site tenants.

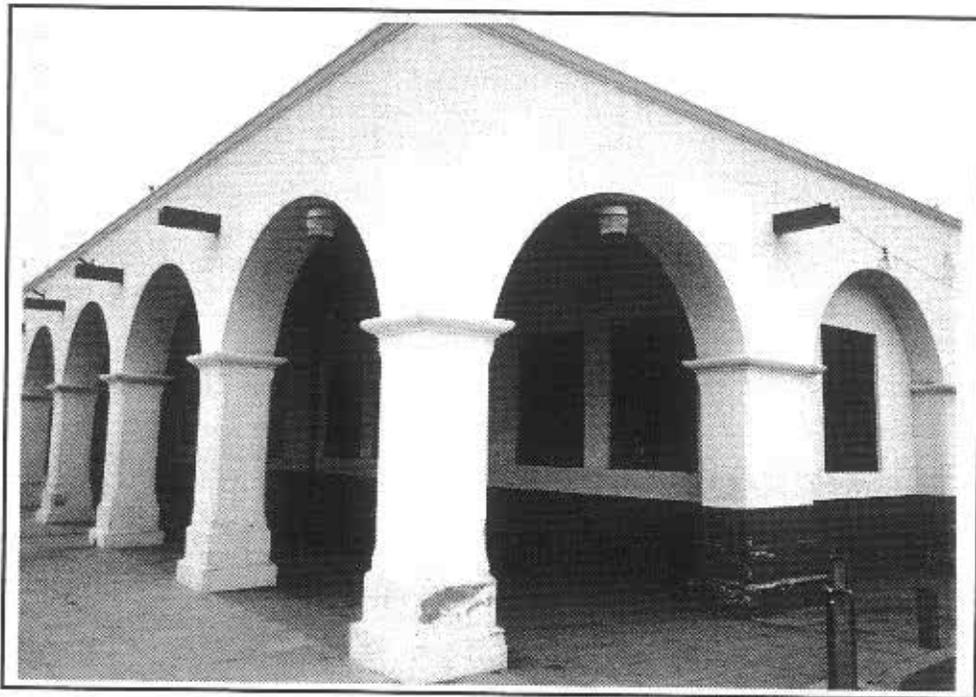
Once the station improvement plan is adopted the following implementation actions will be required:

- o Adopt the proposed station concept plan;
- o Resolve issues relating to long-term property lease;
- o Submittal by City of grant applications to Caltrans;
- o Identify and resolve site toxic problems;
- o Negotiate with SPTC for acquisition of a clean site title and also for an easement needed for platform facilities.
- o Request allocation of programmed funds to acquire site and easements as well as for environmental studies and design;
- o Complete design plans while working closely with Caltrans and local agencies; and
- o Obtain final approval from State Architect's office.

This process typically requires two to four years to complete, including construction. Funding for station improvements is scheduled for Fiscal Year 1993/94 according to the recent 1992 State Transportation Improvement Program. Therefore, it is advisable to begin the project development process immediately and work expeditiously to resolve outstanding issues. Project delays could jeopardize availability of state funding to construct needed station improvements. Passage of the Article XIX ballot measures by Santa Barbara County voters in June 1992 would be supportive to funding the proposed station improvements.



South and East End of Station Depot



Eastern End of Station Depot Showing Filled Archways





Figure 1
SITE LOCATION



- o Measure E passed by city voters and incorporated into the City Charter in 1989, affecting the amount of permissible new non-residential development on the station site and elsewhere in the City;
- o Lower State Street revitalization project streetscape enhancement of State Street from north of the Cross Town Freeway south to Cabrillo Boulevard; and
- o 1986 long-term 52 year lease of the station site by Southern Pacific Transportation Corp. to a private developer.

LOSSAN II Rail Corridor Study -- The LOSSAN II Rail Corridor Study was prepared in response to Senate Bill No. 2446 (Davis) in 1989 for the Southern California Regional Intercity State Rail Corridor Study Group which is comprised of Caltrans, the Southern California Association of Governments, the Santa Barbara County Association of Governments, Amtrak, Southern Pacific and several other public agencies. The study recommended expansion of *San Diegan* passenger rail service to Santa Barbara to a total of four daily round trips. One round trip has been added to the single round trip operated at the time of the LOSSAN II study, leaving two expansion trips still to be implemented. Figure 2 describes the planned operating schedule for the four *San Diegan* trips to Santa Barbara as well as the present Amtrak *Coast Starlight* service. Figure 2 shows one-way travel running time on the left-side of the chart, key station stops on the right-side and time of arrivals/departures at San Diego along the bottom of the chart. Diagonal lines on the chart which slant to the right from the bottom are northbound trains, and lines which slant to the left are southbound trains. The third and fourth *San Diegan* round trips are presently programmed for implementation in 1992 and 1994 respectively. The LOSSAN II Study recommended track switch improvements at East Santa Barbara and West Santa Barbara with associated signal improvements. New 8-inch top of rail raised platforms were proposed for the Santa Barbara station along with platform lighting improvements and an underground pedestrian subway connection between the Station and a proposed 150-space parking garage.¹ Continuous welded rail (CWR)² was proposed by the LOSSAN II study.

The LOSSAN Study also proposed extension of the *San Diegan* service to a potential new station located in Goleta dependent on local support for this extension. This extension is programmed in the 1991-96 fiscal years California Rail Passenger Development Plan, and in the 1990 State Transportation Improvement Program (STIP) for Fiscal Year 1995/96 implementation. The new Goleta Station would complement the centrally located Santa Barbara Station rather than replace it.

The proposed four daily *San Diegan* Santa Barbara corridor trains are not envisioned to be oriented towards the Los Angeles area commuter market. Service schedules and frequency primarily focus on general intercity corridor travel needs. Implementation of frequent commuter service between Los Angeles and Santa Barbara was assessed in 1989 by the LOSSAN Study. It is looked upon by many with "disfavor" due to potential growth-inducing implications in Santa Barbara County. As such, hourly service frequencies to Santa Barbara are unlikely even for the long-term future.

¹ See Railway Plaza discussion.

² Continuous Welded Rail (CWR) - Rails welded together in lengths of 400 or more feet.

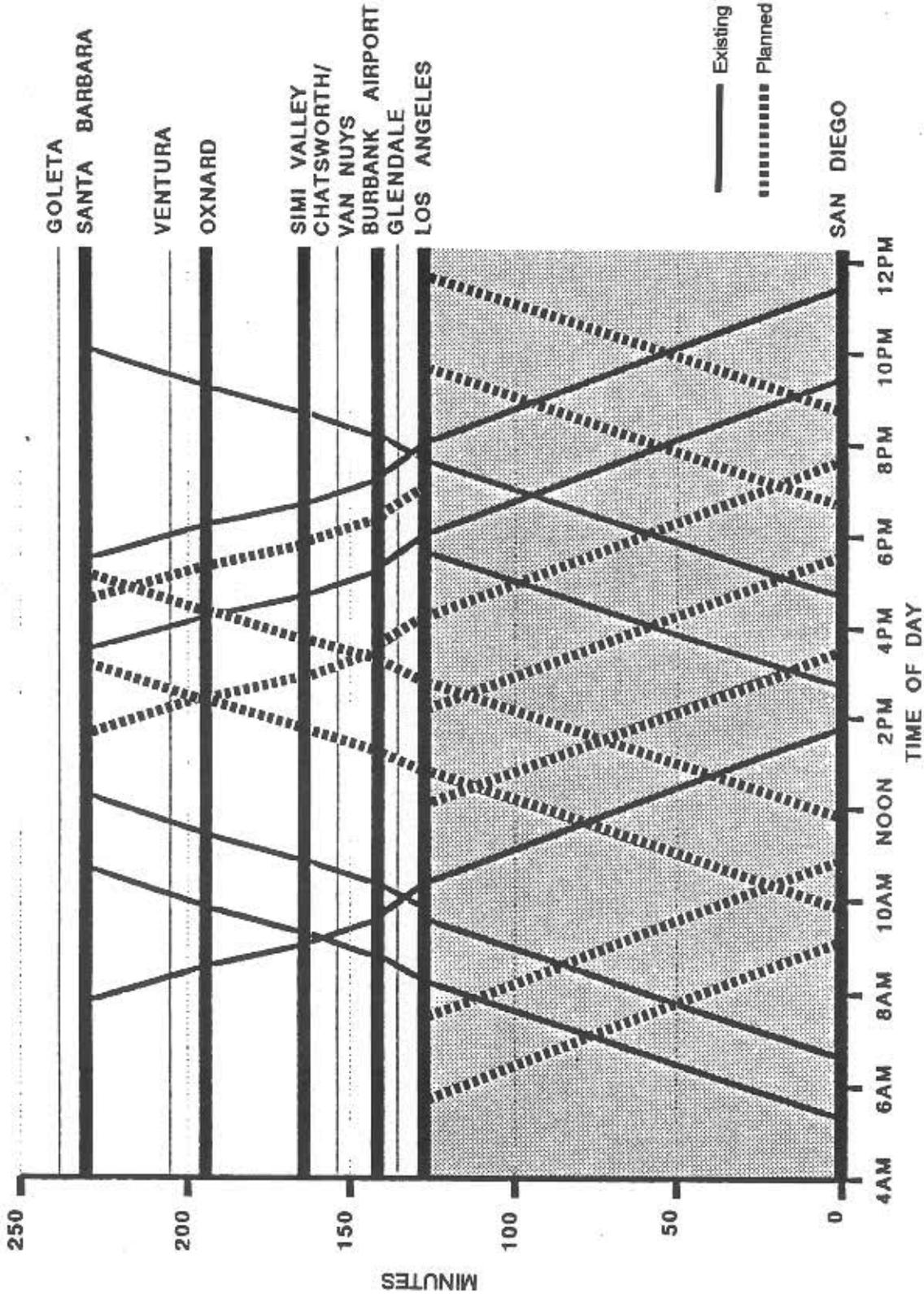


Figure 2
LOSSAN II PROPOSED TRAIN SCHEDULE



Site Lease Agreement -- In order to acquire the Santa Barbara Station site SPTC's long-term lease agreement with a private developer will need to be addressed. Salient features of the SPTC lease agreement with Santa Barbara Railroad Plaza (private developer) are:

- o 52 year lease started March 1, 1986;
- o Lessor (SPTC) shall have the right to terminate the lease until such time Santa Barbara Railroad Plaza receives all necessary governmental approvals for their use of the premises. Should any governmental body having jurisdiction at any time impose any condition for the use or zoning of the premises or for the issuance of any map, license, or permit, Railroad Plaza covenants to notify SPTC accordingly. If such condition is unacceptable to SPTC, SPTC may terminate the lease unless Railroad Plaza agrees to comply with such condition at no expense to SPTC.
- o Lease is subject to SPTC's agreement with Amtrak, including, but not limited to Amtrak's lease of space within the station building together with adjacent parking lot and SPTC's obligation to Amtrak to provide such space for passenger service to the general public at this location.
- o In general taking of all or part of the premises in settlement of or condemnation proceedings, Railroad Plaza shall receive compensation only for the taking and damaging of Railroad Plaza's improvements.

It is important to recognize that the foregoing paraphrasing of key terms of the lease agreement does not attempt to describe all details of the lease agreement. Legal interpretation of the lease agreement is beyond the scope of this Santa Barbara Rail Station Planning Study.

Other -- Desire to minimize noise impacts of *San Diegan* trains using the Salsipuedes Street storage sidings and plans by Fess Parker to develop adjacent lands to these sidings have led to planning studies for relocating the siding farther east (south) of the present location. The City's General Plan Circulation Element also proposes to extend Salsipuedes Street southward to Cabrillo Street.

Previous Station Development Plans

In 1976 the City developed a multi-modal transportation center plan for the station site and for the block on the eastside of State Street opposite from the station site. Several years later the private developer who leases the station site prepared a substantially different plan which emphasized multi-use development.

Transportation Center Plan -- In 1976, the City retained an architectural consultant to prepare a conceptual plan for a multimodal transportation center at the Santa Barbara Rail Station site. The project arose out of the need to build a new Amtrak station in conjunction with the proposed relocation of the Southern Pacific mainline railroad tracks into the Cross-Town Freeway alignment and in order to assist Greyhound Bus Lines to find a new Santa Barbara Terminal site. Figure 3 describes the proposed concept. In essence, the proposed plan was to locate most of the rail and bus passenger station facilities

Propositions 108 and 116 -- Proposition 108 Passenger Rail and Clean Air Bond Act of 1990 and Proposition 116 Rail Transportation Bond Act Initiative Statute both provide improvement funds which could potentially be used for the Santa Barbara station. Proposition 108 authorized \$1.0-billion in bond money for passenger rail improvements including projects for the Los Angeles-Santa Barbara intercity rail corridor. "Multi-Modal" terminals are eligible Proposition 108 projects. Proposition 116 authorized a \$1.99-billion bond including \$81.0-million for the Los Angeles-Santa Barbara rail corridor. Rail terminals and stations are eligible Proposition 116 projects.

Highway 101 Cross-Town Freeway -- The Cross-Town Freeway project has eliminated all signalized intersections along Highway 101 in Santa Barbara. Station freeway access north is via Montecito Street and the Castillo Street interchange. Freeway access south will be via Yanonali Street and the new Garden Street interchange. The closure of Chapala Street at the freeway and the substandard structural features of the Chapala Street bridge near the railroad tracks provide the opportunity to close this street through the station site.

Charter Section 1508, City of Santa Barbara -- At the conclusion of a General Plan Update process in 1989, the City Council adopted a package of strategies to balance commercial growth with resource constraints and the need for affordable housing. These decisions have been incorporated into the City Charter and were approved by the voters of the City (Measure E). Charter Section 1508 defines a process for review and approval of development proposals. The approval of new non-residential development in the City is limited to 3.0 million sq. ft. through the Year 2009. Any project must fall within a Development Allocation Category (approved, pending, vacant, small addition or community priority). Allocation of square footage from the Development Allocation Categories is based on existing legal Assessors Parcels. Generally, any parcel with an existing structure is eligible to apply for a non-residential addition of up to 3,000 sq. ft. from the small additions category.

Under Charter Section 1508, the Railway Station site could apply for square footage under several Development Allocation Categories. Non-residential development of any parcel which is and was vacant as of 1988, would be limited to a floor area ratio of 0.25. Any parcel with an existing structure on it could apply for a maximum addition of 3,000 sq. ft. under the Small Additions Category. Annual allocations of small additions are limited to no more than 30,000 sq. ft. per calendar year. If the Railway Station site applies for a small addition during a calendar year in which 30,000 sq. ft. has already been allocated, the application would not be accepted. The Railway project would have to re-apply the following calendar year. It is important to note that any development in these two categories cannot generate environmental impacts to traffic, water or affordable housing.

The property could be eligible to receive square footage from the Community Priority Category. This category is for projects that Council finds are necessary to meet a present or projected need directly related to public health, safety or general welfare. Square footage from this category is limited and is allocated by the City Council based on their ability to make findings of community need.

State Street Revitalization Plan -- The streetscape improvements at and near the rail station designate the western Yanonali Street leg of the State Street intersection as the entry into the station site. The present unsignalized State Street driveway remains as a simple curb cut and no plans exist to signalize the driveway access.

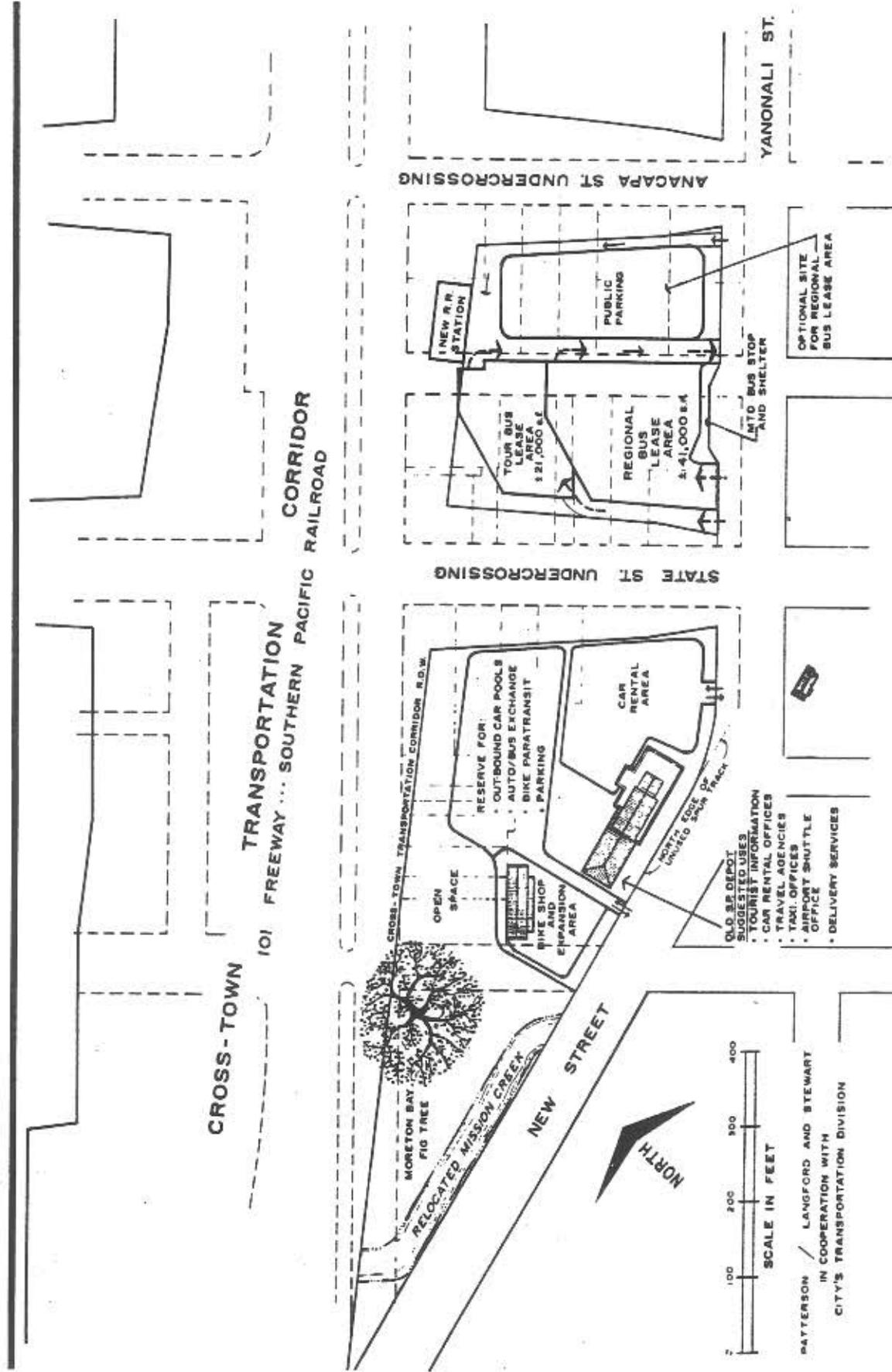


Figure 3
TRANSPORTATION CENTER PLAN



across the east side of State Street from the present station site. The relocation of SP tracks to a common alignment with the Cross-Town Freeway never progressed and the transportation center project was subsequently dropped.

Railway Plaza Development Proposal -- In 1983, a private developer submitted a proposal to develop 4.2 acres of the SPTC Santa Barbara Station site as a mixed-use project consisting of: a 133-room high-quality hotel; a 200-seat restaurant; 5,750 sq. ft. for a youth hostel; 18,035 sq. ft. of retail uses; and 3,500 sq. ft. for offices. The Amtrak Station and Railway Express buildings were retained, however, the Amtrak functions were proposed to be consolidated in the western one-third of the station building in order to free up space for a new restaurant. A total of 318 parking spaces was proposed. Figure 4 summarizes the proposed plan. The Railway Plaza Development was approved by the City; however, application to *extend* the time line for a building permit was subsequently denied by the City.

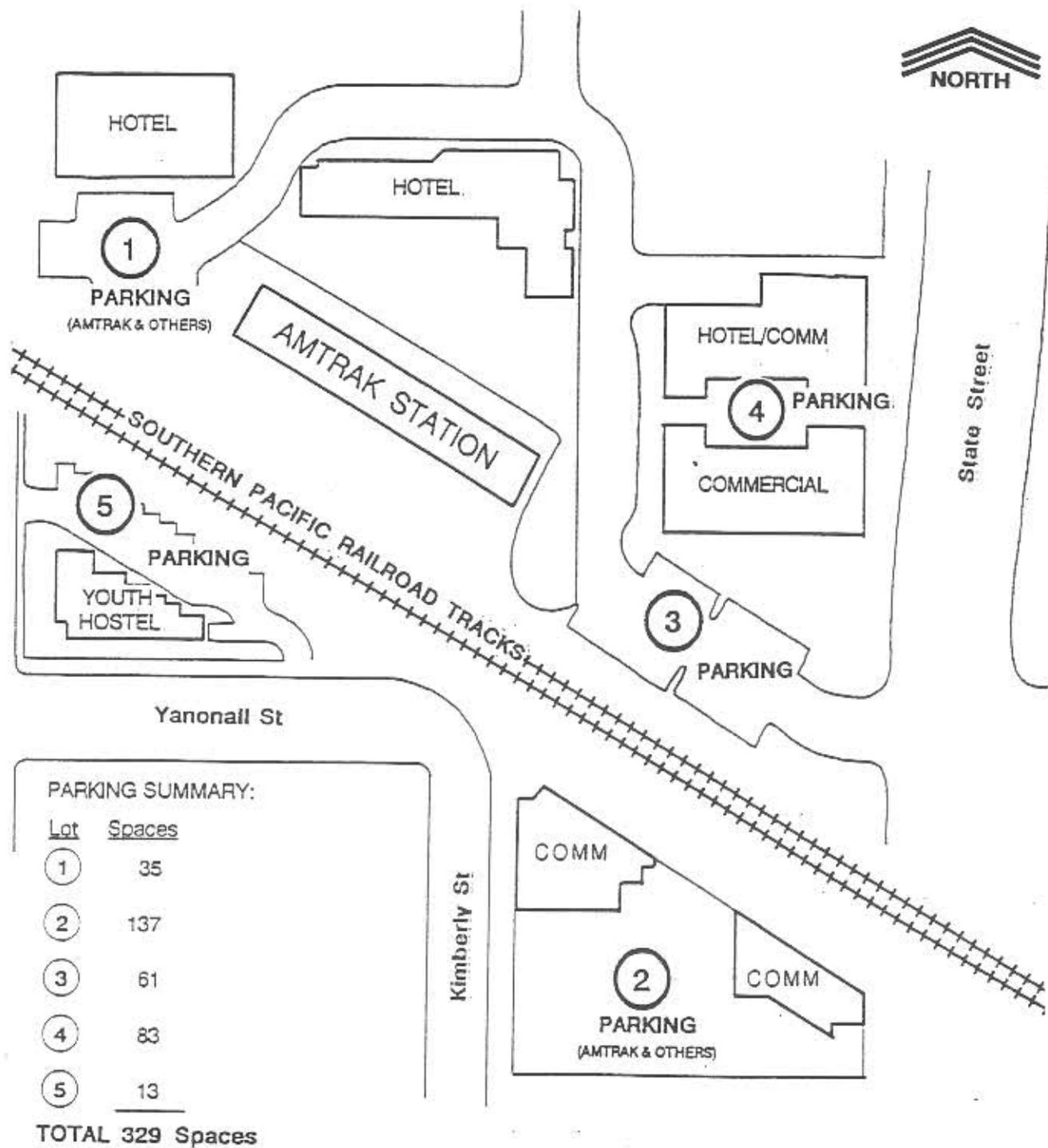
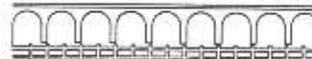


Figure 4
RAILWAY PLAZA DEVELOPMENT



2. STATION SITE AND BUILDING CHARACTERISTICS

Existing features of the station study site and the station building are described in this section along with potential changes. Key site features include size, shape, layout, use, access and circulation and lighting. Principal station building features include: the size, condition, use, historical features, full accessibility for disabled, and utilities.

Site Characteristics

The Santa Barbara Rail Station is located south of Highway 101 near State Street. The site is located within the Coastal Zone and within the City of Santa Barbara's Redevelopment Area. It is located near Mission Creek and reportedly is within the 100-year flood plain. According to the 1983 *Railway Plaza EIR*, there is high ground water in the area and the possibility exists for structural difficulties to occur relative to liquefaction of soils. Special construction techniques and structural design attention was recommended for new structures. The SRTC rail station site consists of three assessor parcels,¹ which, for project planning purposes, are treated as four (shown in Figure 5):

1. The Santa Barbara Rail Station depot parcel located on the north side of the railroad tracks between Chapala Street and State Street;
2. A parcel located north of the railroad tracks just south of the Moreton Fig Tree;
3. A triangular parcel located south of the railroad tracks and north of Chapala and Yanonali Streets; and
4. A trapezoidal parcel located south of the railroad tracks between State Street and Kimberly Street.

These parcel descriptions are not the same as those in the SPTC lease agreement with Santa Barbara Railroad Plaza. The SPTC lease treats the area west of Chapala Street as two parcels and combines the station building area and the area south of the railroad tracks as a single parcel. All of these parcels are owned by SPTC and are leased to a private developer (Santa Barbara Railway Plaza).

Parcel 1 -- Parcel 1 is an irregularly shaped lot with access provided by State Street, Chapala Street and Montecito Street (from Rey Road). The lot has approximately a 450-foot frontage with the railroad tracks on its south side, a 312-foot Chapala Street frontage including 60-feet occupied by the Railway Express Building, a 210-foot frontage along State Street, an irregular frontage of 250 feet east of Rey Road, and a 180-foot frontage west of Rey Road to State Street. Rey Road reportedly has a 32-foot right-of-way, although the actual curb to curb pavement width appears to be 20 feet. Three basic activities are presently supported by Parcel 1. The principal function is as a rail passenger station, with secondary

¹ SPTC believes that the site "may consist of as many as sixteen separate legal parcels."

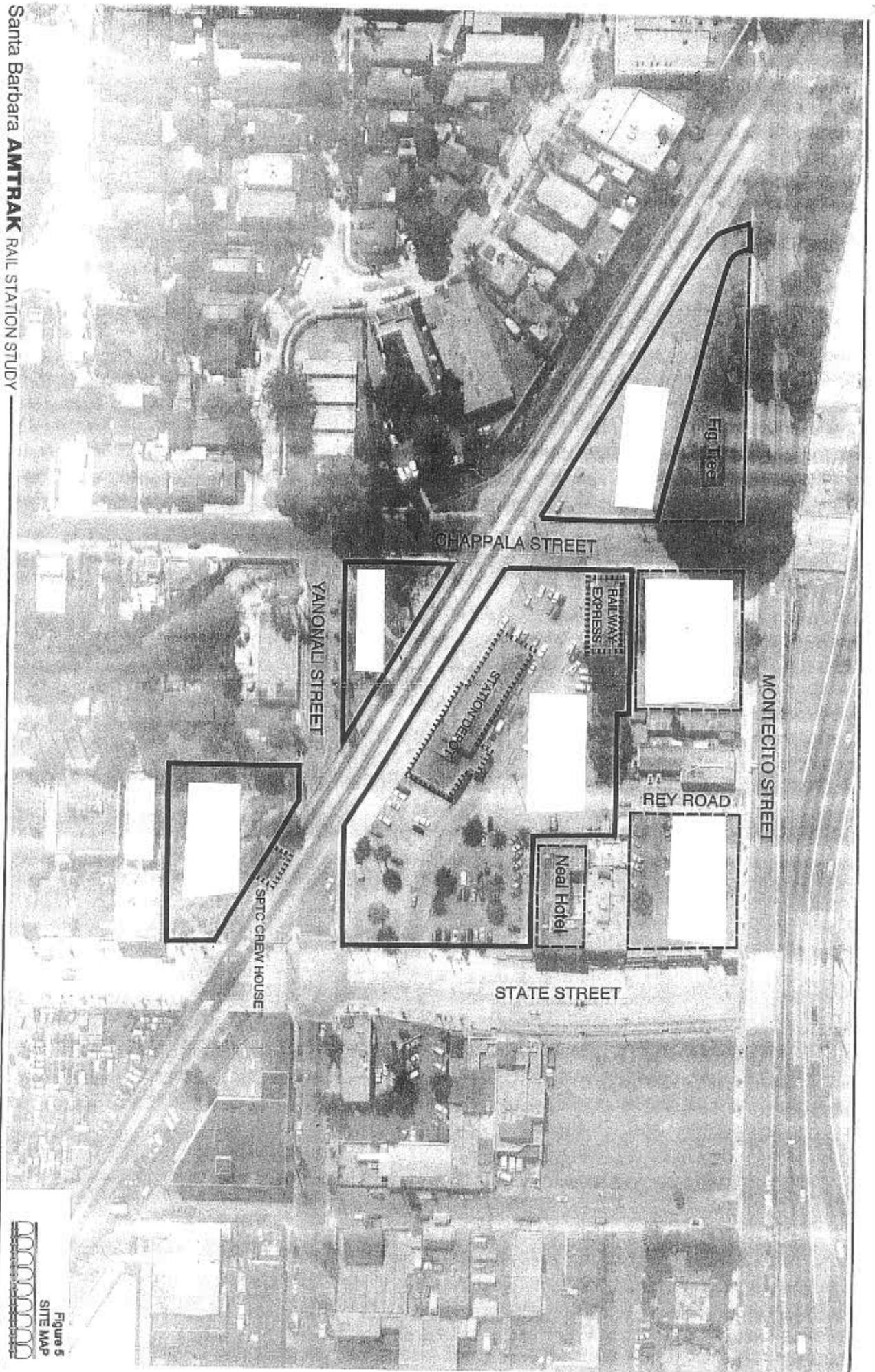


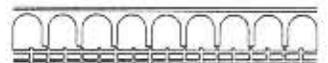
Figure 5
SITE MAP



Railway express building



Signalman's House



functions being the SPTC operations support (upstairs in station building) and bicycle rental and repair (Railway Express Building). Access to the Neal Hotel is also provided by Parcel 1.

The shape of the site and locations of Railway Express Building, Station Depot Building and Neal Hotel limit potential layout plans for Parcel 1. Potential opportunities to expand the 107,030 sq. ft. Parcel 1 include:

- o Use of the former Shell Gas Station site located between the Railway Express Building and Montecito Street. This site is approximately 130' X 140'.
- o Use of the Caesars Auto Parts and Moped Service Center sites located between the Shell Gas Station site and Rey Road. This site is about 125' X 140' and would require relocation of existing businesses.
- o Closure of Chapala Street between Montecito Street and the railroad tracks. Chapala Street has a right-of-way of 70 feet and a length of about 250 feet.
- o Use of the site owned by Caltrans in back of the Enterprise Fish Co. which functions as a parking lot. This site is about 130' X 177' and would affect parking supply for the restaurant and for the Neal Hotel.

A review of Caltrans' right-of-way in the station area vicinity indicates relatively limited opportunity for expanding the station site. Caltrans owns an irregularly shaped site north of Highway 101 between Chapala and De La Vina Streets. Caltrans owns the former Chevron station site located north of the Enterprise Fish Company at the corner of Montecito and State Streets. It has proposed selling this former Chevron property which presently provides for about 30 parking spaces. The site behind the Railway Express Building is privately owned.

Parcel 2 -- Parcel 2 is a 38,200 sq. ft. open lot with broken asphalt paving and two graveled areas previously used to park private railcars. Some old rail tracks are stacked in this area. Parcel 2 has a 589-foot northern frontage, a 337-foot Chapala Street frontage, about a 380-foot railroad frontage and a short 40-foot frontage along Montecito Street adjacent to the railroad crossing. The assessor's map shows a 40-foot-wide frontage access to Montecito Street at the western end of the parcel near the Mission Creek channel. Small areas are set aside for railroad crossing protection equipment. If Chapala Street is ultimately abandoned, these equipment areas could be reused. The railroad sidings used in the past to park private railcars are considered by some to be historic features of the site. These features were not retained in the previous Railway Plaza proposal, which initially proposed a three story parking structure. Due to major concerns for the Moreton Fig Tree, the parking structure was later modified to a surface parking lot. For tree preservation, visual and historic reasons, major structures probably would not be viable on this parcel. A portion of this site probably will be needed to improve the passenger platform.

Station Site and Building Characteristics

Parcel 3 -- Parcel 3 is a 11,730 sq. ft. open lot with unmaintained landscaping. The site has a 190-foot frontage with the railroad, a 100-foot frontage with Chapala Street and a 170-foot frontage with Yanonali Street. Historically, this site has been used by the public for a park, Depot Park. Its poor state of maintenance has rendered it unusable and unsightly. It might be possible to expand this site by abandoning public street right-of-way on Chapala Street and/or Yanonali Street. According to City staff the Chapala Street bridge over Mission Creek is substandard and could possibly be abandoned for traffic purposes. The rocks which bordered the historic pedestrian path are still in place.

Parcel 4 -- Parcel 4 is a cyclone-fenced lot which is vacant except for the historic abandoned crew house. Several years ago the 24,430 sq. ft. lot was reportedly used as a used car lot. This trapezoidal shaped site has a 150-foot frontage along Kimberly Street, a 200-foot southern boundary, about a 50-foot frontage on State Street and a 30-foot frontage on Yanonali Street. The limited frontage on State Street and proximity of the railroad crossing potentially limit access to and from State Street.

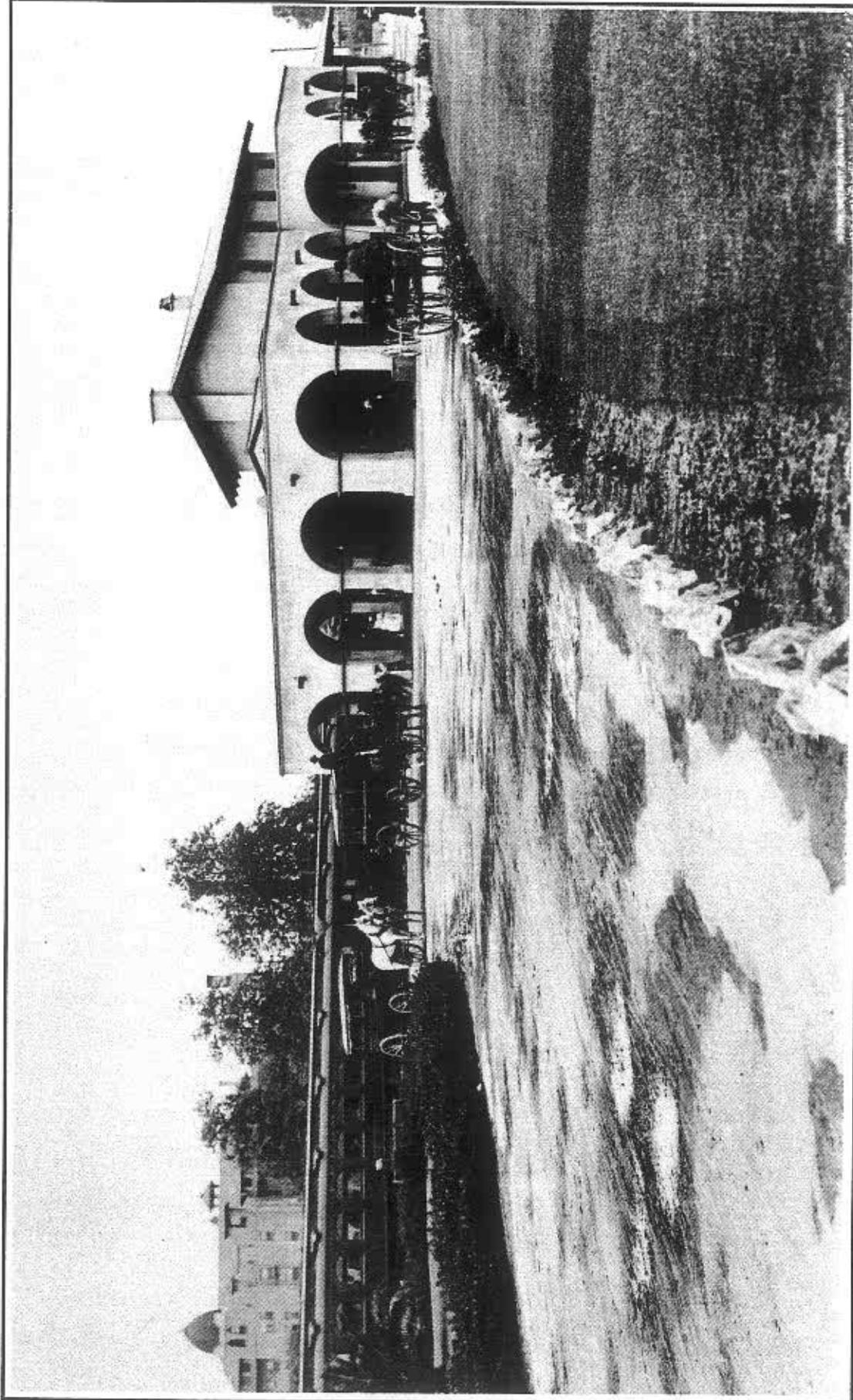
Historic Register -- The Southern Pacific Railroad Station became a Designated Landmark of the City of Santa Barbara in 1980. This status includes the station building and all areas within 20 feet of the eaves of the station and the area south of the station to, but not including, the railroad tracks. The City's Landmarks Committee would need to review and approve any plans proposing changes to the historic area. The entire station site is within the El Pueblo Viejo Area and is subject to Landmarks Committee review. This review considers historic uses as well as physical and architectural features of the building. A preliminary review of improvement concepts by Landmarks Committee indicates that:

- o Minimal changes to the buildings exterior should be made;
- o The sidings near the Moreton Fig Tree should be retained;
- o Landscaping should be minimized;
- o Site circulation should be simple and avoid use of decorative pavement designs;
- o Minimal new "joint development" retail uses should be considered particularly north of railroad tracks; and
- o Depot Park should be restored to its former design.

These historic restoration objectives need to be weighed with ADA requirements and with access needs of rail passengers.

Hazardous Waste -- The California Transportation Commission requires identification of toxic waste contamination for property being acquired with state funds. Past precedents indicate that liability for any hidden contamination left over from past rail operations would remain with SPTC even if title transfers before such contamination is discovered. The primarily passenger service use of the Santa Barbara station site typically results in lower contamination risks than railroad maintenance and repair activities. Discussions with the City of Modesto regarding their experience with toxic soils during development of

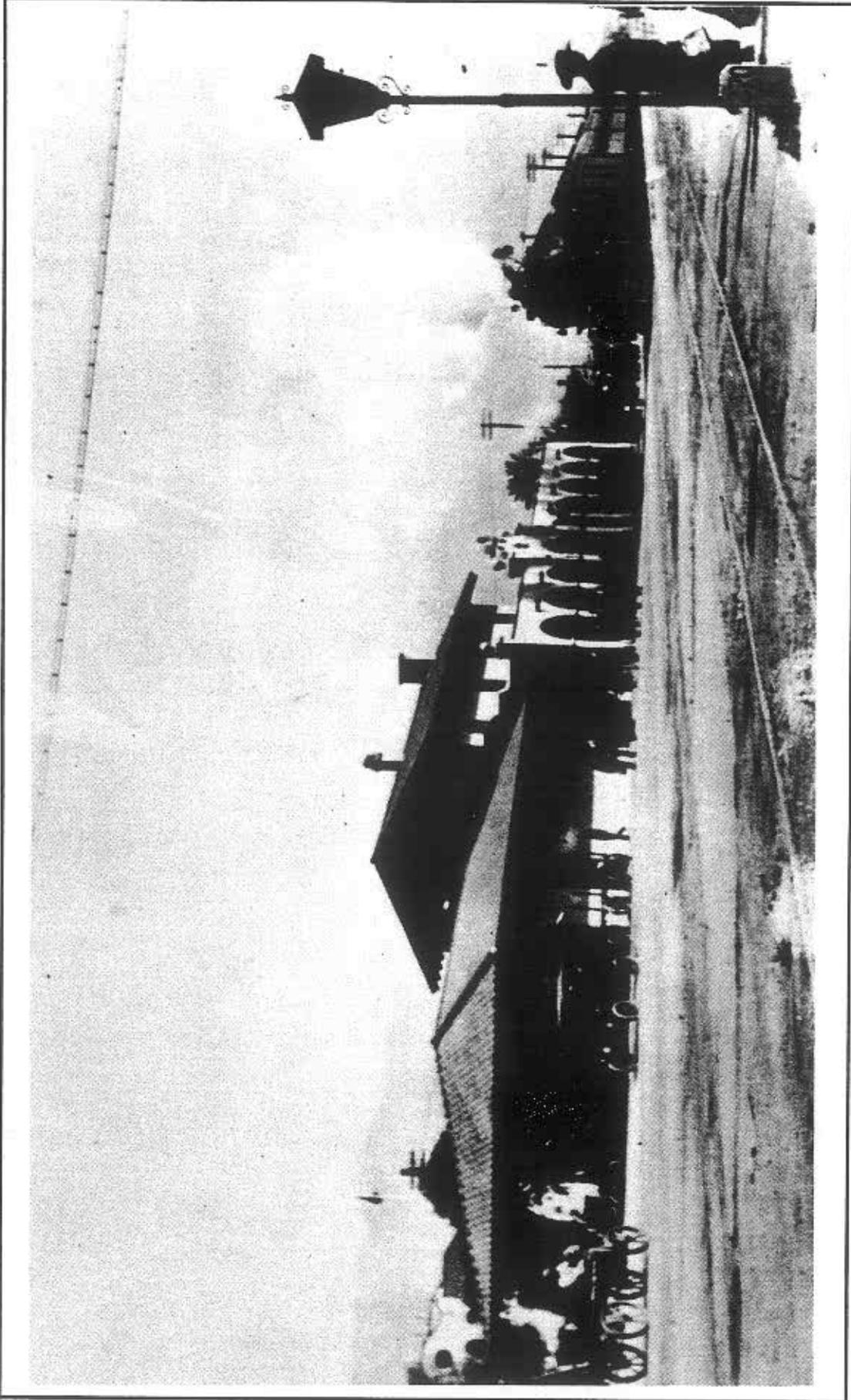
Station Site and Building Characteristics



Photograph courtesy of
SANTA BARBARA HISTORICAL SOCIETY

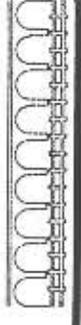
Northern and eastern station frontages

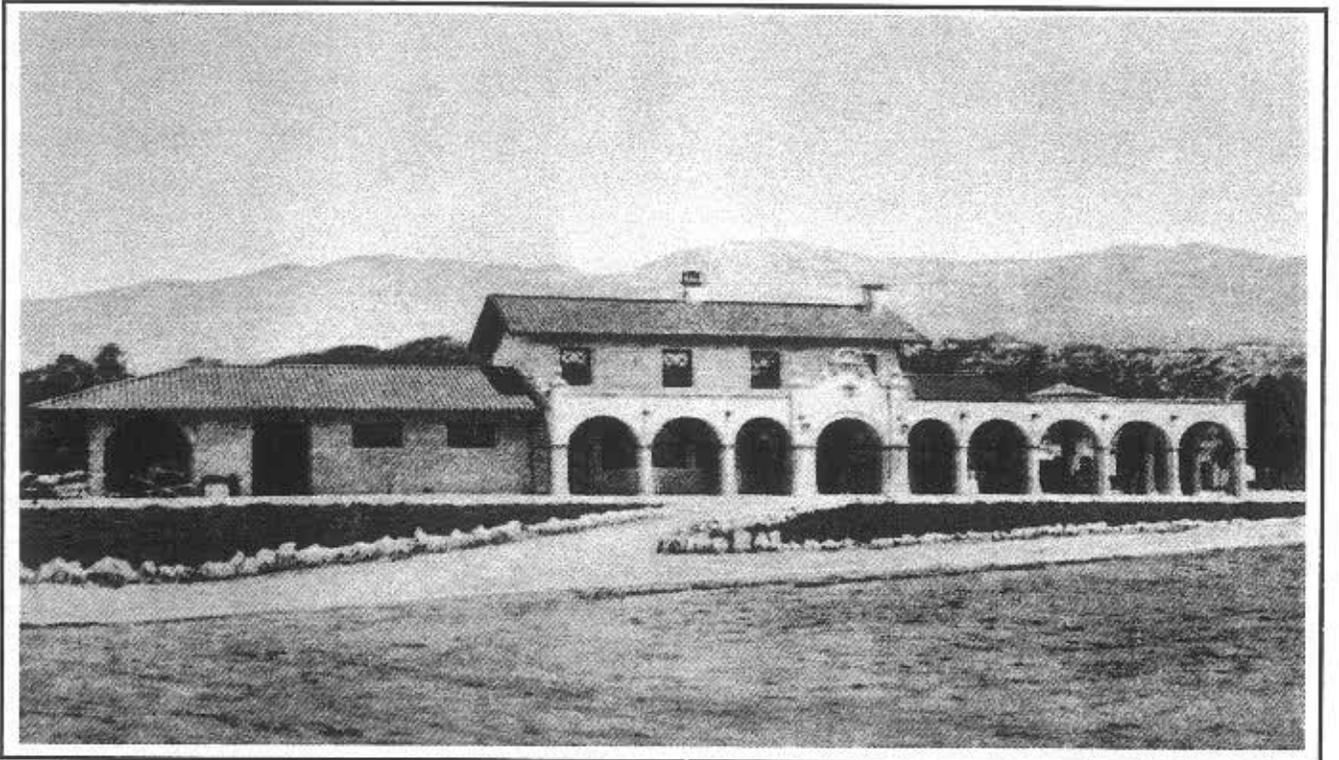
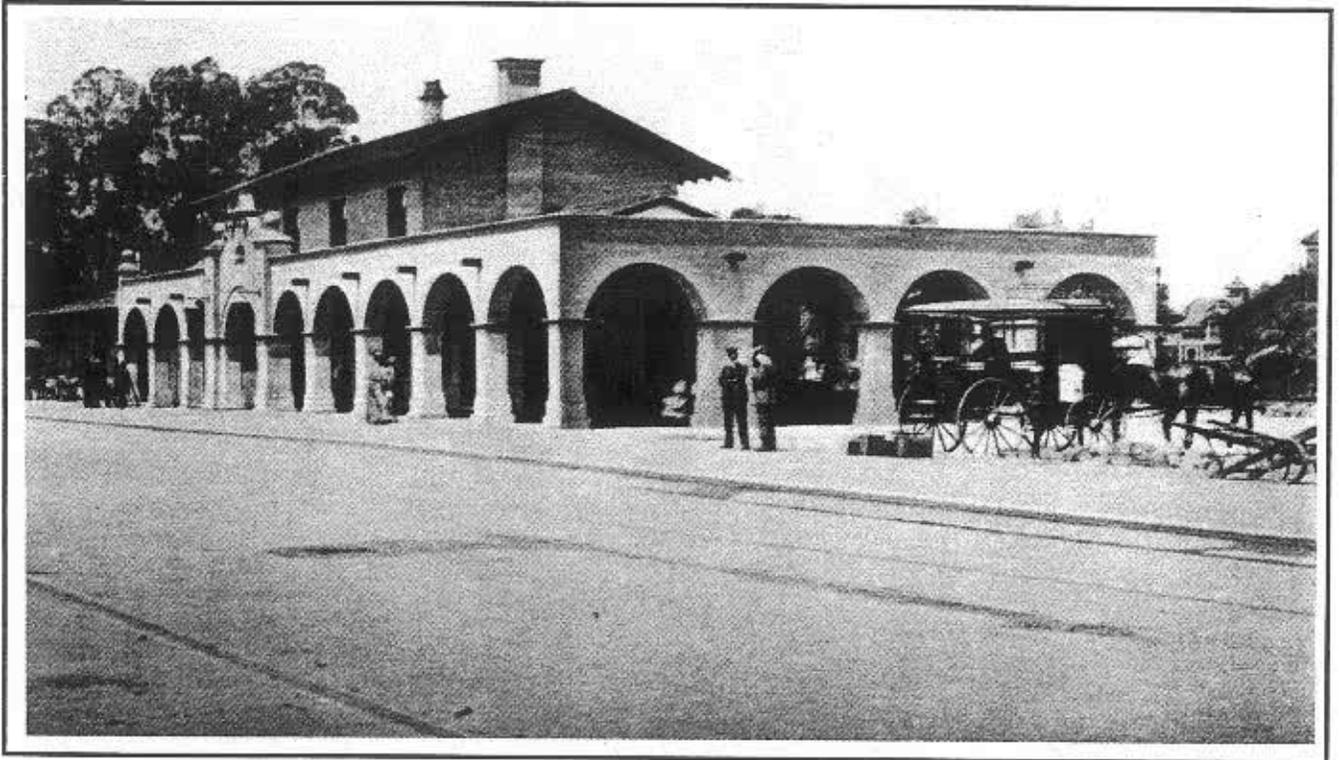




Photograph courtesy of
SANTA BARBARA HISTORICAL SOCIETY

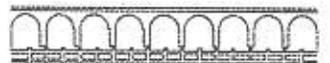
Southern and western station frontages





Photograph courtesy of
SANTA BARBARA HISTORICAL SOCIETY

Southern and Eastern Frontages



the Modesto Transportation Center found that no significant remedial measures were necessary. Minor diesel fuel problems were reportedly found near the Modesto parking area for SPTC maintenance-of-way vehicles, but these were easily remedied. At Santa Barbara similar minor diesel fuel problems might be found near the SPTC parking area. Some problems might also spillover from the abandoned gas station sites and from the active auto repair business located on Rey Road. Discussions with the County Health Department did not identify any known toxic problems on the site.

Site Access and Circulation

The station building parcel has access from Chapala Street, State Street and Montecito Street.

Key station site access roads are:

- o Highway 101
- o State Street
- o Montecito Street
- o Chapala Street
- o Yanonali Street
- o Castillo Street
- o Garden Street

Highway 101 Cross-Town Freeway -- At present, Highway 101 is transitioning between an expressway type facility with signalized intersections to a full six-lane freeway with grade separated interchanges. The Chapala Street access has been closed and an underpass crossing provided for State Street. Highway 101 traffic to and from the north typically accesses the station site via the Castillo Street interchange which is located about 0.4 miles west of the station site and is reached via Montecito Street. Traffic to and from the south on Highway 101 uses the interchange at Garden Street, approaching the station site via either Yanonali Street or Montecito Street.

State Street -- State Street has recently been grade separated via an underpass from Highway 101. It is five lanes wide with two through lanes in each direction and a center left-turn lane. Due to the proximity of the station driveway to the Yanonali Street intersection, no left-turn lane is provided for traffic turning left into the station driveway. During blockages of the State Street railroad crossing, southbound cars can block left turns (from Yanonali Street) into the station site. A stub road on the west side of the Yanonali Street intersection provides the opportunity for a future driveway access into the station site.

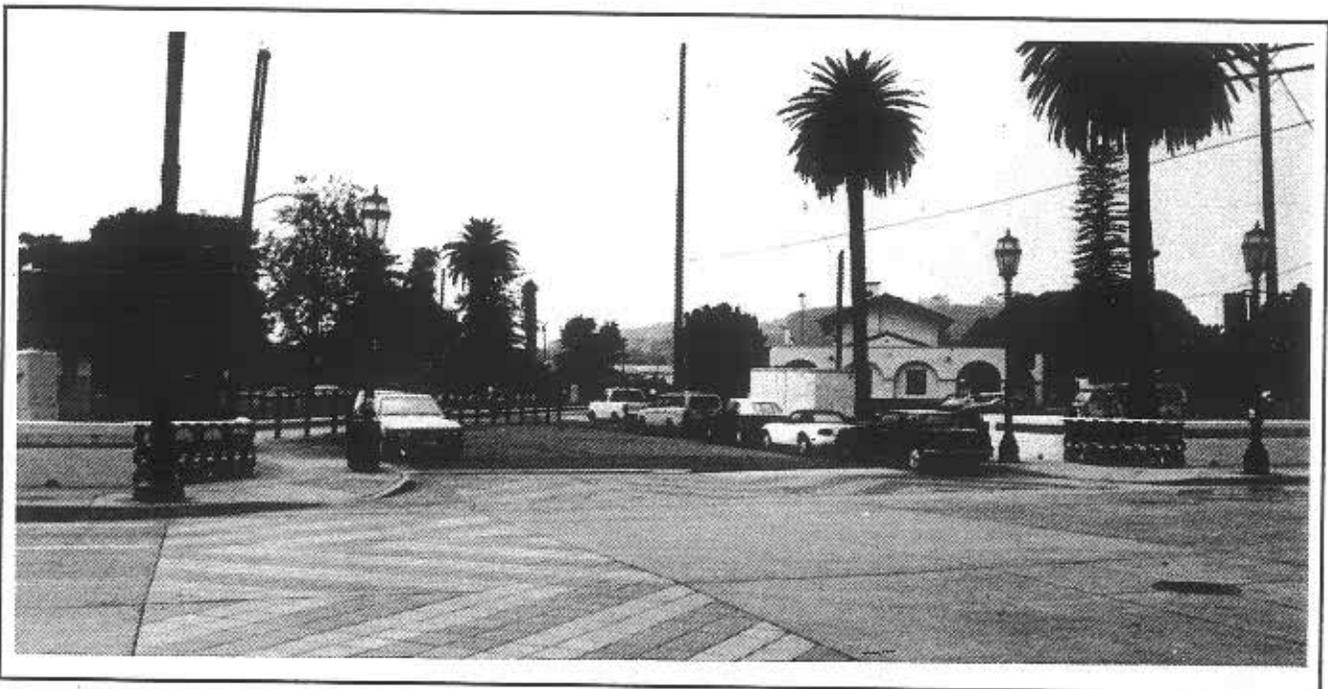
Montecito Street -- Montecito Street is a 36-foot-wide two-lane local street with parallel curb parking permitted on both sides of the street. West of the station site it provides access to Highway 101 at Castillo Street. It transitions into SR-225 Cliff Drive at Castillo Street. The Montecito/Castillo intersection is often congested. East of the station site it crosses over State Street (no connections) and provides access to Highway 101 at Anacapa and Santa Barbara Streets. Caltrans Cross Town Freeway plans are to stub Montecito Street into Yanonali Street via Santa Barbara Street.

Chapala Street -- Chapala Street is a two-lane local street with parking permitted along both curbsides most of its length. With the closure of its Highway 101 access, Chapala Street presently functions as a local circulation street. About 100 feet south of the railroad tracks, Chapala Street crosses Mission Creek diagonally on a bridge which reportedly is substandard.

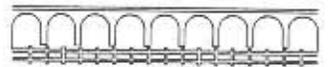
Station Site and Building Characteristics



State Street and Yanonali Street



Yanonali Street entry to station



Original Station Agent's Office -- The original station agent's office is occupied by Southern Pacific's communications equipment and is adjacent to the Amtrak Ticket Office area.

Baggage Room -- The baggage room has been partitioned off into three separate spaces with the west end for Amtrak baggage, the middle half devoted to SP equipment and storage and bathroom-shower facilities; and the remaining small area for Amtrak supplies storage and janitorial equipment. The area is rectangular with total dimensions of about 25' X 46'.

Original Women's Waiting Room -- The original women's waiting room adjoins the main waiting room, is seldom used by waiting passengers and functions as access to the Women's Public Restroom. The room is about 300 sq. ft. in size and does not have direct access to the station platform.

East Offices -- The east offices are located at the extreme east end of the depot, was constructed in 1949 to house SP personnel, but is now vacant. It is about 500 sq. ft.

Second Floor -- The second floor is currently used as part time offices for SP personnel.

Existing Physical Condition of the Depot

The physical state of the structure has been documented in considerable detail by Preservation Planning Associates in their 1986 Restoration Report. Following is a basic summary of the report's more significant observations, together with independent site observation.

Building Exterior -- The building exterior is generally unchanged from the original construction. Historical light fixtures have been removed from arcades and the building's color has been changed from the original ochre to white.

Roof -- There are some missing roof tiles and evidence of minor roof leaks where both sloping and flat roofs intersect walls or parapets.

Wood Trim and Beams -- The wood trim and beams are generally well preserved except eave rafter ends at the east end of the 2nd floor. There is also a likelihood of dry rot in the stylized wood outlook scuppers embedded in face of arcade walls. Most significant changes have occurred in the Depot's north facade with infill of one large baggage portal and the original entrance to the vestibule. Some structural wall cracking is also evident along this wall near the vestibule, probably due to some building settlement that has occurred at the east end of the Women's Waiting Room.

Interior of the Depot – The interior of the depot adheres closely to its original plan with the exception of restructuring of the ticket lobby which was modified in 1919. New partitions occurring in the baggage room and ticket office are non-structural wood construction that could be removed with little damage to the surrounding surfaces. Original interior finish materials also remain generally unchanged with the exception of over painting of some originally unpainted surfaces and the removal of traditional incandescent light fixtures. The original gas fired heat radiators are also present but are not in operation because gas service has been discontinued.

The most visible areas of damage and deterioration are to the tile floors and wainscot. Significant large wall areas are buckling away from the substrate wall surface with resultant cracking of the tiles. This damage is most pronounced in the women's waiting room. Mosaic tile floors in both waiting rooms also exhibit large areas of missing tile that have been patched with cement mortar.

The public restrooms also show significant deterioration with damaged and leaking plumbing fixtures, poor ventilation, and wall and floor materials that are difficult to maintain even under the best conditions.

Handicap Accessibility

A significant program requirement which will ultimately play a central role in access to public funding is handicap accessibility. Current State Title 24 regulations as well as new federal legislation (Americans with Disabilities Act - ADA) mandates specific accessibility requirements for transportation related buildings. These requirements affect both public and employee areas of the depot. The basic areas of concern in any state sponsored review (Office of State Architect) will focus on primary access to the building, public and employee restrooms, information counter and all amenities normally provided in such a facility. The specific impacts on the depot will necessitate level entrances to the waiting room doors by small ramps, possible widening of some doors, modification of most door handles, and renovation of all restroom facilities. Access into the station building for disabled persons is inhibited by low rise steps about 3 to 8 inches in height.

General

Observations during field review of the station indicated that it had poor ventilation and the station area had poor lighting. Train information was limited to a small board, whose schedule format seems difficult to decipher.

Station Site and Building Characteristics

Station Area Lighting

Outside lighting includes several low intensity fixtures around the passenger station, some temporary lighting which has been added around the station building, a high mast light standard located near Chapala Street's railroad crossing, low mast fixtures near the SPTC utility vehicle parking area and another low mast fixture in the eastern parking lot. The high mast fixture is designed to illuminate the Chapala-Montecito train platform and the area between Chapala Street and the Station Building.

3. RAIL OPERATIONS AND FACILITIES

The Santa Barbara station is on SPTC's Coast Line between Los Angeles and San Francisco. Most of the Coast Line in Santa Barbara County is single track except for a 3.4-mile segment near the Santa Barbara station.

Rail Facilities

The present track near the Santa Barbara station is bolted rail rather than continuous welded rail (CWR). It is single track north of the station, widens to double track through the station and southward to Milpas Street where it transitions back to single track. Between Santa Barbara Street and Salsipuedes Street sidings are provided on both sides of the double track section. The *San Diegan* is stored on the southbound track siding. The northbound siding appears to be little used. No switches are provided between the southbound and northbound double track section forcing *San Diegan* trains to operate in reverse direction between the siding and the station.

LOSSAN II recommendations were to install motorized #20 turnouts (switches) at both east and west Santa Barbara to allow faster operation onto and off of the double track segment. LOSSAN II also proposed provision of 2,000 feet of passing track and two 1,000-foot-long storage tracks with #20 power operated turnouts at Goleta. The California Rail Passenger Development Plan 1991-96 Fiscal Years programs have Proposition 108 and Proposition 116 funds for these improvements.

Project 9016 programs \$259,000 of Proposition 108 Funds for FY 1993-94 as follows:

Project A.14: Santa Barbara Service Facility improvements; and

Project A.16: Santa Barbara Service Track.

Project 9905 programs \$2,977,000 of Proposition 108 funds in FY 1993/94 for Santa Barbara Station Improvements. Project 6024 programs \$1,927,000 of Proposition 116 funds in FY 1993/94 for Santa Barbara Station Improvements.

Project 6020 programs \$7,092,000 Proposition 116 Funds for FY 1995-96 for the Goleta Extension as follows:

Project B.11: Goleta Storage and Service Facility (\$397,000);

Project B.12: Goleta Station (\$2,023,000);

Project B.15: Goleta Terminal Track (\$1,515,000)

Project B.16: Install CWR¹ - Goleta-Santa Barbara (2,450,000); and

¹ CWR = Continuous Welded Rail - Rails welded together in lengths of 400 or more feet.

Project B.17: Time Saving Projects - Goleta-Santa Barbara (\$707,000).

In summary, \$4,904,000 is provided in FY 1993/94 for Santa Barbara Station improvements, \$259,000 is provided in FY 1993/94 for service track and facility improvements and \$7,092,000 in FY 1995/96 for the Goleta Extension.

Rail Service

As previously reported, three regularly scheduled passenger rail roundtrips are operated to Santa Barbara daily. Existing and planned services are as follows:

Existing Services

7:40 AM	Southbound	<i>San Diegan</i>	10:45 AM	Northbound	<i>San Diegan</i>
3:25 PM	Southbound	<i>San Diegan</i>	12:10 PM	Northbound	<i>Coast Starlight</i>
5:05 PM	Southbound	<i>Coast Starlight</i>	10:30 PM	Northbound	<i>San Diegan</i>

Planned Service

7:45 AM	Southbound	<i>San Diegan</i>	10:40 AM	Northbound	<i>San Diegan</i>
1:55 PM	Southbound	<i>San Diegan</i>	12:05 PM	Northbound	<i>Coast Starlight</i>
3:55 PM	Southbound	<i>San Diegan</i>	3:25 PM	Northbound	<i>San Diegan</i>
4:40 PM	Southbound	<i>Coast Starlight</i>	5:25 PM	Northbound	<i>San Diegan</i>
5:55 PM	Southbound	<i>San Diegan</i>	10:25 PM	Northbound	<i>San Diegan</i>

Plans exist to operate a through train to San Luis Obispo later in 1993/94. This train would stop at the Santa Barbara Station at about 9:50 AM southbound and 7:25 PM northbound with its northern terminus layover in San Luis Obispo.

The SPTC Coast Line serves freight traffic as well as passenger rail traffic. In addition to two long distance daily freights in each direction, a local freight (West Colton - Surf Haulers) is also operated.

At present, 85 minutes is the minimal time between trains, which minimizes the incidents when two trains arrive at Santa Barbara at the same time. The planned LOSSAN II service reduces the cushion between trains to 45 minutes, thereby increasing the likelihood of two trains arriving simultaneously in Santa Barbara. Recognizing that trains require 5 to 10 minutes to load and unload, the actual time between trains would be less than 45 minutes which becomes increasingly a problem, particularly for long distance trains like the *Coast Starlight*. Because of passenger platform arrangements, only one train at one time can load and the second train would need to be held until the first train left. Well wishers, greeters, crew and passengers for both trains, however, would occupy station facilities at the same time.

Station Rail Operations

The Santa Barbara Rail Station is a crew change station for Amtrak. This activity and the operational implications of terminating *San Diegan* trains at Santa Barbara result in several facility needs which are not present at most train stations.

Amtrak crews for the *Coast Starlight* service change at Santa Barbara. Typically, the crew for *Coast Starlight* trains consists of about four staff. This crew needs report facilities, a location to wait for trains, and parking/bicycle storage facilities. At present the crew is allowed to use the rear area of the ticketing office and park their cars adjacent to the station house in prime passenger drop-off locations. Their presence in the ticketing area crowds and distracts station staff. The *San Diegan* crews (three people) also change at Santa Barbara.

Coast Starlight trains operate through the Santa Barbara station in a conventional manner. Northbound trains arrive, load passengers and depart on the northbound track which is located closest to the station building. Trains are stopped so that the rear car does not block the State Street crossing. While northbound trains are stopped loading and unloading passengers, southbound trains are allowed to operate through the station. Southbound trains arrive, load passengers and depart on the southbound track which is located farthest from the station building. Locomotives stop just short of the State Street crossing and *Coast Starlight* trains block the Chapala and Montecito Street crossing. Since southbound passengers must cross the northbound tracks to reach trains, northbound trains are not allowed to operate through the station loading area while southbound trains are loading.

San Diegan trains operate through the Santa Barbara station slightly differently since they terminate at Santa Barbara and layover south (east) of the station site. Northbound arriving *San Diegans* arrive, unload passengers and depart on the northbound track, switch over to the southbound track north of the station, pass through the station empty on the southbound track and switch onto the Salsipuedes siding located near the Red Lion Hotel south of the station. Southbound *San Diegans* arrive from the Salsipuedes siding on the southbound track (operating in the northbound direction), load passengers and depart on the southbound track. As with *Coast Starlight* operations, southbound freight trains are allowed to operate while northbound *San Diegans* are unloading, but northbound freight trains are not permitted to operate when southbound trains are loading passengers. Loading of northbound and southbound passenger trains is not permitted simultaneously, since northbound trains block access to the southbound passenger platform.

Because the *San Diegan* trains are shorter than *Coast Starlight* trains, they only block the Chapala Street crossing and not the Montecito Street crossing.

Santa Barbara Train Layover Facility

Amtrak presently stores the two *San Diegan* roundtrip trains on a siding located near the Red Lion Hotel west of Salsipuedes Street. The present layover siding is about 1,200 feet in length and is equipped with a fueling pad for one locomotive at its eastern terminus. Trash removal, lavatory waste removal and other minor maintenance is performed at this site.

The midday *San Diegan* arrives at the siding at about 11:00 AM and departs about 3:00 PM, a layover of about four hours. The other *San Diegan* arrives at the siding at about 11:00 PM and departs about 7:30 AM, a layover of 8-1/2 hours. Crews travel via taxi between the layover facility and the station building. Noise from the trains at the layover facility reportedly has caused complaints, particularly the late night arrival, early morning departure train.

The City of Santa Barbara has been working with SPTC to relocate the layover facility in order to mitigate noise impacts. This relocation would involve the following improvements:

Trackwork

- 1,320 linear feet (LF) new 119# RE track;
- One #10 119# turnout; and
- One switch machine with electric lock.

Support Facilities

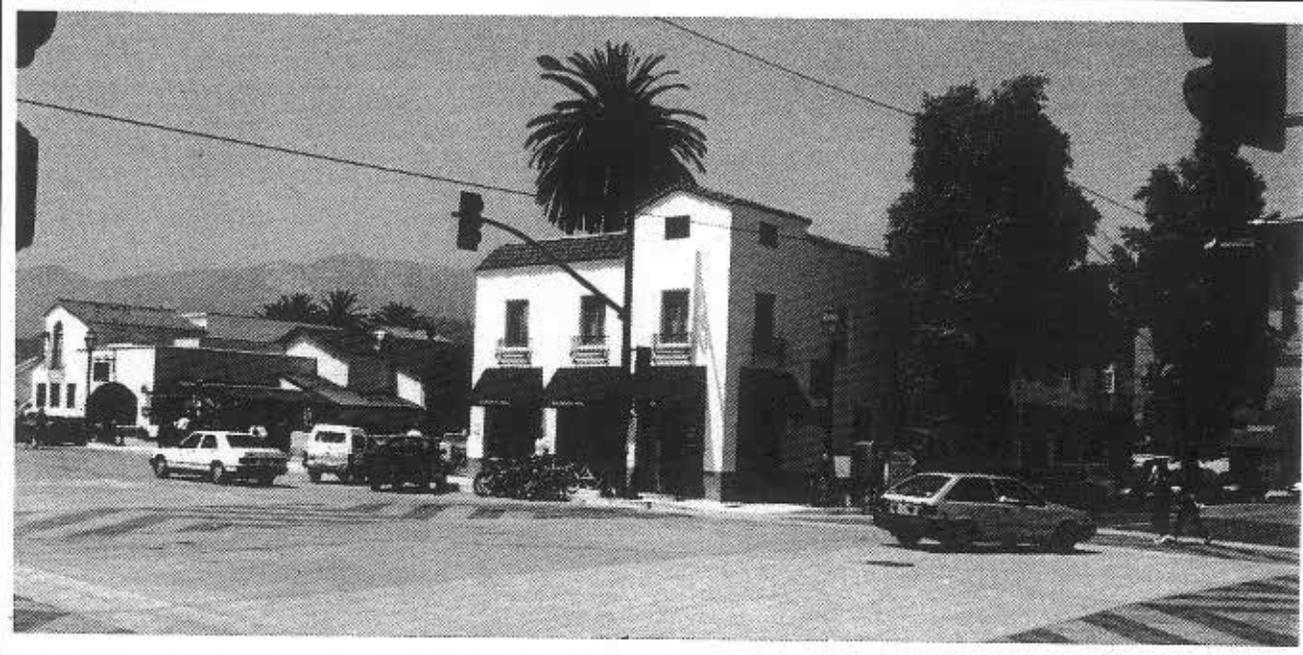
- 480 volt ground power (2 locomotives/9 car train length);
- Five potable water hydrants;
- Two non-potable water hydrants;
- One 20 x 40 FT storage building with attached secured (fenced) storage area;
- Paved train servicing drive area (1,200 x 10 LF);
- Two 80 LF fiberglass drip pans with oil/water separator with collection tank; and
- Site lighting.

Intermediate needs for this layover facility will be affected by provision of increased *San Diegan* service, decisions regarding extension of *San Diegan* service to San Luis Obispo and decisions regarding establishment of a new Goleta station/layover facility. Two additional *San Diegan* roundtrips are planned by 1995. Implementation of the LOSSAN II proposed schedule for *San Diegan* service would result in the following Santa Barbara layover schedule:

<u>Train Number</u>	<u>Arrival Time</u>	<u>Departure Time</u>	<u>Dwell Time</u>
771/780	10:40 AM	1:55 PM	195 minutes
757/582	3:25 PM	3:55 PM	30 minutes
577/584	5:25 PM	5:55 PM	30 minutes
781/774	10:25 PM	7:50 AM	565 minutes



Cross track pedestrian loading activity



State Street 'Streetscape Project' at Yanonali Street



Only the 771/780 and 781/774 trains would use the Santa Barbara layover with the other two trains unloading and immediately loading at the station. Extension of service to San Luis Obispo would reduce layover needs at Santa Barbara, but probably would not eliminate the need. Extension of service to Goleta or relocation of the layover facility to Goleta probably would eliminate the need for a facility at/near the Santa Barbara station.

Platform Facilities

The passenger loading platforms at Santa Barbara are about 1,100 feet in length, extending from State Street to Montecito Street. *San Diegan* trains typically consist of six cars (four coaches, one baggage, one cabcar) and one locomotive (push-pull). Thus, trains are typically 600 to 700 feet in length. *Coast Starlight* trains typically consist of two locomotives and 11 to 14 cars resulting in total lengths of 1,100 to 1,300 feet. The platforms between State Street and Chapala Street are about 500 feet long, not enough to entirely serve either *Coast Starlight* or *San Diegan* trains. The entire platform between State Street and Montecito Street is barely able to serve *Coast Starlight* trains, which often partially block Montecito Street.

The station house is not centered on the platform, with 750 feet of the platform north of the station center and 350 feet south of the station center. This results in longer walking distances than desired. For the *Coast Starlight* some passengers must walk 750 feet to the station which is difficult for some elderly, for passengers with several small children and for passengers with significant carry-on baggage. When it rains, this walk is particularly unpleasant. Prior to grade separation of State Street as part of the Cross-Town Freeway Project, the *Coast Starlight* used to stop more centrally and block State Street while loading. Compounding the eccentric position of the station with respect to the platforms is that the first 200 feet of *Coast Starlight* and the first 150 feet of *San Diegan* trains consist of non-passenger vehicle locomotives and baggage cars. As such, passenger cars for southbound *Coast Starlight* trains are located primarily to the north of the station house, mostly across Chapala Street.

Amtrak's standard for "unstaffed" stations is for 800-foot platforms 12 feet in width. Larger "staffed" stations should have longer platforms if possible (1,250 feet). The southbound platform is approximately 10.5 feet in width and is flush with the height of the top of rails. About a half-dozen asphalt fills have been provided for passengers to reach the southbound platform from the station without having to step down into the regular trackbed. These fills are approximately 12 feet wide. Observations indicate that most but not all passengers use the fills to reach the southbound platform. The width of the southbound platform also appears to be inadequate as some passengers stood in the northbound trackbed waiting to board southbound trains.

Many passengers used the type of suitcases with wheels that are dragged. These suitcases have difficulty crossing the northbound tracks on passenger fill crossings; crossing the unused historic siding between the station house and the northbound track; crossing Chapala Street; and on the uneven poor condition concrete passenger platforms.

Observation of boarding activities noted the following problems:

- o Passengers seemed uncertain of which platform trains were going to load at;
- o Passengers instructed to cross Chapala Street often did not know where Chapala Street was located or how far to walk up the platform; and
- o Passengers would mass at several doors and often be told by conductors to walk forward or to the rear of the train.

In the past, loading positions were painted on the concrete loading platforms to advise passengers where to wait for boarding. No information is presently provided directing passengers to available seats. With the introduction of improved communications equipment for conductors, better information could be provided to waiting passengers in the future.

Future Caltrans plans are to raise the height of the loading platforms to 8 inches above top of rail in order to improve passenger access to cars. Operation of freight trains on station tracks effectively precludes full high level passenger loading platforms. Provision of 8-inch platforms will complicate passenger crossings of the northbound track to reach the southbound platform. Sloped ramps leading to the flush top of rail fills will be required to facilitate this traffic. Desirably the fills should be wider than existing fills and located at convenient intervals and at points not used to load northbound cars. Another effect of the 8-inch platforms would be to reduce the effective width of the southbound platform. People do not like to stand near a sharp drop. Since the platform width cannot be increased, it will be important to more uniformly distribute passengers along the platform through signage and other information devices.

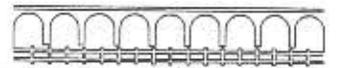
Traffic Crossing Protection - Grade crossings at Montecito, Chapala, State, Anacapa and Santa Barbara Streets are all protected by flashing lights and crossing gates. Observations indicate that these facilities work relatively well, however, some motorists were observed to drive around the Montecito Street gates if the *Coast Starlight* train does not physically block the crossing. An exposed wire connection to the controller cabinet was observed at the Chapala Street crossing. The City of Santa Barbara is considering complete closure of the Chapala Street crossing and establishment of a new crossing at Salsipuedes Street. The SPTC and California Public Utilities Commission would both need to approve the Chappala Street crossing closure and establishment of a "replacement" crossing at Salsipuedes Street.



View of pedestrian crossing pads and top of rail even with platform



San Diegoan siding near Salispuedes Street





Santa Barbara Station platform looking south



Chapala Street grade crossing at the Station.



4. STATION ACCESS AND PATRONAGE

Features of the present access system, existing modes of access and train patronage are presented in this section.

Station Access Features

Key features of the station access include:

- o Parking - long-term and short-term;
- o Curb loading area;
- o Sidewalk system;
- o Feeder bus service;
- o Local transit service; and
- o Taxi and charter buses.

Parking - Station area parking is provided on-site on the east, west and north sides of the station. These areas are either unpaved or paved with coarse asphalt and do not have marked parking stalls. No signage was observed distinguishing between long-term and short-term parking. The lot on the west side of the station building is about 60' X 90'. With the present parking pattern about 18 cars can park in this lot. Capacity could be increased to about 25 cars by reorienting the parking aisles and by striping spaces. The eastern parking lot is about 70' X 60' and parks up to 18 cars. The nearby stub of Yanonali Street also can park about 8 cars. Other opportunities for on-street parking include: Yanonali Street between Chapala and Kimberly (22 spaces) and Chapala Street north of the railroad tracks (12 spaces).

Some rail patron vehicles also parked along the station building curb and along Yanonali Street between Chapala and Kimberly Streets. A total about 45 cars could be parked on-site and another 20 spaces of convenient on-street spaces appear available for patron parking. Observations indicate that about 30 - 40 on-site spaces are used during peak periods and about 10 on-street spaces appeared to be used by train patrons, train crews and station employees. Departing passengers often stayed in their parked vehicle with well wishers until the train arrived. Some well wishers, however, dropped passengers off and immediately left the station. Greeters all appeared to be at the station when the train arrived. The bicycle rental and Neal Hotel generate additional parking demands.

Curb Loading Area - The nature of the unstriped parking and circulation area around the station complicates definition of existing curb loading facilities. The curb frontage along the north side of the station building is about 170 feet in length. The 170-foot loading frontage is broken up by the porte



Location of Station Depot Curb with Respect to Porte Cochere



Rail Siding between Station Depot and Passenger Loading Area



cochere¹ (archway passage near the station front door) which is too narrow for buses to use and effectively results in a 30-foot curb loading area east of the porte cochere and a 100-foot area west of this feature. A bus needs about 50 feet to load and desirably 80 feet if its departure is fully independent of other buses/vehicles. Typically only two buses loaded at one time. One bus parked along the eastern 30-foot curb loading frontage oriented in the westbound direction. This orientation required passengers to walk around the bus to load. The second bus typically loaded on the western 100-foot frontage and was oriented in the eastbound direction. Sometimes this bus pulled directly to the curb and other times it parked 10 feet away in order to avoid conflict with the porte cochere. Cars and taxis require about 25 feet of curb frontage per vehicle.

Observation of existing practice found that many drop-offs and most pick-ups occurred directly from parking lots which are convenient to the train platforms. Some cars and taxis, however, loaded in front of the station when buses were not occupying this area.

Sidewalk System - On-site a sidewalk system is not provided, except for the station platforms and apron around the building. An excellent sidewalk system exists on State Street feeding into the station, and sidewalks are provided on other key streets. The sidewalk segment on Chapala Street adjacent to the park is obstructed by unmaintained vegetation. No special warnings are provided at the Chapala Street crossing to protect pedestrian traffic "on" the station platform from Chapala Street traffic.

Feeder Bus Service - Amtrak and Caltrans operate two feeder bus routes and a train service supplement bus route to support passenger train service in Santa Barbara. Feeder buses from San Luis Obispo arrive at Santa Barbara at 7:50 AM and depart at 10:45 AM and arrive at 3:25 PM and depart at 10:30 PM. Feeder bus service to Oxnard and Bakersfield leaves Santa Barbara at 5:10 PM and at 9:30 PM and arrive at Santa Barbara at 7:20 AM and 11:40 AM. Bus services augmenting *San Diegan* train services to Los Angeles:

- Arrive at 12:40 AM and depart at 11:15 AM;
- Arrive at 3:30 PM and depart at 5:20 PM; and
- Arrive and depart at 8:15 PM.

Generally, only two buses are at the station at any one time, however, three buses sometimes are on-site. Since the Los Angeles buses augment train service, they are not scheduled to meet trains, and expanded *San Diegan* service will probably reduce their schedule rather than increase service. Extension of *San Diegan* service to San Luis Obispo reportedly will not reduce the need for feeder buses to this area, and expanded *San Diegan* schedules will require more frequent bus service and the requirement for two buses to serve demand of a single train increase. Similarly, the Bakersfield feeder bus service will likely increase in frequency. It is unlikely that more than one bus per train will be required for this service.

In summary, a total of three bus loading positions are presently needed for scheduled feeder bus services at Santa Barbara - one for Bakersfield route and one to two for San Luis Obispo. Caltrans, however, believes that a fourth loading position should be provided for future needs.

¹ **Porte cochere** - A roofed structure extending from the entrance of a building over an adjacent driveway and sheltering those getting in or out of vehicles.

Santa Barbara Rail Station Study

Local Transit Service - Santa Barbara MTD operates a free Downtown-Waterfront Shuttle on State Street connecting the station to the waterfront, the Downtown Area and to MTD transit center and Greyhound Depot located on Chapala Street at Carrillo Street. The Shuttle operates from 10:00 AM to 5:00 PM (8:00 PM on Friday and Saturday). The Shuttle stops on State Street adjacent to the station, but does not enter the station. The Yanonali Street traffic signal safely provides pedestrian crossings of State Street associated with bus stop access needs.

While the schedule is convenient (15 minute headways), the shuttle does not presently operate early enough for the 7:50 AM *San Diegan* or late enough for the *Coast Starlight* and 10:30 PM *San Diegan*. Service could be expanded relatively easily for the 7:50 AM *San Diegan* and the *Coast Starlight* service. Late night 10:30 PM riders are probably not a good market for MTD bus access.

Taxi and Charter Buses - Several taxi companies serve Santa Barbara as well as several private/charter bus operators. Observations indicated zero to 1 taxis were at the station to meet trains. Several passengers phoned for taxis upon arrival at the station. Taxis are also used by *San Diegan* crews to get to the Salsipuedes Street siding. Loading area for 2 to 4 taxi and hotel shuttle vehicles would be desirable for present usage.

Several charter buses were observed at the station ranging from full size intercity coaches to maxi-van vehicles. One bus and two vans were observed transporting a group of 55 passengers to the Sheraton Hotel. This Mystery Tour charter is scheduled once a month. While this event is infrequent, it demonstrates that special needs arise and other vans and buses probably also provide access to the station.

Access Characteristics

A survey of Santa Barbara station boarding passengers was conducted in November 1991, to identify access characteristics.² This survey yielded the following results:

Mode of Access

Drove	5.6%
Drop-Off	34.4%
Feeder Bus	1.9%
Hotel Shuttle	8.8%
MTD Bus	6.5%
Taxi	8.8%
Walked	29.3%
Bicycle	2.8%
Total	100.0%

² A copy of the survey instrument is provided in Appendix A.

Arrival Time Before Train

<u>Minutes</u>	<u>Cumulative Percent</u>
0 - 10	6%
11 - 20	23%
21 - 30	51%
31 - 40	68%
41 - 50	73%
51 - 60	80%
60 plus	100%

<u>Trip Purpose</u>	<u>Percent</u>
Visit	42.3%
Tourist	38.1%
Recreation	7.9%
Business	4.7%
School	1.9%
Work	1.4%
Other	3.7%
Total	100.0%

The sampling of passengers on the platform and in the station building tended to understate drop-off access since a number of passengers went directly from parked cars to the train as it pulled into the station. The proportion of feeder bus patronage also appears lower than expected. Feeder bus patronage for July 1991 indicates that San Luis Obispo bus trips average 21.5 passengers, Bakersfield bus trips average 5.5 passengers and the supplemental bus service to Los Angeles averages 11 passengers per trip to/from Santa Barbara. Feeder bus patronage data suggest that about 10 percent of boardings at Santa Barbara are from the San Luis Obispo and Bakersfield feeder buses.

A prior survey in 1984 of all Los Angeles to San Diego corridor station patrons found that about 40 percent of patrons drove to the stations, 35 percent were dropped off, 5 percent used taxis, 12 percent rode public transit and 8 percent walked to stations. Many of these corridor stations have higher commuter patronage demands and their station access characteristics differ from existing Santa Barbara station characteristics.

The Santa Barbara survey also determined that about 15 percent of passengers checked baggage.

Passengers were asked to rank from 1 (poor) to 10 (excellent) several features of the station. The average scores are as follows:

Baggage Handling	6.8
Station Signage	7.1
Train Information	7.7

Santa Barbara Rail Station Study

Ticket Processing	8.3
Security	6.7
Tourist/Information	7.3
Comfort	6.5
Parking	5.9
Weather Protection	8.2

Passengers were also asked to indicate whether they might have used several new features at the station:

Baggage Lockers	32%	Yes
Rental Car	18%	Yes
Food Service	68%	Yes
Hotel Shuttle	20%	Yes
News/Bookstore	54%	Yes
Automatic Teller Machine	35%	Yes

Patronage Characteristics

Patronage of *San Diegan* service fluctuates during the year with June, July and August, the peak travel months (Table 1). The second *San Diegan* train has increased patronage about 2.1 fold, indicating that the third and fourth *San Diegan* might also double patronage. It is doubtful, however, that the patronage boardings/alightings per train will increase. Since many features of the Santa Barbara rail station are more directly linked to patronage loads per train and not total daily or monthly patronage, this is an important factor to understand.

Tables 2 and 3 show the present boardings and alightings by train at Santa Barbara for a typical week in an average month (March 1991) and a typical week in the peak month (August 1991). The format of Tables 2 and 3 show the day of the week across the tables, and arrival/departure times and train direction along the left side column. *San Diegan* trains terminate at Santa Barbara and, therefore, only have either passengers "ons" or passenger "offs". *Coast Starlight* trains have both ons and offs at Santa Barbara. At the bottom of these tables are daily totals and maximum train boardings/alightings. Peak month activity was about 50 percent higher than the average month. As would be expected Friday, Saturday and Sunday are peak patronage days. For the average month the maximum boarding per train was 183 passengers and the maximum arrivals were 143 passengers (Table 2). During the peak month (Table 3), the maximum boarding was 225 passengers and the maximum arrivals per train was 170 passengers. These figures suggest that about 200 boarding and 200 alighting passengers per train should be used as "design volumes" at Santa Barbara for present six car train options. Caltrans indicates that *San Diegan* trains in the future could be up to nine cars. As such, 300 passengers per train should be employed as future design volumes.

Observations suggest that every two passengers have about one well wisher or greeter.

Table 1		
SAN DIEGAN MONTHLY PATRONAGE VARIATIONS LOS ANGELES-SANTA BARBARA SEGMENT Santa Barbara Rail Station Study		
Month	Patronage	Percent of Annual
1989 July	9,322	9.2
August	10,980	10.9
September	7,537	7.5
October	7,030	7.0
November	8,366	8.3
December	8,263	8.2
1990 January	5,920	5.9
February	7,033	7.0
March	8,655	8.6
April	9,089	9.0
May	9,114	9.0
June	9,585	9.5
July	10,454	---
August	13,077	---
September	8,581	---
October	9,222	---
November	19,089	---(1)
December	15,922	---
1991 January	12,533	---
February	16,682	---
March	18,582	---
(1) Second train added.		
Wilbur Smith Associates; November 1991.		

Table 2 BOARDINGS AND ALIGHTINGS BY TRAIN TYPICAL WEEK OF AVERAGE MONTH Santa Barbara Rail Station Study									
	March 1991							Total	
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday		
Southbound									
7:50 AM On	30	24	30	26	44	75	37	266	
3:25 PM On	44	47	61	56	105	90	183	586	
5:05 PM	On	19	12	22	19	22	9	36	139
	Off	12	52	3	7	5	25	21	125
Northbound									
10:45 AM Off	40	42	59	35	52	143	84	455	
12:10 PM	Off	19	24	23	13	18	32	29	158
	On	5	10	6	14	18	20	5	78
10:30 PM Off	40	15	24	56	67	25	74	301	
Totals									
Ons	98	93	119	115	189	194	261	1,069	
Offs	111	133	109	111	142	225	208	1,039	
Maximum									
On	44	47	61	56	105	90	183	--	
Off	40	52	59	56	67	143	84	--	
Wilbur Smith Associates; November 1991.									

Table 3 BOARDINGS AND ALIGHTINGS BY TRAIN TYPICAL WEEK OF PEAK MONTH Santa Barbara Rail Station Study									
		August 1991							Total
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Southbound									
7:50 AM	On	69	56	45	57	72	75	54	428
3:25 PM	On	83	61	91	86	225	82	140	768
5:05 PM	On	16	43	25	31	18	39	28	200
	Off	9	1	10	29	21	29	31	130
Northbound									
10:45 AM	Off	170	141	65	85	97	154	93	805
12:10 PM	Off	18	18	31	31	43	33	28	202
	On	9	15	16	29	36	52	31	188
10:30 PM	Off	50	40	44	61	57	22	97	371
Totals									
	Ons	177	175	177	203	351	248	253	1,584
	Offs	247	200	150	206	218	238	249	1,508
Maximum									
	On	83	61	91	86	225	82	140	--
	Off	170	141	65	85	97	154	97	--
Wilbur Smith Associates; November 1991.									

5. SITE PLANNING GUIDELINES AND ISSUES

A number of important site planning issues exist at Santa Barbara which suggest the need for a flexible station plan. The importance of flexibility is illustrated by the major changes in activity which have occurred since the station was built in 1906. It is likely that the same level of change, if not more, will occur over the next 30 to 50 years at the station.

Key Unknowns

Major site planning unknowns include:

- o Plans to extend service to Goleta and relocate Amtrak crew change operations—this would affect support space needs, employee parking needs, patron parking needs and feeder bus patronage to the station;
- o Plans to extend *San Diegan* service to San Luis Obispo—this would affect feeder bus and patron parking needs at Santa Barbara; and
- o Ultimate level of train service and patronage at Santa Barbara—this would affect parking needs.

Relocation of the Salspuedes Street layover facility to Goleta is probably viable only if revenue service is extended. While programmed for FY 1995/96, this extension is still very uncertain. Decision regarding the extension would significantly affect station planning needs as well as affecting the proposal to relocate the layover facility farther east. Because the worst case is maintenance of status quo, the Salspuedes Street layover location is suggested for planning purposes.

It is likely that one if not two *San Diegan* trains will ultimately be extended to San Luis Obispo, but that several trains will continue to terminate at Santa Barbara. A second *Coast Starlight* train is even possible serving San Luis Obispo in the long-range future. As such, the marketshed for Santa Barbara probably will shrink geographically, but should continue to include some feeder bus services to San Luis Obispo.

Greyhound has indicated an interest in relocating their Santa Barbara operations to the station site. At present Greyhound operates from a 6,000 sq. ft. building located adjacent to MTD's transit center near Chapala Street and Carillo Street. Present service consists of local and express routes operating between Los Angeles and the Bay Area. According to Greyhound a smaller building and 2 to 4 bus bays would be desired at a new facility. Co-location of Greyhound and the station site is consistent with Caltrans' multi-modal terminal program. Possible advantages include:

- o Increased travel flexibility for intercity passengers;
- o Possible operating cost savings due to shared cost; and
- o Possible opportunity for MTD transit center expansion.

Possible disadvantages of a shared Greyhound site include:

- o Loss of important Greyhound transfer linkage with MTD's Downtown Transfer Center;
- o Space requirements and circulation implications on a relatively constrained site;
- o Noise and air quality impacts of buses on station area;
- o Visual impact; and
- o Unspoken concern regarding security.

Maintenance of the Greyhound transfer linkage downtown with MTD bus service at the transit center is considered more important than locating Greyhound's Santa Barbara base to the rail station. As such, provision of exclusive facilities for Greyhound operations should not be provided at the Santa Barbara Amtrak Station.

Site Planning Opportunities and Constraints

Each of the four site parcels was assessed with respect to planning constraints.

Parcel 1 - The irregular shape of Parcel 1 and siting of historic buildings limits planning flexibility. It also provides little opportunity to turn a bus around on-site. Buses require about 110-foot diameters to turn, and very limited site area exists to accomplish these turns. As such, circulation for large vehicles should not require on-site "U" turns. Review of site planning options for this parcel with the City's Landmarks Committee indicated that new structures, emphasis on landscaping and special pavement treatments would not be desirable on this site and that maintenance of the present station building curb line, historic sight lines and circulation patterns should be provided for in the site plan.

Parcel 2 - The triangular area near the Moreton Fig Tree probably would not lend itself to a large structure based on concerns raised during the Railway Plaza development EIR review. The long frontage with the station platform also makes this parcel an ideal passenger drop-off/pick-up location and parking facility. The center of the present passenger platform is at Chapala Street. If possible, the Landmarks Committee requests that the railroad sidings should be retained. Access to Montecito Street and Chapala Street would be desirable, particularly if buses circulate through this parcel due to the site's limited depth. To the extent possible, increased buffer area should be provided around the Moreton Fig Tree in order to protect the health of this important landmark.

Parcel 3 - The triangular-shaped Depot Park site is bounded on one side by railroad tracks, on a second side by Chapala Street, whose access is limited by the substandard Mission Creek bridge, and on a third side by Yanonali Street. The parcel is on the opposite side of the railroad tracks for a bus loading area and too close to the tracks for noise sensitive uses. Its historic use suggests that Parcel 3 continue to function as a park with, perhaps, some peripheral parking. The parcel

logically could be expanded into Chapala Street and also into Yanonali Street as a park, or these street rights-of-way could be effectively used for parking.

Parcel 4 - This trapezoidal-shaped parcel adjacent to State Street is limited by a short frontage on State Street, and by its non-rectangular shape and its proximity to the railroad tracks (noise). Like Parcel 3, it is on the wrong side of the railroad tracks for a bus loading area. It is also not an ideal short-term parking location for the same reason. Viable uses for the site include: public park, employee and long-term parking and ancillary/retail uses. As a parking facility its State Street access would probably be limited to entry only and its driveway pushed as far south from the railroad as possible. Expansion of the site into Kimberly Street would be desirable, but would conflict with possible expansion of Parcel 3 into Yanonali Street. The City's parking code would require four off-street spaces per 1,000 sq. ft. of retail on this parcel.

Functional Needs

In terms of site planning, there are six major uses of site space at the Santa Barbara Rail Station:

- | | | |
|---------------------------|-----------------|-----------------|
| 1. Parking | 2. Bus Loading | 3. Curb Loading |
| 4. Access and Circulation | 5. Station Area | 6. Railside |

Parking - Parking demands consist of several component elements: crew and station employee needs; short-term well wisher/greeter needs; long-term passenger parking needs; and needs associated with retail and other ancillary site uses. At the present, about ten spaces are estimated to be used by staff and crew, 20 to 30 spaces by well wishers and greeters and five spaces by long-term passenger parking. With doubling of train service, staff demands are forecast to double, assuming the Santa Barbara station continues as a crew change point. Well wishers and greeter needs are principally related to per-train patronage and are forecast to increase by about 50 percent to 50 spaces. Long-term passenger parking is forecast to continue to be low (about 25 spaces) due to vandalism concerns. The amount of long-term passenger parking will be strongly determined by availability and cost of secure parking and potential commuter uses, as well as decisions regarding a new Goleta Station. The desirability of subsidizing parking for long-term parkers at the station's centralized location is questionable. A total of 95 spaces seems indicated for station purposes. The station area parking deficiency indicates that controls will be required to protect station parking resources for station users.

According to the City's zoning requirements, the Neal Hotel, Enterprise Fish Company and Railway Express Building, all have inadequate on-site parking to accommodate their needs. Zoning requirements indicate these parking needs to be 217 spaces, which compares to their supply of about 80 spaces.

Bus Loading - It is unlikely that more than three feeder buses would be present at one time. Four loading positions are suggested for planning purposes in order to accommodate potential needs. Either a parallel or sawtooth curb concept should be provided for these buses in order to avoid the need to back buses. A parallel curb is suggested in order to provide maximum flexibility to accommodate standard 40-foot buses as well as future 45-foot buses and shorter buses and vans. The small size of the site probably will not allow buses to be segregated from conventional automobile traffic.

MTD Local Bus Needs - MTD buses will serve the station from their present stops on State Street and will not circulate through the station site. This will minimize inconvenience to non-station passengers and simplify service. Most rail passengers, well wishers and greeters using MTD service will have a minimal amount of carry-on baggage and will not find the walk to State Street MTD stops difficult.

Curb Loading - Because parking can be provided relatively conveniently to the platform, limited needs exist in front of the station building for passenger drop-off. Four spaces totalling about 100 feet should be adequate.

Access and Circulation - Most traffic will approach the station site via Highway 101, State Street, Castillo Street or Garden Street. As such, Montecito Street, State Street and Yanonali Street access/egress to the station parking and passenger loading areas are needed. Since the site is relatively constricted reversing direction on-site should be avoided.

In order to load passengers on the station side of the site, feeder buses should circulate through the site in the eastbound direction (doors located on right-side of buses). The location of the Yanonali Street driveway and the tightness of the circulation area between the eastern end of the station building and the Neal Hotel parking lot suggest that the best location for loading feeder buses would be in front of the station building or just west of the station building. The area west of the station building is nearest the center of the passenger loading platform. About 250 to 300 feet of curb length is needed. Buses could exit via Rey Road if loading positions are located west of the station, but most buses would likely exit via Yanonali Street. The traffic signal at the Yanonali Street Driveway provides safe access and crossings of State Street.

While the State Street/Yanonali Street, Montecito Street/Rey Road and western Moreton Fig Tree site driveway provide comprehensively for site access needs, Chapala Street access to Montecito Street appears necessary. The Chapala Street connection to Montecito Street provides increased capacity to accommodate traffic surges following train arrivals and also is less likely to be affected by train blockages of Montecito Street.

Station Area - Amtrak, Southern Pacific and Greyhound were contacted to determine their specific station needs. Amtrak provided the following comments:

Ticket Office - *A counter that offers security (similar to what we currently have), it should also have a pass-through for baggage. This could be between the ticket windows. We need two ticket windows. If possible, there should be a ticket counter area and a separate office for the clerks to do their paperwork and balance out. They should continue to have a bathroom. Also, a small area for a lunch room and lockers should be included.*

Baggage Room - *The baggage room should be adjacent to the ticket office. The clerks should be able to go from the ticket office into the baggage room without having to go outside. The baggage room would need outside access to get the baggage racks and electric cart into and out of it. It should also have a storage area for checked baggage and express and for parcel check.*

Trainmen Room - There also needs to be a separate room for the trainmen lounge. This room should be able to accommodate approximately ten people at one time. There should be room for a small refrigerator, microwave and tables so they can rest or do paperwork. There should also be room for their message printer and a telephone. There should be a restroom and room for some lockers.

Railside - Typically, 10 sq. ft. per person is used as a guideline for planning waiting areas. Design loads of 300 passengers per train with about 150 well wishers are suggested. It is also possible that 150 greeters could be at the station, yielding a total of 400 persons needing 6,000 sq. ft. of waiting space. The excellent weather in Santa Barbara, particularly during peak demand months, allows much of this demand to be met outside on the platform areas. As noted earlier, some passengers, well wishers and greeters remain in their car until the train pulls in, which reduces platform waiting needs.

A weather protected shelter, however, is needed to serve the platform north of Chapala Street. With respect to weather protection, it is important to recognize that most of the average annual 18-inch rainfall occurs between November and April, which are not peak rail passenger patronage months (May thru August are peak rail passenger months). Patronage during winter months is about 70 percent of peak month patronage.

Non-Station Use Potential Retail Development Areas - Preliminary assessment indicates that the most likely sites for retail/non-rail station development include:

- o Area with State Street frontage immediately south of Neal Hotel parking lot and north of the Yanonali Street entry. Development on this site would reduce the visibility of the station.
- o Parcel 4 located south of the railroad tracks along State Street. Development of this site would restrict opportunities to provide station parking;
- o Yanonali Street right-of-way between Chapala Street and Kimberly Street if this street is abandoned. Site would face Depot Park.
- o Area east of the Railway Express Building if space is not needed to serve parking needs.
- o Possible small development integrated into platform shelter north of Chapala Street or integrated into historic theme of this site.
- o Possible use of the vacant eastern end of the station building.

Preservation of historic features of the site and the need to maximize station area parking suggest that the best potential joint development potentials are the eastern end of the station building and Parcel 4. These development opportunities could help defray the operating cost of the station site.

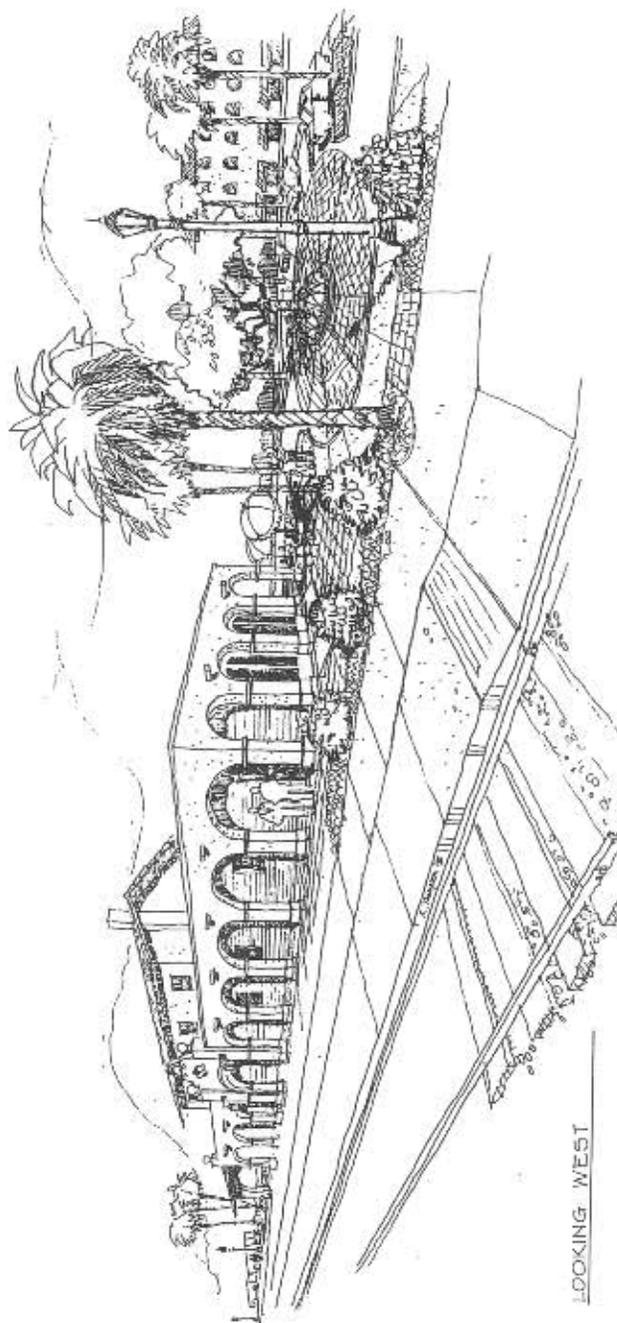
6. PROPOSED STATION IMPROVEMENT PLAN

The proposed station improvement plan is designed to make the present station more functional and responsive to present and future needs. It also recognizes the historic importance of the site, station and previous rail passenger use. The overall design is simple and relatively spartan in accordance with historic features, however, the site plan reflects modern needs for vehicle access, loading and parking. The plan reflects review comments received on five interim "discussion" concept plans which are described in Appendix B.

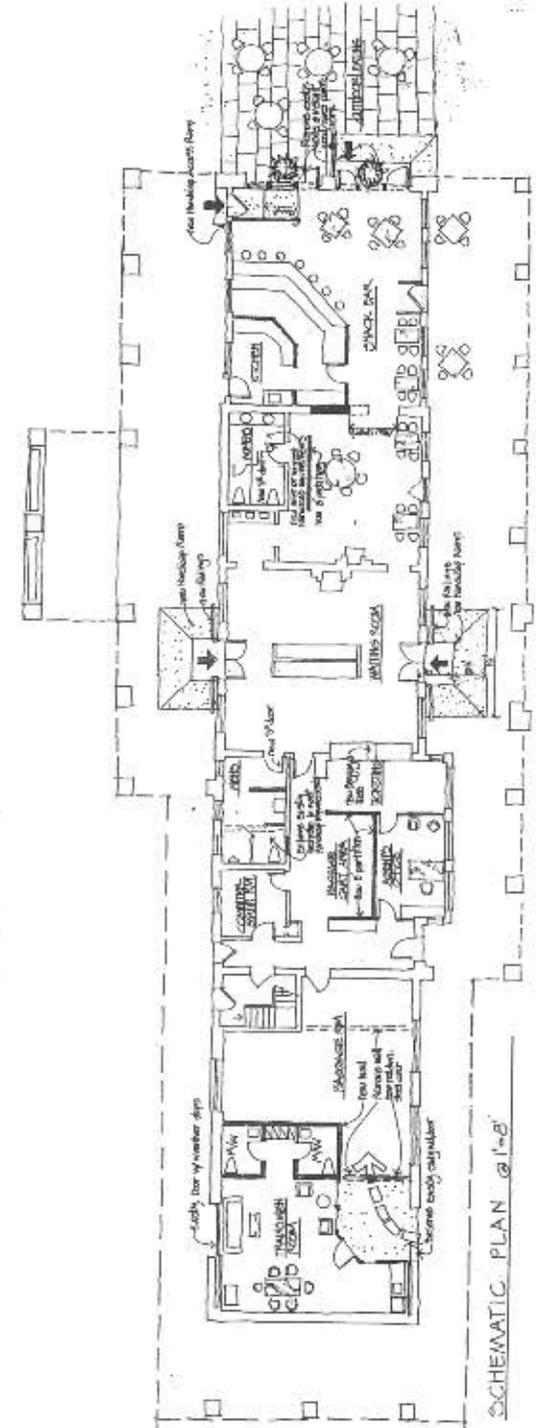
Station Building Concept Plan

The Concept Plan for the station building is predicated on the assumption that SPTC operations functions would be relocated from the building to an off-site facility. The Plan also attempts to minimize changes to the building appearance, particularly the exterior so as to preserve historic features. Key aspects of the Plan which is shown in Figure 6 are:

- o In order to satisfy requirements of the Federal "*Americans with Disabilities Act*" (ADA) the station must be made fully accessible. Modest ramps similar to sidewalk curb ramps would be provided to the main entry doors platform-side and curb-side of the building. A third handicap access ramp is proposed to provide entry to the east end of the building on the curbside of the building.
- o The men's lavatory would be enlarged to meet ADA requirements by extending it westward. A "modesty panel" would also be added.
- o The women's lavatory would be slightly modified to meet ADA requirements and "modesty panel" would be installed to screen it from the station lobby.
- o The station ticketing area would be modified with new partitions and a baggage "pass thru" facility would be provided in this area. The pass through facility would slightly affect the interior visual appearance but is important to improved baggage service.
- o The present storage area located next to the ticketing area would be expanded to increase capacity. In order to avoid changes to the building exterior, platform side access to the baggage area would be via the present sliding door at the western end of the building.
- o The crew storage area at the far west end of the building would be converted to a trainmen's room in order to provide a better support area for crew and in order to segregate this activity from the ticketing and station agent activities. At present the shared use of the ticketing area results in crowding and work distractions.



LOOKING WEST



SCHEMATIC PLAN @ 1"=8'

SANTA BARBARA DEPOT

1-1-78

Figure 6
BUILDING CONCEPT PLAN



- o The women's lobby is poorly used at this time since it is not along major circulation paths in the station building and is not very visible. The plan proposes to open this area up to increase activity, visibility, and ventilation. A portion of the eastern wall would be removed to provide access to a new snack bar.
- o A snack bar type facility would be established in the eastern end of the building in the area which is now vacant. Desirably, the eastern exterior filled arches should be opened to provide access to an outdoor courtyard area and improve natural ventilation. Prior to 1949, the archways at the eastern end of the building were open and the plan would restore this building feature. Darkened window type doors would be required to provide building security overnight.

The new connection between the snack bar area and the women's lobby is viewed as a very important measure to improve utilization of the station building. Changes to the ticketing and baggage areas are also very important to provision of improved passenger service. Development of the western end of the building as a trainmen's room is desirable but this area could also be developed for other uses. Access to this area, however, is relatively limited without modifying the building exterior. The second floor of the station building could be used for administrative or operational purposes.

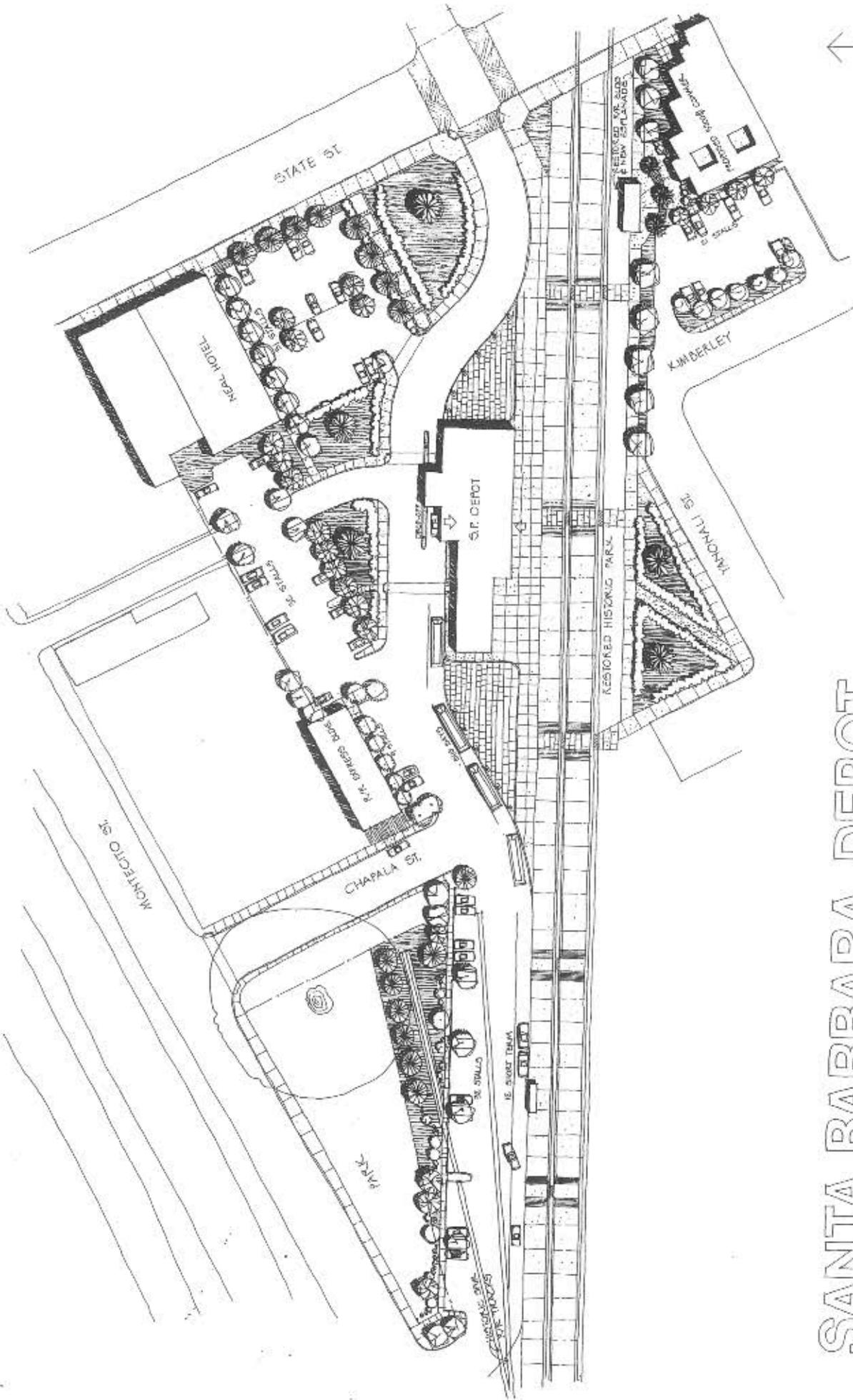
In total, the station plan would provide the following 3,150 sq. ft. of weather protected areas for passengers, well wishers and greeters.

- o Main Waiting Room (including women's lobby) - 950 sq. ft.
- o Snack Bar - 500 sq. ft.
- o South Frontage Building Eaves - 1,300 sq. ft.
- o West Frontage Building Eaves - 400 sq. ft.

At a planning figure of 10 sq. ft. per person, this would provide protected shelter for 315 persons. The separate platform shelter would provide another 150 sq. ft. of protected shelter serving another 15 persons.

Station Site Plan Concept

As shown in Figure 7, the proposed site plan is very simple, also reflecting historic features. No new structures would be built on the site except for, perhaps, some retail space south of the railroad tracks fronting State Street. The remaining features of the site plan attempt to restore historic features and provide improved access facilities. The circulation linkage to the Moreton Fig Tree Parcel (Parcel 2) would integrate this landmark feature better with the historic train station. It would also more effectively serve passenger platform access needs west of Chapala Street. As reported previously the center of the passenger platform is Chapala Street and about half of all passengers board trains from the platform section located west of Chapala Street. Chapala Street, itself, would be closed at the railroad crossing, consistent with City plans and eliminating the pedestrian/vehicle traffic safety concerns which presently exist.



SANTA BARBARA DEPOT

CONCEPT PLAN #6

4-10-92

Figure 7

Thompson & Associates



CONCEPT PLAN #6



W.S.A.
WESTERN SLOPE ARCHITECTS
1000 WEST 10TH AVENUE
DENVER, CO 80202

Station Building Parcel #1 – Access to the Station Building would be provided from three points: a realigned State Street driveway, Rey Road and Chapala Street. The present State Street station driveway would be closed and developed into a pedestrian path. Improved traffic safety would be provided by the signalized Yanonali Street driveway for both site traffic and State Street traffic. Rey Road would serve to provide on-site circulation needs and access to the Neal Hotel and Enterprise Fish Company loading service/goods loading areas. The Chapala Street access would link with the Moreton Fig Tree parcel circulation road and provide direct access to Montecito Street. Maintenance of Chapala Street north of the railroad tracks for site access appears needed to minimize traffic impacts/site access impacts associated with train blockages of Montecito Street. Trains loading passengers at Santa Barbara will block the Montecito Street crossing. By blocking the crossing, the westernmost site driveway could also become blocked. When trains block Montecito Street and the site's westernmost driveway, the Chapala Street driveway would maintain site access. Chapala Street could also help distribute the mass exodus from the station following train arrivals.

The alignment of the station circulation road on Parcel #1 would follow the basic historic alignment, with its southern edge defined by the historic curb position in front of the station building. In order to facilitate bus passenger loading and clearly define circulation patterns, station platform areas need to be extended on both the east and the west sides of the station building. Existing historic curbs would be retained and a subtle contrasting pavement material would be employed to achieve these objectives. The porte cochere portal would be retained but buses and site traffic would not be routed through the narrow portal. Taxis and other passenger drop-offs, however, could use the porte cochere curb.

Feeder buses would load along the eastbound curb near the western end of the station building near the centroid of the passenger train loading platform. Four loading positions would be provided. The eastbound curb allows buses to load and unload passengers without requiring passengers to cross traffic flows. Feeder buses would access this curb via the western-most site driveway which is located near the railroad crossing and would exit the site via the signalized Yanonali Street driveway.

Taxis would load along the eastbound curb east of the station building. About 100 feet of curb loading sufficient for four taxis is available along this curbface. Private car loading and unloading would also be permitted along this curbface as well as along the Moreton Fig Tree parcel curbface.

Access to the Neal Hotel would be from the new site road rather than directly from State Street. This would reduce traffic conflicts and safety concerns on State Street and would help unify the station area development.

Parcel #1 would provide three parking areas as shown in Figure 7. Parking for 31 cars would be provided for the Neal Hotel and nine spaces would be provided for the Railway Express Building. Thirty-two spaces would be provided for rail passengers north of the station building. Another four parking spaces would be provided along the northbound curbface of Chapala Street.

Pedestrian sidewalk paths and crosswalk connections would be provided conveniently throughout the site. As shown in Figure 7, sidewalks and crosswalks would connect the station building to: State Street at Yanonali and at the present station driveway location; to the Neal Hotel and station parking lot; to Rey Road; and to Chapala Street and other site parcels. Bicycle racks would be provided near the Railway Express Building.

Moreton Fig Tree Parcel #2 -- This underused site would be developed into a passenger curb loading area and short-term passenger parking area. The two historic private railcar sidings would be restored and additional open space buffer areas would be provided around the Moreton Fig Tree. Circulation would be improved by opening access to Montecito Street near the Mission Creek channel. A 40-foot wide right-of-way exists to provide this access adjacent to the channel. Perpendicular parking would be provided for about 32 cars along the northern edge of the circulation road and about 300 lineal feet of curb loading (12 cars) would be provided adjacent to the rebuilt passenger platforms. A small shelter would be provided for passengers on the platform west of Chapala Street. The western 25 feet of Chapala Street would be redesignated for open space park use in order to protect the Moreton Fig Tree and about 7,000 sq. ft. would be added to the Moreton Fig Tree park between the station parking area and the park.

Depot Park Parcel #3 -- This area would be restored to its previous use as a park with the historic Potter Hotel pathway retained. A "new" esplanade would be provided south of the tracks between State Street and Chapala Street in order to maximize public access to this landmark park. The dead palm tree would be replaced and the park would be relandscaped according to its previous simple concept.

State Street Parcel #4 -- This area desirably should be developed to provide long-term parking for the station. About 45 spaces could be provided on this site. If revenue is required to help defray operating costs of the station, this site would lend itself to retail development. Figure 7 illustrates a 5,200 sq. ft. retail use and 21 parking spaces on this parcel.

Passenger Platform Area -- The passenger loading platforms would be raised eight inches in accordance with Caltrans standards. The center platform which serves southbound trains would be raised eight inches its entire length except for ramp transitions which are needed for the five northbound track crossing points. The tracks need to be crossed at a level even with the top of rail. Five crossing points each 20 feet wide and located 170 feet apart (two railcar lengths) are proposed. The station side passenger platform which serves northbound trains would be raised eight inches for a depth 15 feet away from the track and would transition to the station area sidewalk elevation with a three percent grade (20 feet). This would cover the unused siding near the station building. If desired by the Landmarks Committee, the location of these tracks could be defined with pavement texture/color treatments. It might be possible to reduce construction costs and minimize operational disruption, if the raised platform improvements are coordinated with proposed construction of an underground oil pipeline located adjacent to the northbound tracks. The pipeline proposed by Pacific Pipeline probably would be constructed during the next five years if it is approved.

It is also proposed to mark boarding points along the platform and to position platform area lighting strategically near these boarding points. Southern Pacific historically marked loading points to improve passenger loading.

Parking Facilities -- Provision of sufficient parking for station needs is important to serve station passenger needs as well as to minimize spillover impacts on adjacent parking supplies. Conversely, adjacent parking demand generators including the Neal Hotel and Enterprise Fish Company need to provide for their needs in order not to impact station parking capacity.

The proposed site plan shown in Figure 7 provides about 121 station parking spaces and 40 non-station off-street spaces as shown in Table 4. This is approximately 71 spaces more than presently exist. Another 38 parking spaces are located nearby on Yanonali Street and Chapala Street. While needs of station patrons are met by the proposed plan, parking deficiencies of the Neal Hotel and Enterprise Fish Company are not resolved by the plan. Existing deficiencies for these adjacent demand generators would remain approximately unchanged. In essence, the site plan barely meets station parking demands and does not resolve area parking deficiencies. Development of a parking structure seems needed to address the area parking needs of the Neal Hotel and Enterprise Fish Company. Development of a three-level parking structure on the present Caltrans surface lot site would provide about 180 spaces, a net increase of 150 spaces. Development of a three-level parking structure between Chapala Street and Rey Road along Montecito Street would provide about 250 net new spaces.

Station Improvement Costs

Table 5 describes the estimated station site improvement costs which total \$2,570,000. This cost does not include acquisition of the site nor SPTC relocation costs. The station building is estimated to cost \$755,300 to improve as shown in Table 6. In total, the total improvement cost excluding site acquisition and SPTC relocation is estimated to be \$3,325,000 which compares to the \$4.9 million Propositions 108 and 116 funds budgeted. Acquisition of the station study site would cost an estimated addition \$2.5 to \$4.5 million. About \$0.4 million additional would be needed if Parcel #4 were developed for a retain revenue generating use rather than as a parking lot. Development of a three-level parking structure on the Caltrans Chevron site would cost about \$3.2 million excluding land for 180 parking spaces. A similar three-level parking structure between Chapala Street and Rey Road providing about 250 spaces would cost \$4.5 million excluding site acquisition.

Table 4		
PARKING SUPPLY AND DEMAND Santa Barbara Rail Station Study		
	Present	Proposed
Parking Demand		
Station		
Well Wishers/Greeters	30	50
Passengers	5	25
Staff	10	20
Subtotal	45	95
Railway Express	11 ⁽¹⁾	11
Neal Hotel	146 ⁽¹⁾	146
Enterprise Fish Co.	60 ⁽¹⁾	60
Subtotal	217	217
Total	262	312
Parking Supply		
Station Area Parcel #1	45	32
Fig Tree Area Parcel #2	0	44
State Street Parcel #4	0	45
Station Subtotal	45	121
Railway Express	5	9
Neal Hotel	40	31
Caltrans Lot	31	31-180
Yanonali Street	28	22
Chapala Street	20	16
Subtotal	124	109-258
Total	169	230-379
(1) Demand is based on zoning requirements.		
Wilbur Smith Associates; May 1992		

95

Table 5
(Page 1 of 2)
STATION SITE AREA IMPROVEMENT COSTS
Santa Barbara Rail Station Study

Item	Cost
Parcel #1 - Station Building	
Roadway	\$ 240,000
Parking Areas	98,000
Sidewalks and Plaza	26,000
Landscape	22,000
Lighting	48,000
Subtotal	\$ 434,000
Parcel #2 - Moreton Fig Tree	
Shelter	20,000
Roadway	160,000
Parking Area	44,000
Landscaping	19,000
Lighting	16,000
Rail Sidings	20,000
Subtotal	\$ 279,000
Parcel #3 - Depot Park	
Sidewalks	9,000
Landscape	15,000
Lighting	12,000
Subtotal	\$ 36,000

Table 5
(Page 2 of 2)
STATION SITE AREA IMPROVEMENT COSTS
Santa Barbara Rail Station Study

Item	Cost
Parcel #4 State Street	
Parking	\$ 95,000
Lighting	20,000
Signal House	20,000
Subtotal	\$ 135,000
Platform Area	
Eight-Inch Platforms	800,000
Lighting	48,000
Chapala Closure (RR Xing)	40,000
Signage	10,000
Southside Esplanada	15,000
Subtotal	\$ 913,000
Contingency @ 30%	539,000
A&E Costs @ 10%	234,000
Subtotal	773,000
Total Cost	\$2,570,000
Wilbur Smith Associates; May 1992.	

Table 6
(Page 1 of 4)

STATION BUILDING IMPROVEMENT COSTS
Santa Barbara Rail Station Study

Item	Amount
A - Roof Repair	
1. Remove shed building roof tile and store for repair of depot's tile roof. Replace shed roof with new tile roof to replace removed tile.	\$ 5,820
2. Remove tile from depot's roof. Replace underlayment, copper flashing and re-apply tile.	63,000
3. Restore chimney caps.	2,000
4. Construct and install 2 new copper skylights.	10,000
5. Remove existing roofing from flat roof and install new 4-ply roof, new interior roof drains and new copper flashing.	24,200
Subtotal	\$105,020
B - Carpentry (includes painting)	
1. New plywood sheathing on roof including seismic connectors between roof and walls.	55,000
2. Construct new freight door.	3,000
3. Repair and replace 2 outlooks.	1,000
4. Provide 2 new doors @ Room #9 and restore original exterior entrance to vestibule	3,000
5. Enlarge public restroom doors and provide new 3' x 7' doors.	2,000
6. Replace door hardware with new handicap accessible hardware.	2,000
7. Remove paint from exterior wood and revarnish.	47,500
8. Remove interior stain from wood ceiling (Rooms 8 & 10).	10,000
9. Remove overpaint from wood walls, ceilings and balustrades.	6,000
10. Remove overpaint from ceiling in Room #9.	270
11. Refinish oak doors.	4,400
12. Repair oak wainscot in Room #6.	1,000

Table 6
(Page 2 of 4)

STATION BUILDING IMPROVEMENT COSTS
Santa Barbara Rail Station Study

Item	Amount
13. Clean all existing oak surfaces including doors, windows, wainscotting, etc.	6,900
14. Replace upper sash in Window #4.	1,000
15. Reglaze window lites (as per Sheet R4).	2,160
16. Repair miscellaneous doors.	500
17. Repair stair in Room #2.	400
18. Repaint Room #1.	2,000
19. Construct new waiting room benches.	3,000
20. Remodel ticket counter to include baggage pass-through and handicap accessibility requirements.	5,000
Subtotal	\$156,130
C - Re-Stucco Exterior Walls	
Re-stucco exterior walls.	49,560
Subtotal	\$ 49,560
D - Replaster Interior Surfaces	
Replaster interior surfaces.	24,000
Subtotal	\$ 24,000
E - Clean/Restore Marble, Granite and Sandstone	
Clean/restore marble, granite and sandstone.	5,000
Subtotal	\$ 5,000
F - Tile	
1. Repair and replace damaged tile wainscot in Rooms 8 & 10	6,000
2. Repair mosaic floor tiles in Rooms 8 & 10.	14,000
Subtotal	\$ 20,000

Table 6 (Page 3 of 4) STATION BUILDING IMPROVEMENT COSTS Santa Barbara Rail Station Study	
Item	Amount
G - Men's Restroom	
Enlarge room to provide full handicap accessibility and a privacy wall from lobby. Improvements will include new toilet fixtures, new marble wainscot and partitions, new tile floor and new oak trim	33,000
Subtotal	\$ 33,000
H - Women's Restroom	
Improvements to include new marble partitions, new handicap accessible accessories such as grab bars, toilet fixtures, etc. Improvements to include new marble lavatory counter top.	11,000
Subtotal	\$ 11,000
I - Trainmen's Room	
Improvements include all partitions, finishes and restrooms.	18,000
Subtotal	\$ 18,000
J - Ticket Agent Work Area	
Improvements to include all partitions and finishes. New walls to match surrounding historic wood detailing.	\$ 10,000
Subtotal	\$ 10,000
K - Handicap Ramps	
Construct 2 handicap ramps for primary public entrances to Room #8.	5,000
Subtotal	\$ 5,000

Table 6
(Page 4 of 4)

STATION BUILDING IMPROVEMENT COSTS
Santa Barbara Rail Station Study

Item	Amount
L - Mechanical Systems	
1. New electrical service and new wiring.	18,000
2. Replace missing historical fixtures.	20,000
3. Repair historical gas radiators in Rooms 8 & 10.	5,000
4. Provide new gas forced air heating system for Rooms 1 & 6.	3,000
5. Provide exhaust fans for public restrooms.	1,500
	\$ 47,500
Total	\$484,210
Contingency @ 30%	145,200
A&E Costs @ 20%	125,900
Sub Total	\$271,100
Grand Total	\$755,310
<p><u>Additive Alternate:</u> Provide new arched glazed opening east end of Room #12. Provide basic mechanical services for food concession (excludes tenant improvements). = \$40,000</p>	
<p>Wilbur Smith Associates; April 1992.</p>	

7. IMPLEMENTATION NEEDS

Funding resources, implementation issues and next step measures are discussed in this section. Virtually all of the viable State and Federal sources of funds are restricted to capital costs and cannot be used for operating cost subsidies. Funding operating costs, therefore, will largely depend on local, private and public revenue sources. Resolution of the SPTC long-term site lease needed to have a clean site title is a key implementation critical path action.

Potential Funding Sources

Propositions 108 and 116 provide the best and most likely sources of State funding. In 1990, three initiatives (Propositions 108, 111, and 116) were approved by the California voters creating significant new state funds for transportation projects. Proposition 116 designates a specific amount to fund improvements in the Santa Barbara-Los Angeles Corridor and programming of these projects by the California Transportation Commission (CTC) will be coordinated with but separate from the State Transportation Improvement Program (STIP) process. Propositions 108 and 116 provide the principal funds for capital improvements to the Santa Barbara Station. They do not provide operating subsidy funds, which probably would come from local sources (public and private) nor is it assured that they will provide full funding for property acquisition and station improvements. Together Propositions 108 and 116 provide a total of \$4,904,000 for Santa Barbara Station improvements in FY 1993/94. The provisions of Proposition 116 and other state funding sources are described below.

Proposition 116 -- The Rail Transportation Bond Act (Proposition 116), approved by the State's voters in 1990, provides a total of \$1.9 billion over 20 years for rail development in California. A total of \$17.0 million (Section 99623a) of these funds is set aside for improvements to improve passenger rail service in the Santa Barbara (County) Los Angeles Intercity Rail Corridor. Proposition 116 provides \$1,927,000 in Fiscal Year (FY) 1993/94 for improvement of the Santa Barbara station and \$7,092,000 in FY 1995/96 for Goleta Extension improvements. These funds do not require a local match. Caltrans is the sponsor for these funds. Among the activities for which these funds may be used are the design, construction, or rehabilitation of on-line multi-modal passenger stations and boarding facilities, including passenger waiting, ticketing and service structures, right-of-way, parking areas and structures, access roads and sidewalks, and boarding platforms. All passenger rail facilities must be accessible to the elderly, persons with disabilities and bicycles, and provide convenient and secure bicycle parking facilities.

As part of the application procedure, applicants must provide a plan describing how grant funds will be used, what other capital funds are required to complete the project, sources and availability of these other funds, and cash expenditure plan identifying cash flow necessary to complete project. Funds will be allocated by CTC in coordination with but separate from the State Transportation Improvement Plan (STIP) process after evaluation and must have appropriate environmental clearance prior to allocation. Projects must meet following criteria:

- o Funds must be used within one year after allocation by CTC;
- o Implementing agency must have financial capacity to construct, maintain and operate the project;

- o Project must be programmed or spent no later than July 1, 2000;
- o Project meets matching requirements;
- o Cost control monitoring measures must be in place;
- o New guideway starts should show amount of new patronage generated;
- o Demonstrate impacts on safety;
- o Demonstrate improvement in on-time performance, reliability and peak-period train through-put;
- o Extent and frequency of shared use of right-of-way;
- o Identify percentage of farebox recovery after 3rd year of operation;
- o Demonstrate cost-effectiveness (i.e., total project capital cost per mile and total project capital cost per mile per average daily passenger);
- o Describe cost reduction strategies; and
- o Project must be fully accessible to elderly and persons with disabilities and bicycles.

The following criteria will be used when evaluating a project:

- o Timely use of funds;
- o Financial capacity;
- o Allowable time frame;
- o Matching requirements;
- o Cost control measures;
- o Passenger carrying ability;
- o Passenger service;
- o Service reliability;
- o Mixed-use operation;
- o Operating cost efficiencies;
- o Cost effectiveness;
- o Cost Reduction Strategies; and
- o Accessibility.

Proposition 108 -- The Passenger Rail and Clean Air Bond Act of 1990 provides \$1 billion for acquisition of rights-of-way, capital expenditures, and acquisitions of rolling stock for intercity rail, commuter rail and rail transit programs. Two additional \$1 billion bond measures are proposed for voter approval in 1992 and 1994. Transit districts and operators, cities and counties, regional transportation planning agencies, rail corridor agencies, Amtrak and railroads may nominate intercity projects for funding. Caltrans is the

implementing public agency for all intercity rail projects but intermodal facilities may be implemented by local public entities. Of this \$3.0 billion total possible, \$450 million (or 15 percent) is set aside for intercity rail projects.

The Santa Barbara (County)-Los Angeles Corridor is one of five corridors in the State's Intercity Rail Program. To be eligible for funding, specific project improvements (such as design, construction or rehabilitation of on-line railroad passenger stations and boarding facilities) must be nominated by Caltrans or a local public entity and be included in the STIP. About \$35.7 million (escalated cost) was programmed in the 1990 STIP for the Santa Barbara-Los Angeles Corridor. The 1990 State Transportation Improvement Program (STIP) includes \$2,977,000 million (escalated Proposition 108 Bond dollars) in FY 1993/94 for the Santa Barbara station.

In evaluating and ranking future railroad intermodal passenger station projects programmed during the first two years of the STIP for Proposition 108 funds, the CTC will assess each project using the following criteria:

- o **System Value of the Station** -- Impacts on regional transportation coordination and adjacent street network.
- o **Station Services** -- Commitment to use station by tenants (including joint-use), Amtrak, or connecting bus service.
- o **Transfer Passengers Using Station** -- Projected origins, destinations and transfers; distance from and impacts on neighboring station.
- o **Station Operating Costs** -- Plan for ongoing operation and maintenance.
- o **Accessibility** -- Full accessibility to elderly and persons with disabilities must be demonstrated.
- o **Planning for Multi-Modal Access** -- Demonstrate preferential access and loading for alternative transportation modes, such as buses, light rail, shuttles, carpools, bicycles, and pedestrians that reduce vehicle trip emissions.
- o **Real Property Purchases** -- Station right-of-way acquisitions will primarily be limited to fixed price purchases of title or easements (if acquired before year 2001).
- o **Station Conceptual Plan** -- Plan outlining layout, access, circulation, and related transportation, air quality, land use, or noise impacts.

Transit Capital Improvements (TCI) -- This program is part of the Transportation Planning & Development Account (TP&D) and includes funds for abandoned railroad right-of-way acquisition, bus rehabilitation, mass transit guideways and rolling stock, grade separations and intermodal transfer facilities. Approximately 50 percent of the TP&D Account is appropriated to Caltrans for operation of intercity rail service and the Peninsula Commute Service, the TCI program and other miscellaneous transportation

programs. Funds are allocated by the CTC, based on recommendations by Caltrans. Applications for funding are due to Caltrans in the Fall of each year and evaluated according to criteria adopted by the CTC. A prioritized list of projects is submitted to CTC for recommendation and submittal to the legislature. This funding source requires a 50 percent local match except for projects involving intercity rail.

The Santa Barbara County Association of Governments in November 1991 approved scheduling of a June 2, 1992 ballot which would make the County eligible to receive Article XIX (Proposition 5) funds. Proposition 5 which amended Article XIX of the State Constitution permits use of State fuel tax revenue on exclusive public transit guideway projects and other related transportation improvements. If approved by voters in June, Santa Barbara County would be eligible to receive about \$800,000 annually in county minimums which could be used for Amtrak station improvements. Passage of the Article XIX ballot measure would be an important step towards funding improved rail facilities including the Santa Barbara Station.

Projects eligible for funding include:

- o Abandoned railroad rights-of-way acquisition;
- o Bus rehabilitation;
- o Exclusive public mass transit guideways and rolling stock for commuter rail, urban rail and intercity rail programs;
- o Grade separations;
- o Intermodal transfer stations serving various transportation modes;
- o Ferry projects (vessels and terminals); and
- o Shortline railroad rehabilitation.

As noted earlier, all projects submitted for funding are evaluated using CTC adopted criteria and placed on a priority list. Project ranking is only important if discretionary funding is sought (i.e., funding beyond the county minimum level). The ranking criteria address the following issues:

- o Ridership - especially new transit riders;
- o Cost-effectiveness of the project;
- o Operating efficiency of existing and proposed system;
- o Financial capacity to operate proposed project; and
- o Timely use of funds.

State Transit Assistance – This program is also part of the Transportation Planning & Development Account (TP&D). Funds are allocated statewide by formula to the Regional Transportation Planning Agencies (RTPA) in each area of the state. The RTPAs are responsible for determining how the funds will be used. Use of STA funds is restricted to public transportation projects (such as rail projects) but

may be used for either capital or operating purposes. This funding source is not a realistic option due to limited funds available and intense competition for funds.

Redevelopment Funds and Private Contributions -- The site of the proposed Santa Barbara Amtrak station, is within a redevelopment area and as such could be a candidate for benefit assessments, tax increment financing, or other joint development funding mechanisms. Transit station projects are likely candidates for joint development funding, but typically require long lead time and close, ongoing cooperation among local officials, developers and landowners.

Federal Funding Sources -- The recent passage of the new \$151 billion Surface Transportation Bill increases the amount of federal funds available for public transportation and gives increased responsibility to local jurisdictions on how these monies should be used. However, in reality, the availability of federal funds for local projects like the Santa Barbara Amtrak Station will remain limited. No funds were earmarked for Amtrak or intercity rail projects. Use of Section 3 or Section 9 funds would compete with funding needs of MTD. Several provisions of the new federal legislation, however, would permit funding of congestion relief projects such as the Santa Barbara Station.

Implementation Issues

A number of issues exist with respect to implementation of station improvement plans.

1. Who should own the station site and station building?
2. When and where should SPTC support functions be relocated?
3. Who should be the lead agency implementing the improvement plan?
4. Resolution of SPTC's long-term lease agreement?
5. Who should be responsible for the operation and maintenance of the station building, satellite buildings and sites and how will operating and maintenance costs be funded?
6. Strategy for controlling limited parking resources?

Ownership -- SPTC, Amtrak, the City of Santa Barbara and private ownership are all possible options. The SPTC, however, has indicated an interest in selling the property and improvement plans show no continued role for SPTC at the site. Use of public funds to improve privately owned buildings also can be a problem. Amtrak has limited funds to maintain buildings and typically has no interest owning stations. In California most rail stations are owned and maintained by local cities. The major exceptions being Peninsula Commute Service stations in the Bay Area, some of which are owned by PCS. City ownership of the buildings and grounds would involve responsibility for maintenance and operating subsidies. Operating costs for the Santa Barbara Station are estimated to be approximately \$120,000 annually excluding consideration for additional insurance, security and property management. This costs includes:

Building Utilities	\$10,000
Building Maintenance	\$25,000
Site Utilities (lighting)	\$50,000
Site Maintenance	\$35,000

Revenue from station building tenants including the snack bar operator and Amtrak are expected to pay the building operating costs. Site operating costs are envisioned to be covered by the City of Santa Barbara's Parking and Business Improvement Area (PBIA) revenue or other city revenues. The PBIA boundaries would need to be extended south of the Cross Town Freeway to use the PBIA funds. Since PBIA funds can only be used for non-restricted parking use, and Proposition 116 funds are restricted to rail passenger only projects, some PBIA funds might need to be used to construct the parking as well as to cover operating costs.

SPTC Relocation -- Before major improvements can be made an alternative site and facility must be negotiated with SPTC. This could occur quickly or could involve significant development time and delay implementation of the proposed plan. Planning with respect to the Goleta Station should consider this issue and SPTC needs to coordinate the planning for its support service needs with the City and SBCAG.

Lead Agency -- The City of Santa Barbara is the most apparent lead agency for implementing the improvement plan, having real estate, and construction management capabilities.

SPTC Long-Term Lease -- One of the first actions needed towards implementing the proposed station improvement plan is to resolve the SPTC long-term lease with Santa Barbara Railway Plaza. A clean title is needed prior to initiating planning review of the project.

Operations and Maintenance -- The City would appear to be the logical agency to operate and maintain the station site. Typically, the Real Estate or Buildings Property Department within City government is given this responsibility, although sometimes the local transit agency maintains the facility. Few if any transportation centers are financially self sustaining with most requiring substantial operating subsidies. Joint development revenues could be used to help defray operating costs. Some general funds probably will be required.

Parking Control Strategies -- Parking supply near the station is very limited and non-station users might compete with station patrons for on-site parking spaces. Several possibilities exist to manage this problem, but all rely on enforcement.

- o Short-term spaces could be metered with the first 30 to 60 minutes free - 50 percent of patrons are present for less than 30 minutes and 80 percent are present for less than 60 minutes. Being on-site patrons waiting for late trains could easily add time while beach goers, diners and others could not.
- o Non-metered 60 minute limit enforced with chalk marker or time stamped tickets displayed on dashboards.

- o On-site parking north of the railroad tracks could be operated with an attendant similar to other PBIA lots. This would involve designation of the western Montecito Street driveway, Chapala Street driveway and Rey Road driveway as inbound only with the attendant booth located near the State Street driveway.
- o Long-term parking on Parcel #4 could be operated with windshield decals for staff and prepaid credit card or other remote means for passengers.

Alternately, one of the two nearby site options could be developed for parking use serving station and other area parking needs. The City could also designate all station area parking for short-term use and not provide any long-term parking facilities north of the railroad tracks.

Next Steps

Once the improvement concept is adopted the following actions will be required:

- o Adopt the proposed station concept plan;
- o Resolve issues relating to long-term property lease;
- o Submittal by City of grant applications to Caltrans;
- o Identify and resolve site toxic problems;
- o Negotiate with SPTC for acquisition of a clean site title and also for an easement needed for platform facilities.
- o Request allocation of programmed funds to acquire site and easements as well as for environmental studies and design;
- o Complete design plans while working closely with Caltrans and local agencies; and
- o Obtain final approval from State Architect's office.

This process typically requires two to four years to complete, including construction. Funding for station improvements is scheduled for Fiscal Year 1993/94 according to the recent 1992 State Transportation Improvement Program. Therefore, it is advisable to begin the project development process immediately and work expeditiously to resolve outstanding issues. Project delays could jeopardize availability of state funding to construct needed station improvements. Passage of the Article XIX ballot measures by Santa Barbara County voters in June 1992 would be supportive to funding the proposed station improvements.

APPENDICES

APPENDIX A

PASSENGER SURVEY - OCTOBER 1991

Survey Number: _____

1. What time did you arrive today at the Santa Barbara Station? _____
2. Where did your trip originate today? _____
3. At what station will you get off the train? _____
4. What is the purpose of your trip?
Work Business School Tourism Visit Other
5. How did you get to the station?
Drove Passenger Drop-Off Feeder Bus MTD Bus Taxi Other
6. If you drove where did you park? _____
7. How many people are in your group? Passengers _____ Well Wishers _____
8. Do you have any checked baggage? Yes No
9. How many days will your roundtrip be? _____ days
10. Are you a Santa Barbara resident? Yes No
11. Please rate the following features of this station from 1 to 10 with 1 poor and 10 excellent.
Baggage Handling: _____ Ticket Processing: _____ Comfort: _____
Station Signage: _____ Security: _____ Parking: _____
Train Information: _____ Tourist Information _____ Weather Protection: _____
12. Which of the following features would you use if it were provided:
Baggage Lockers Rental Car Food Service Hotel Shuttle
News/Bookstore ATM
13. General Comments: _____

APPENDIX B

Discussion Site Plans

Five discussion site plans were developed during the station planning study. Two concepts were developed early on in the study in order to assess functional, space and layout issues. Three site plans were developed towards the end of the study in order to highlight specific issues and to facilitate review with the City's Landmarks Committee.

Initial Site Plans

Figures B-1 and B-2 describe the two initial site concept plans. Concept Plan 1 provided for inclusion of a new Greyhound intercity bus terminal on-site as well as maintenance of SPTC vehicle parking and support operations. Concept Plan 2 provided for a new Greyhound intercity bus terminal but assumed relocation of SPTC parking and support operations-functions. Discussion of these two concepts by the Technical Advisory Committee concluded that the linkage between MTD's transit center and Greyhound was more critical than the Greyhound linkage to the rail station. As such, provision for Greyhound at the Amtrak Station is not desirable. It was also concluded that parking of the SPTC vehicles on the station site competes for critical site space resources and would not be a passenger compatible land use.

Other discussion results were:

- o Depot Park should be maintained as open space park rather than developed for parking or retail uses;
- o Moreton Fig Tree parcel should be developed for passenger drop-off and loading and a single aisle concept for short-term parking should be pursued in order to enlarge the park area; and
- o Parking should be provided in front of Railway Express Building for its customers.

Refined Concept Plans

Figures B-3, B-4 and B-5 are the site concept plans which were developed to define the preferred plan. Discussion of these plans with the Technical Advisory Committee and with the City's Landmarks Committee yielded the following direction:

- o Landscaping should be minimized consistent with historic site features and should not obstruct views of the station;
- o Bold pavement treatments and creation of squares and plazas would be inconsistent with historic station site features;
- o Main roadway should follow the historic curb line at the station;

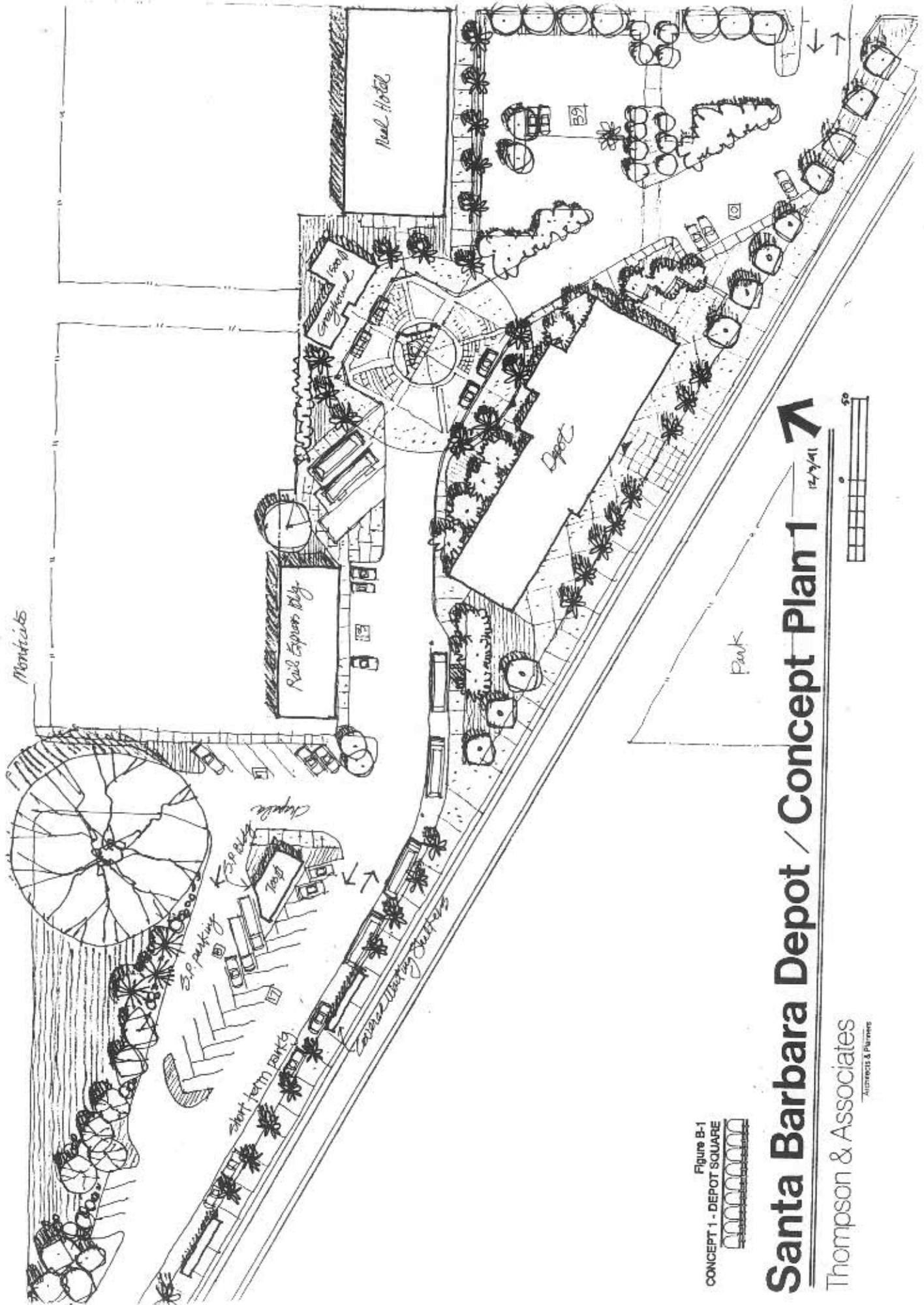
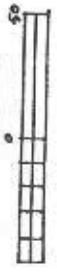


Figure B-1
 CONCEPT 1 - DEPOT SQUARE

Santa Barbara Depot / Concept Plan 1

Thompson & Associates
 Architects & Planners



12/2/91



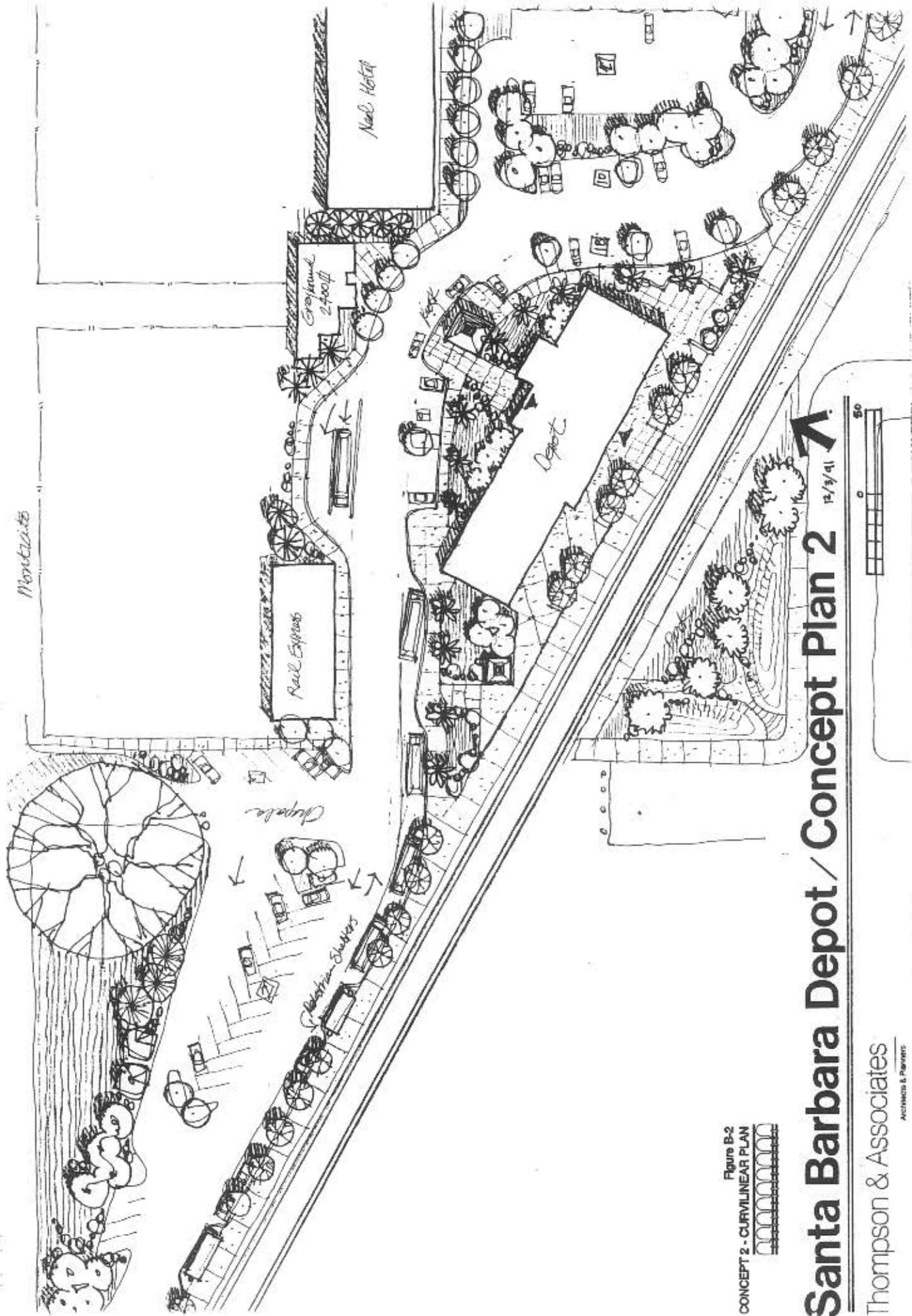
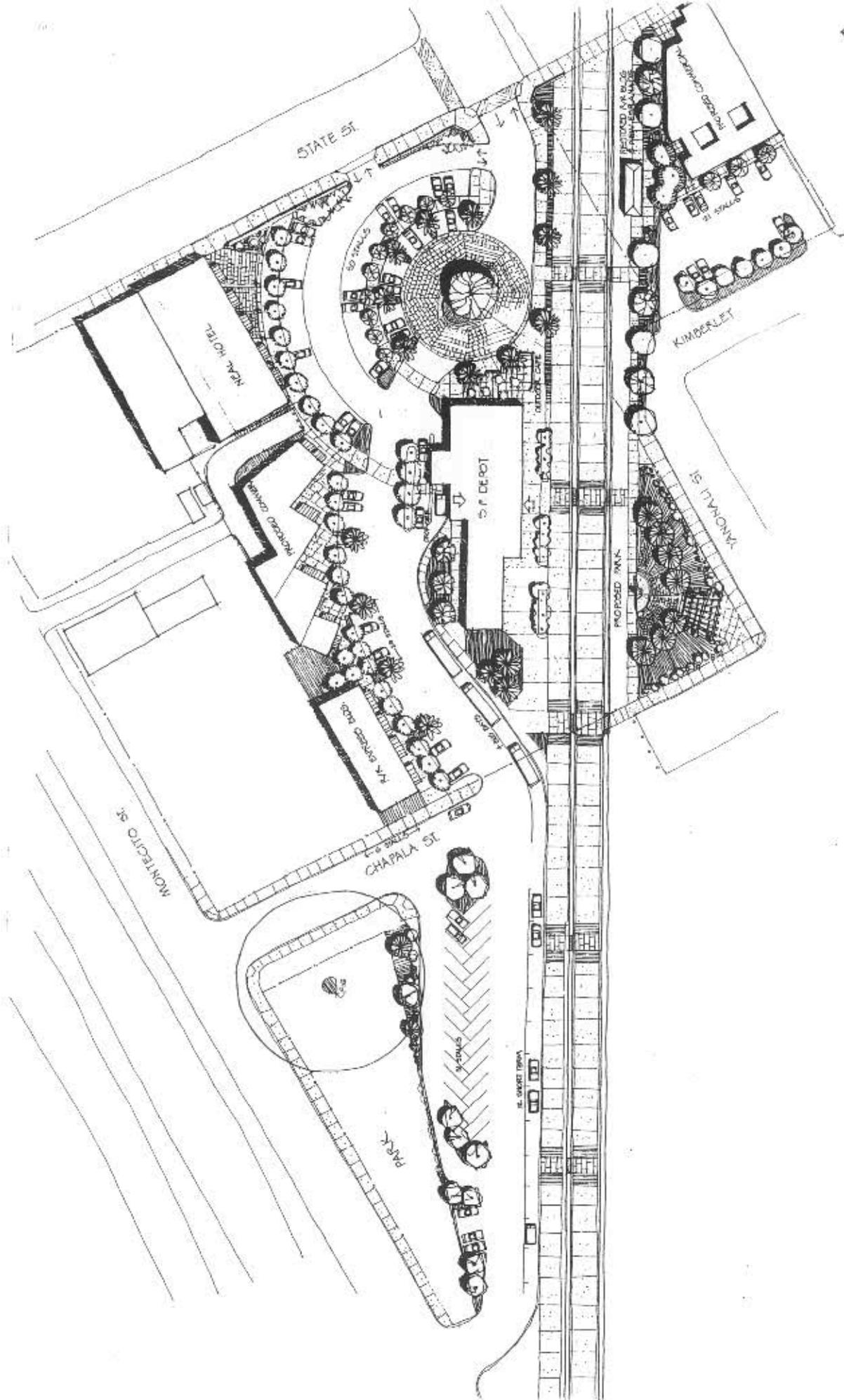


Figure B-2
 CONCEPT 2 - CURVILINEAR PLAN

Santa Barbara Depot / Concept Plan 2

Thompson & Associates
 ARCHITECTS & PLANNERS



SANTA BARBARA DEPOT

CONCEPT PLAN #3

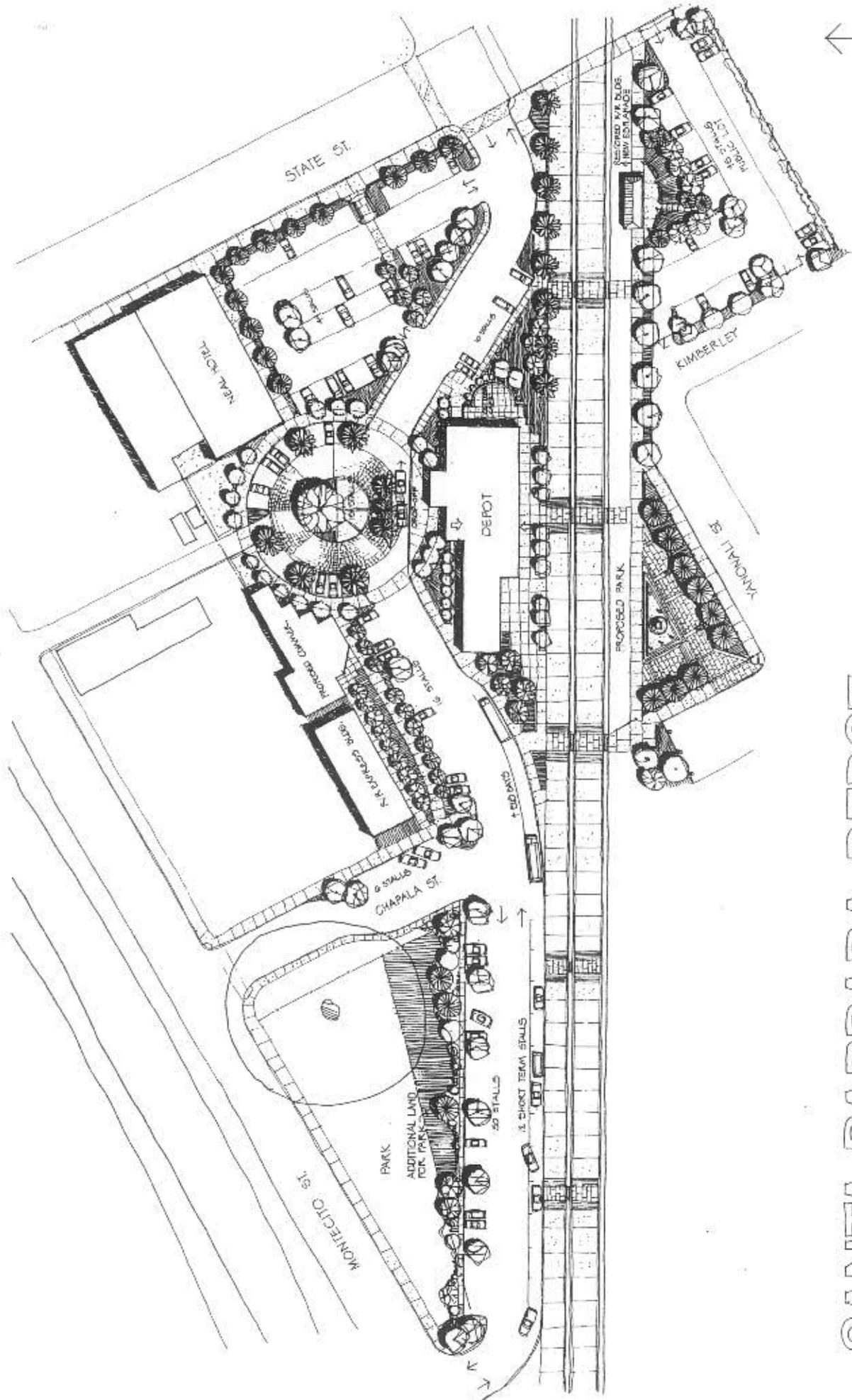
Figure B-3
CONCEPT PLAN #3

Thompson & Associates

WSA



10-10-91



SANTA BARBARA DEPOT

1-15-92

CONCEPT PLAN #4

Figure B-4

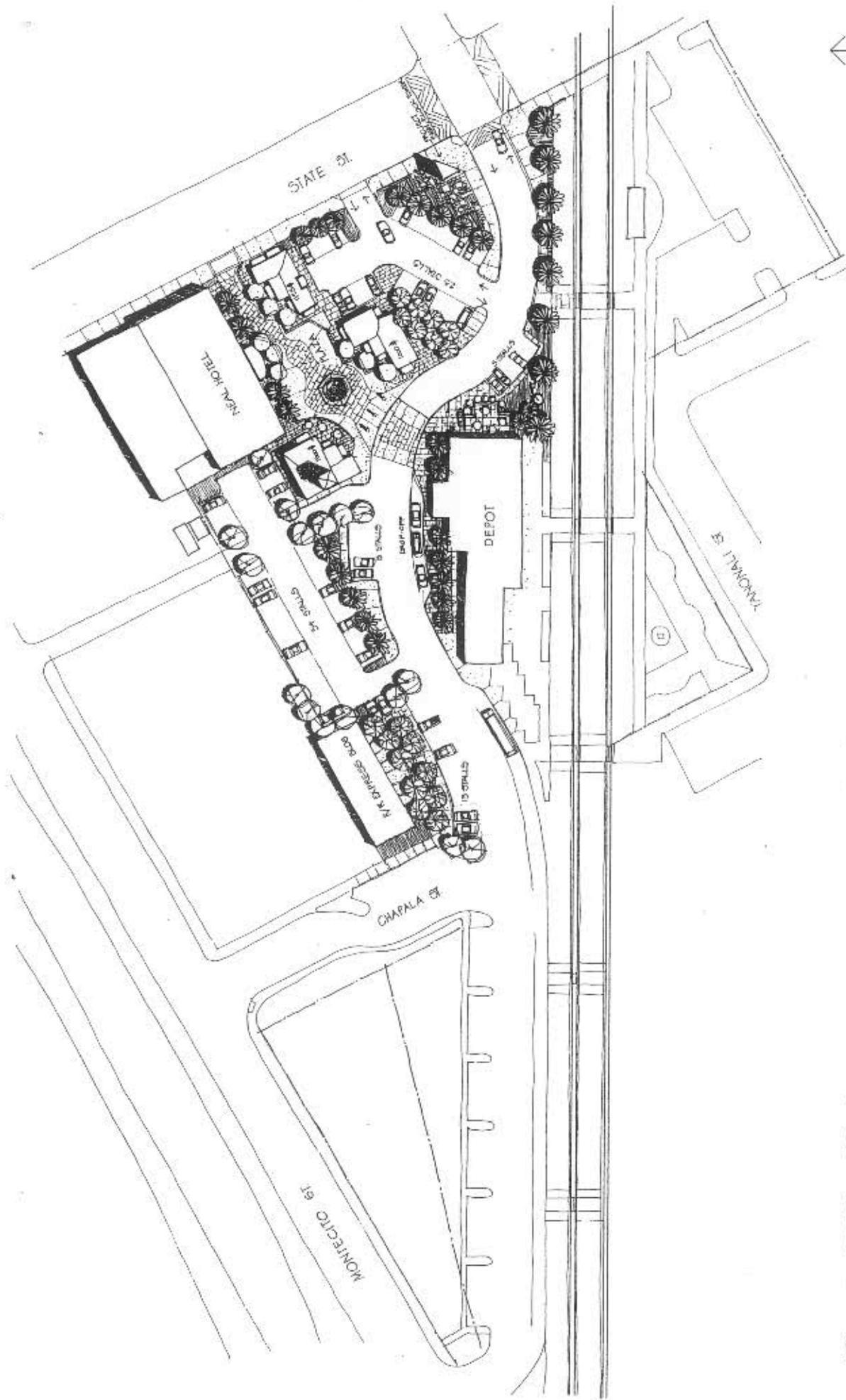
CONCEPT PLAN #4



Thompson & Associates
 ARCHITECTS
 1000 W. 10th St.
 Santa Barbara, CA 93101

WSA
 LANDSCAPE ARCHITECTS
 1000 W. 10th St.
 Santa Barbara, CA 93101





SANTA BARBARA DEPOT

CONCEPT PLAN #5

1-9-94

Figure B-5
CONCEPT PLAN #5

Thompson & Associates



WASA



- o No retail uses should be provided, particularly north of the railroad tracks and on Depot Park;
- o Depot Park should be restored including its obsolete path to the Potter Hotel; and
- o Parking should be maximized on-site including development of the area between the Railway Express Building and the Neal Hotel for station parking.