



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** June 29, 2006  
**AGENDA DATE:** July 6, 2006  
**PROJECT:** Granada Garage Right Turn Queuing Lane  
**TO:** Planning Commission  
**FROM:** Engineering Division, (805) 564-5390  
 John Schoof, Principal Engineer

### **I. PROJECT BACKGROUND**

The construction of the Granada Garage, located at 1225 Anacapa Street, included a right turn "queuing lane" into the garage from Anacapa Street. During construction of the improvements on Anacapa Street, staff discovered an error in the original plans which still showed the old location of the curb and gutter and did not reflect the installation of the new curb and gutter resulting in a narrower street. Based on this outdated information, the incorrect traffic striping plans indicated a street width of 38 feet, which included an 8-foot parking lane, two 10-foot through lanes and a 10-foot right turn "queuing lane" into the garage from Anacapa Street. In addition to the curb and gutter, the new street improvements also included a pedestrian sidewalk and parkway. However, following the installation of the new curb and gutter, the street width was 36 feet instead of 38 feet, which does not accommodate the original lane configuration.

### **II. DESIGN OPTIONS**

Staff instructed Watry Design and their sub-consulting engineers to review the right turn queuing lane issue and develop concept level design options and estimates at no cost to the City. In addition, the City requested a copy of the queuing studies that were performed.

The queuing analysis indicated that 90% of the time, one car would be waiting within the structure and that the remaining 10% of the time, two cars would be backing up on to Anacapa Street.

The following are six completed feasibility and concept level design options from the consultant, including cost estimates:

Option 1: Relocate the curb on the garage side and install the right turn queuing lane. This option would demolish the new curb adjacent to the Granada Garage and construct a new curb 2 feet closer to the building. The feasibility study indicated that this option would create significant elevation differences, southerly of the entrance, which would not be in compliance with ADA requirements.

Option 2: Relocate the curb adjacent to the County Building and install a right turn queuing lane into the Granada Garage. This option would remove and reconstruct the curb and gutter and a portion of the sidewalk in front of the County Building to accommodate the wider street. This option would require the relocation of some existing trees and utilities. The cost of this option is estimated at \$161,589.

Option 3: Relocate the curbs on both sides of Anacapa Street and install the right turn queuing lane into the Granada Garage. This option would also create elevation differences south of the Anacapa Street entrance that would not be in compliance with ADA requirements.

Option 4: Eliminate parking adjacent to the County Building and install the right turn queuing lane into the Granada Garage. This option would simply eliminate approximately 13 parking stalls adjacent to the County Building on Anacapa Street. Entry stripe the street to include a right turn queuing lane into the garage.

Option 5: Eliminate the parking adjacent to the County Building and relocate the curb to create a landscaped Parkway and install a right turn queuing lane into the Granada Garage. This option would demolish and reconstruct curb and gutter to narrow the Street by 4 feet. Parking would also be eliminated adjacent to the County Building. This option creates a 4 foot Parkway the entire length of the block. The cost of this option is estimated at \$237,980.

Option 6: Eliminate the right turn queuing lane and stripe Anacapa Street to operate as a shared right turn/through lane adjacent to the Granada Garage. Anacapa Street is currently functioning in this configuration. The Street has an eight-foot parking lane, one ten foot through lane, and a 16 foot shared right turn/through lane.

Additional staff option: Create a right turn queuing pocket adjacent to the Granada Garage. This option would remove approximately 55 feet of curb and gutter just northerly of the entrance to the garage and create a queuing pocket capable of holding two cars. The cost of this option is estimated at \$54,740.

Attached is an options summary matrix that identifies the attributes of the different options.

### **III. RECOMMENDATION**

Staff is recommending to observe and analyze traffic until after the completion of the Granada Theater and implement the right turn queuing pocket (additional staff option) if necessary. It should be noted that all of the options are feasible with the exception of Options 1 and 2 which involve moving the curb south of the exit and adjacent to the Granada Garage.

Staff has initiated a design review process to receive comments and recommendations from the Downtown Parking Committee, the Historic Landmarks Committee, the Transportation and Circulation Committee, and Planning Commission. Staff will be bringing this issue to Council with recommendations from the advisory boards and commissions.