



City of Santa Barbara California

JOINT MEETING OF PLANNING COMMISSION AND TRANSPORTATION AND CIRCULATION COMMITTEE

STAFF REPORT

REPORT DATE: November 1, 2006

AGENDA DATE: November 9, 2006

DISCUSSION ITEM: Upper State Street Traffic, Circulation, and Parking Study

TO: Planning Commission, and Transportation & Circulation Committee

FROM: Transportation Planning Division, (805) 564-5385
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Planning Division, (805) 564-5470
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WORK SESSION: UPPER STATE STREET TRAFFIC, CIRCULATION & PARKING

Background: In April 2006, the City Council directed staff to undertake a study of the Upper State Street Area (between Highway 101 and Calle Laureles) to help determine any changes that could be made to improve traffic, circulation, and urban design. The effort is to be completed in a timely manner so as to inform the review process on several large pending projects in the area, and to not substantially delay the citywide Santa Barbara 2030 process (General Plan update).

Purpose of Traffic Work Session: As a part of the Upper State Street Study process, this joint public meeting of the City Planning Commission and City Transportation & Circulation Committee will focus on the *Upper State Street Traffic, Circulation, and Parking Study* prepared for the City by the traffic consultant Meyer, Mohaddes Associates. The purpose of the work session is to help develop recommended options for traffic, circulation, and parking improvements for the area.

Traffic Report: The traffic study report and appendix materials may be viewed on the City web site at www.SantaBarbaraCA.gov (On the "Quick Picks" column on the right, click on "Major Planning Efforts" and then click on "Upper State Street Study"), or copies may be requested from the City Planning Division. Copies of the traffic study were previously provided to members of the Planning Commission and Transportation & Circulation Committee.

Presentation and Public Comment: At the work session, a staff presentation will be provided by Rob Dayton, Principal Transportation Planner, followed by Michael Meyer, Principal of Meyer, Mohaddes Associates, who will review the Traffic Report and circulation and parking improvement options. Comments and questions will be received from the public, and the Planning Commission and Transportation & Circulation Committee will discuss the study and provide comments on circulation and parking improvement options for the area.

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The City would like to receive all additional public comment on the first phase Upper State Street study no later than **Friday November 17, 2006**. Public comment may be submitted via email to UpperStateStreet@SantaBarbaraCA.gov, or comments may be delivered or mailed to the City Planning Division, 630 Garden Street/P.O. Box 1990, Santa Barbara, CA 93102, or submitted by telephone at 564-5470 or fax at 897-1904.

Next Steps: Draft Circulation Improvements Plan: The City Transportation Division will select improvement options for further study in the next phase of the Upper State Street study, and Meyer, Mohaddes Associates will prepare a draft circulation improvements plan. In early 2007, the draft improvements plan will undergo public review, review by City boards and commissions, and to City Council for approval.

Attachment:

Executive Summary, *Upper State Street Traffic, Circulation and Parking Study*

UPPER STATE STREET TRAFFIC, CIRCULATION, & PARKING STUDY

Prepared for the City of Santa Barbara by Meyer, Mohaddes Associates, September 28, 2006

Executive Summary

ES-I. Introduction

The Upper State Street area is an important part of the City, not only because it is a commercial center, and because State Street provides a transportation linkage to Highway 101, Highway 154, and areas north of the City, but also because the comparatively large parcel sizes in parts of the Upper State Street area provide the opportunities and challenges associated with possible larger scale redevelopments. The Upper State Street corridor has developed in a distinctly different pattern than Downtown Santa Barbara. In this area there is no grid of streets and very few east-west alternate routes. This study examines the possible traffic impacts of evolving land uses in the corridor centered on Upper State Street from the Highway 154 on the west to Calle Laureles on the east. It is intended to identify the following within the corridor and study area:

- Existing traffic, circulation and parking conditions
- Baseline traffic conditions adding potential trips that could occur without further permits in buildings/parcels with lower trip-generating conditions
- Future potential cumulative traffic conditions with pending and approved project traffic
- Remaining traffic capacity considering the City's Level of Service C policy.
- Improvement options for traffic, circulation and parking for automobile, transit, pedestrian, and bicycle modes

ES-II. Traffic Circulation and Operations

Data Collection

The physical geometric conditions (number of lanes, location of bus turnouts, signals, etc.) and operational information (signal timing, bus routes, etc.) for the study area streets and intersections were documented. Intersection peak-hour turning movement information was collected for 24 analysis intersections. Manual traffic counts were conducted during a typical weekday midday and evening peak period. The issue of potential low trip-generation by some parcels was addressed via empirical field data collection in the form of driveway surveys so that actual trip generation rates could be compared against Institute of Transportation Engineer's average rates for the type of land use.

Traffic Operations Analysis

Additional traffic could be generated within and through the study area in several ways, as described below. The study considered potential added traffic from all of the potential sources:

- Re-use/re-occupancy of parcels that currently do not generate trips or are lower trip-generating uses (such as via tenant remodels and other upgrades by existing or new occupation).
- Redevelopment of parcels with more density or higher intensity uses (reconstruction)
- Changing routes of travel due to congested conditions on parallel routes such as Highway 101 due to non-recurrent incidents

Existing Traffic Conditions

Upper State Street carries between 17,400 vehicles per weekday at the east end of the study area west of Alamar Avenue, to 32,000 vehicles per day east of Las Positas Road. The weekday Average Daily Traffic (ADT) volume on the remaining portions of State Street west of Las Positas Road generally range from 24,400 to 30,800 vehicles per day. Three of the 24 analysis intersections have volume-to-capacity (V/C) ratios that equal or exceed the City's impacted intersection criterion of 0.77 during either the midday or PM peak hours: the intersections of State Street with Hope Avenue (PM), State Street with Las Positas Road/San Roque Road (midday), and Las Positas Road with Calle Real (PM). The remaining intersections fall below (better than) a V/C ratio of 0.77.

Baseline Traffic Conditions

This scenario assumes lower trip-generating parcels change so that they generate trips in accordance with average rates. The results indicate that the same two intersections that were operating with V/C ratios equal to or above 0.77 in the existing PM condition would continue to do so if potential additional trips were added to lower trip-generating parcels.

Potential Future Cumulative Traffic Conditions

This scenario adds trips due to new development projects in and adjacent to the study area. The results of the traffic analysis indicate that the same intersections will experience V/C ratios above 0.77, with the intersection of State Street and Hope Avenue exceeding the LOS C threshold of 0.80 and the V/C for the intersection of Calle Real and Las Positas Road equal to the LOS C limit. In addition, six other intersections will have V/C ratios exceeding 0.70.

Traffic Collision Data

Collision data was evaluated for a four-year period from 2002 to 2005.

- The section of State Street with the highest number of collisions is the 3900 block.
- An evaluation of the collision types at this location reveals that 34 of the 42 were broadside. Of those, 28 were broadside collisions associated with northbound vehicles at the Five Points Center.
- The other three blocks along State Street have mostly rear end and broadside collisions.

ES-III. Transit, Bicycle, and Pedestrian Travel

Transit Facilities, Operations, and Usage

Transit service is provided along the Upper State Street Corridor by the Santa Barbara Metropolitan Transit District (MTD). Six fixed-route bus services operate in the study corridor, most with 30-minute headways. The three key issues for transit operations in the study area are improving access and circulation conditions for existing transit vehicles, improving conditions for users, and increasing future ridership to reduce the amount of auto travel in the corridor.

Bicycle Facilities and Usage

On-street (Class II) bicycle lane facilities are present along both sides of the Upper State Street Corridor and several intersecting streets. The bicycle facilities in the area are generally sufficient, but efforts should continue to improve facilities where possible. One significant improvement for

the Upper State Street corridor would be the elimination of some of the driveways along the corridor to reduce the number of bicycle/vehicle conflict points.

Pedestrian Facilities and Activity

Many portions of the Upper State Street corridor are very pedestrian-oriented with wide sidewalks and pedestrian amenities and have a regular flow of pedestrian traffic. Other areas are not as pedestrian-oriented, but still have a steady flow of pedestrian traffic. Primary issues in the corridor for pedestrian facilities are inconsistent sidewalk widths and in some cases inadequate width, encroachment into the pedestrian area by objects, and poor pavement conditions especially in areas where there are large street trees.

ES-IV. Parking

The parking assessment of the Upper State Street corridor included field review of existing onstreet and off-street parking facilities, operational conditions, and access restrictions. Detailed parking surveys of the Loreto Plaza, Ontare Plaza, and Five Points Plaza sites indicate that parking is generally not fully utilized even at peak hours; however parking deficiencies are perceived by users due to inefficient usage of parking such as under use of parking to the rear of buildings. On street parking in the study area is heavily utilized, although the presence of onstreet parking is limited along and near State Street.

ES-V. Options for Transportation System Improvements

The analysis identified three intersections forecasted to exceed the City LOS C standard of 77% of roadway capacity at afternoon peak traffic hours with cumulative traffic conditions:

- Hope Avenue at State Street (.88 V/C, LOS D)
- Las Positas Road/San Roque Road at State Street (.80 V/C, LOS C)
- Las Positas Road at Calle Real (.82 V/C, LOS C)

No obvious major capacity improvements (such as widening along State Street for additional lanes or signal modifications) are considered warranted at this time based on traffic levels. Despite this, there are many other opportunities to enhance mobility, reduce delay, improve flow, reduce collisions, and provide multimodal travel choices. Figure E-1 summarizes potential improvement measures for consideration including options for circulation and traffic, alternative modes (bus transit, pedestrian, and bicycle), and parking.

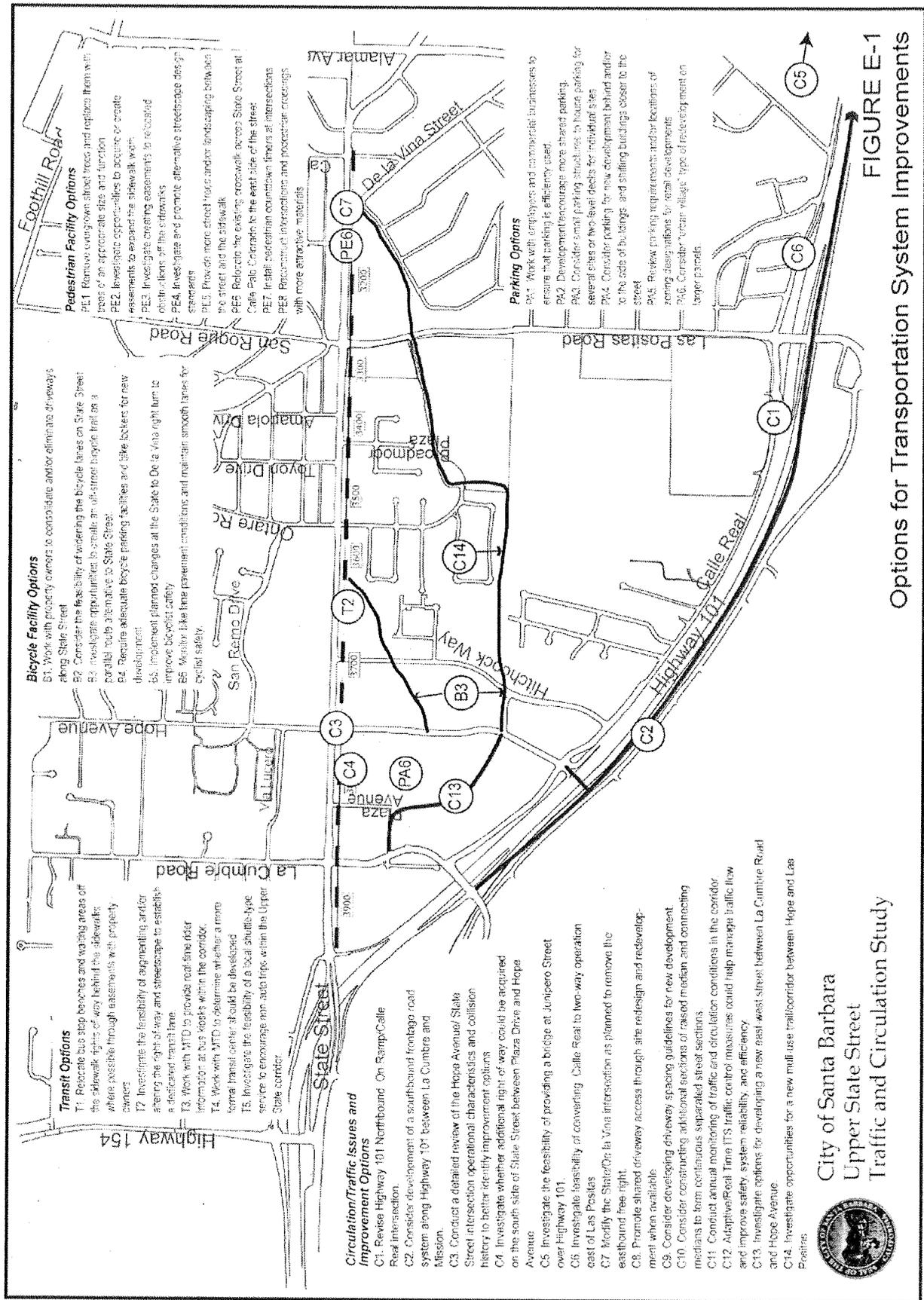


FIGURE E-1
Options for Transportation System Improvements

City of Santa Barbara
Upper State Street
Traffic and Circulation Study

