



COMMUNITY DEVELOPMENT DEPARTMENT

STATE STREET ADVISORY COMMITTEE

September 6, 2023

I. Roll Call: Committee Members



- Dave Davis, Chair (at large)
- Ken Saxon, Vice Chair (at large)
- Dianne Black (at large)
- Hillary Blackerby (at large)
- Roger Durling (at large)
- Nadra Ehrman (at large)
- Robin Elander (business)
- Peter Lewis (business)
- Kristen Miller (business)
- Susanne Tejada (at large)
- Michael Becker (alternate)
- Marge Cafarelli (alternate)
- Roxana Bonderson (Planning Commission)
- Ed Lenvik (HLC)
- Meagan Harmon (City Council)
- Mike Jordan (City Council)
- Kristen Sneddon (City Council)

II. PRELIMINARY MATTERS

Preliminary Matters

- A. Opening Remarks and Announcements**
- B. Agenda Review**
- C. Approval of the Minutes from the August 21, 2023 Meeting**
- D. General Public Comment**

How To Make An Oral Public Comment

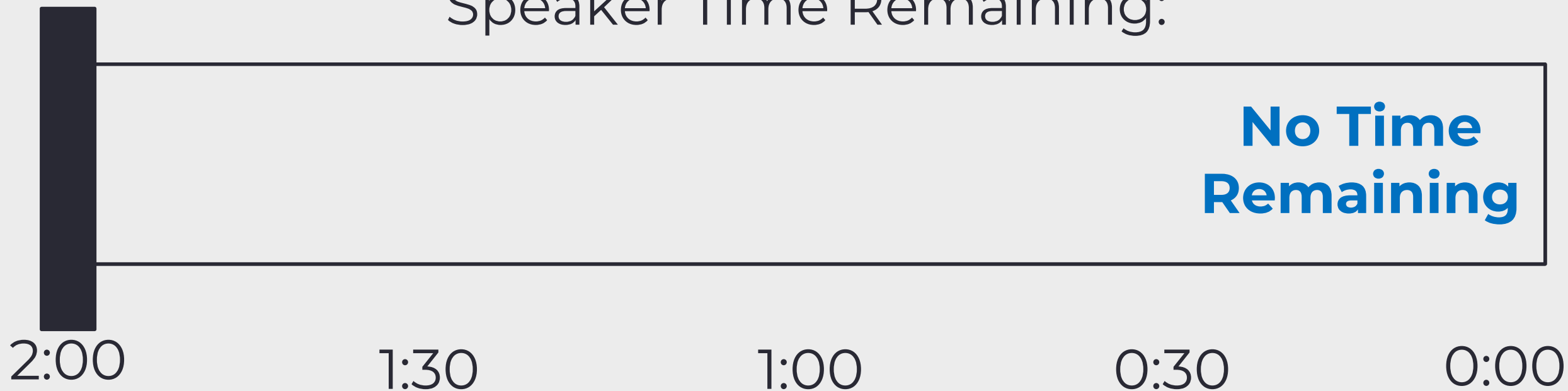
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Item II.D

General Public Comment

You Have 2:00 Minutes to Speak

Speaker Time Remaining:



III. AGENDA ITEM

A. State Street Plaza Transportation History and Future Considerations for the Create State Master Planning Effort



PUBLIC WORKS DEPARTMENT

STATE STREET PLAZA TRANSPORTATION HISTORY AND FUTURE CONSIDERATIONS

State Street Advisory Committee

September 6, 2023



Purpose of Meeting

- Creation of the State Street Plaza
- Land Use Planning and Transportation Connection
- Transportation Considerations



CREATION OF STATE STREET PLAZA



State Street - Early 1960s

- Vibrant downtown
- Vehicle focused
- Narrow sidewalks



State Street, 1964



Urban Sprawl and Death of Downtowns

- Population shift to suburban areas
- Birth of suburban plazas
- Beautification Committee formed to bring back State Street



La Cumbre Plaza, 1967



Creation of the State Street Plaza



State Street, Circa 1960s



State Street, Under Construction



State Street, Pre-Promenade



State Street Plaza (Haley to Victoria Streets)

Plaza expanded to Cota and Haley Streets later



State Street Plaza (Pre-Pandemic)

- 80 feet of right-of-way
- Two vehicle lanes (one northbound, one southbound)
- Sidewalks (15 feet or more)
- On-street bike lanes



1000 Block of State Street (Google Image, 2012)



State Street Temporary Promenade



1000 Block of State Street (July 2023)



Who Historically Went to Downtown

- Tourists
- Residents
- Workers





LAND-USE PLANNING AND TRANSPORTATION CONNECTION



Transportation – Land Use

- There is a strong link between land use and transportation
- Santa Barbara has a strong legacy of forward thinking, environmentally friendly policies including how we develop
- Local and State Policies

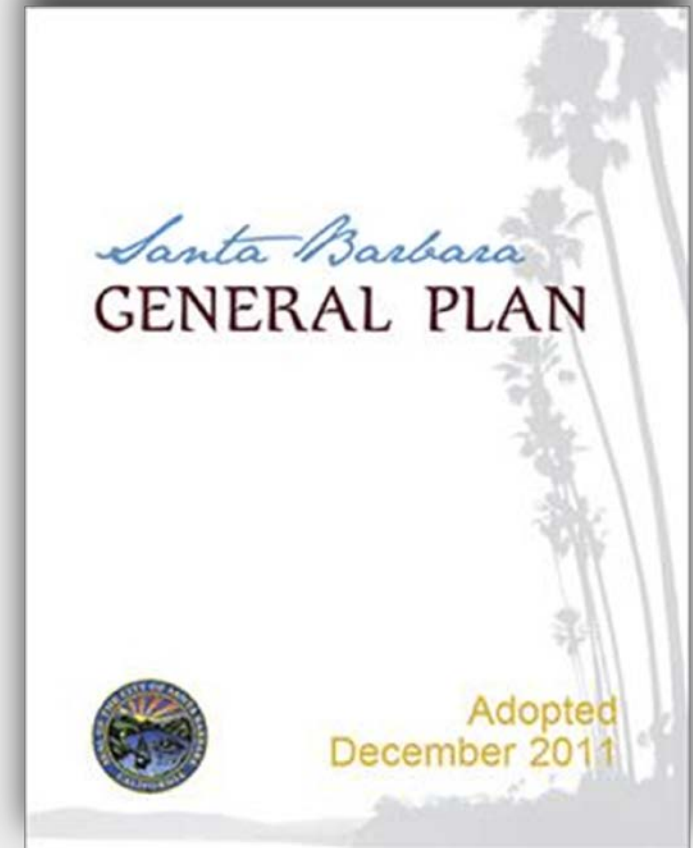
There is a growing awareness in most communities that the automobile is getting out of hand, that its influence on the urban scene is becoming dictatorial rather than beneficent. It is the instrument whereby free rein was given to urban sprawl... With the increase in population and prosperity, the automobile is demanding more and more land for its exclusive use. All the City needs is a few more cars to attain the unhappy distinction of becoming like Los Angeles.

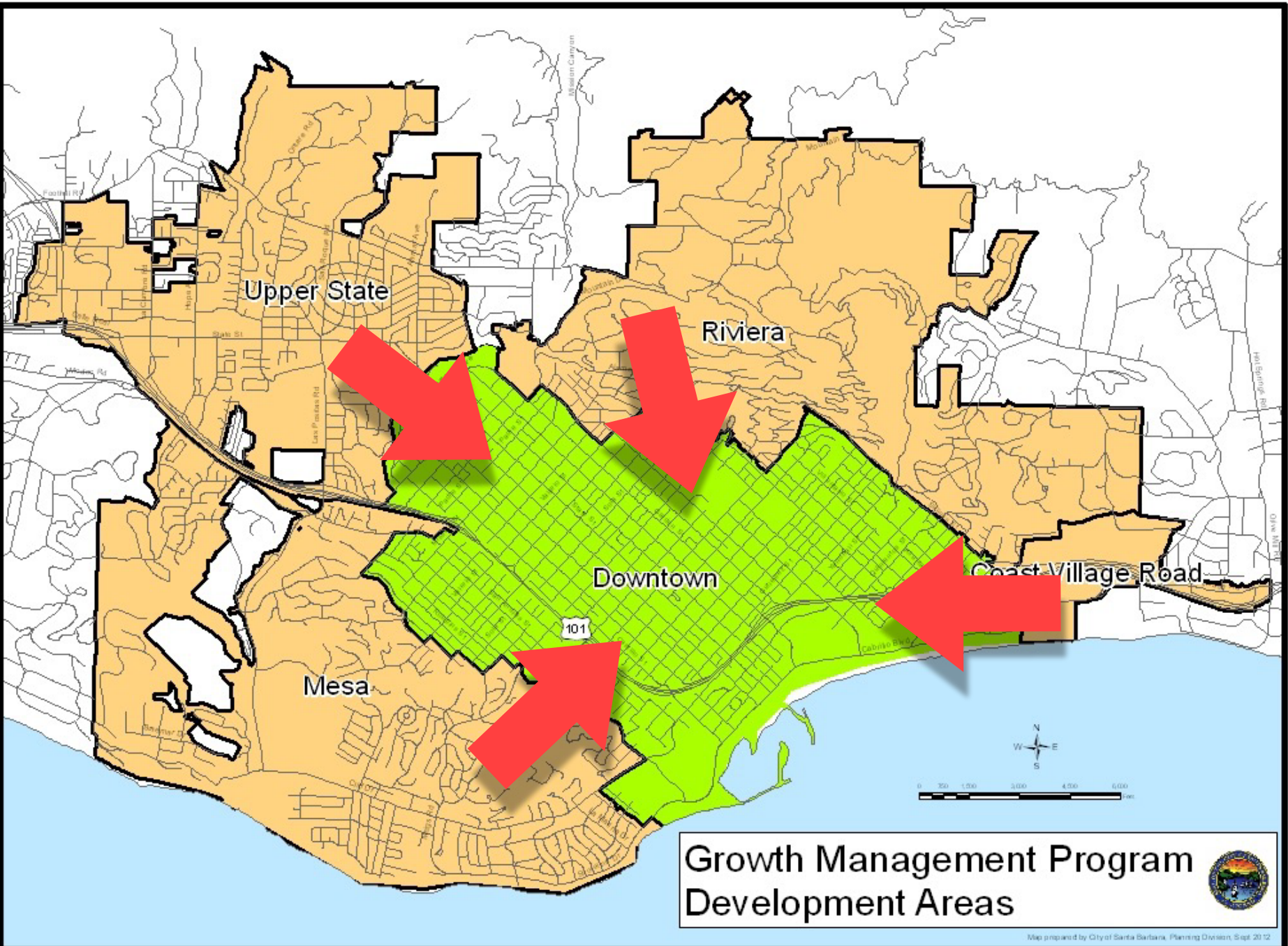
-1964 Land Use Element (Page 34)



General Plan (2011)

- Strategically placed growth
- Increase housing (AUD)
- Transportation Demand Management

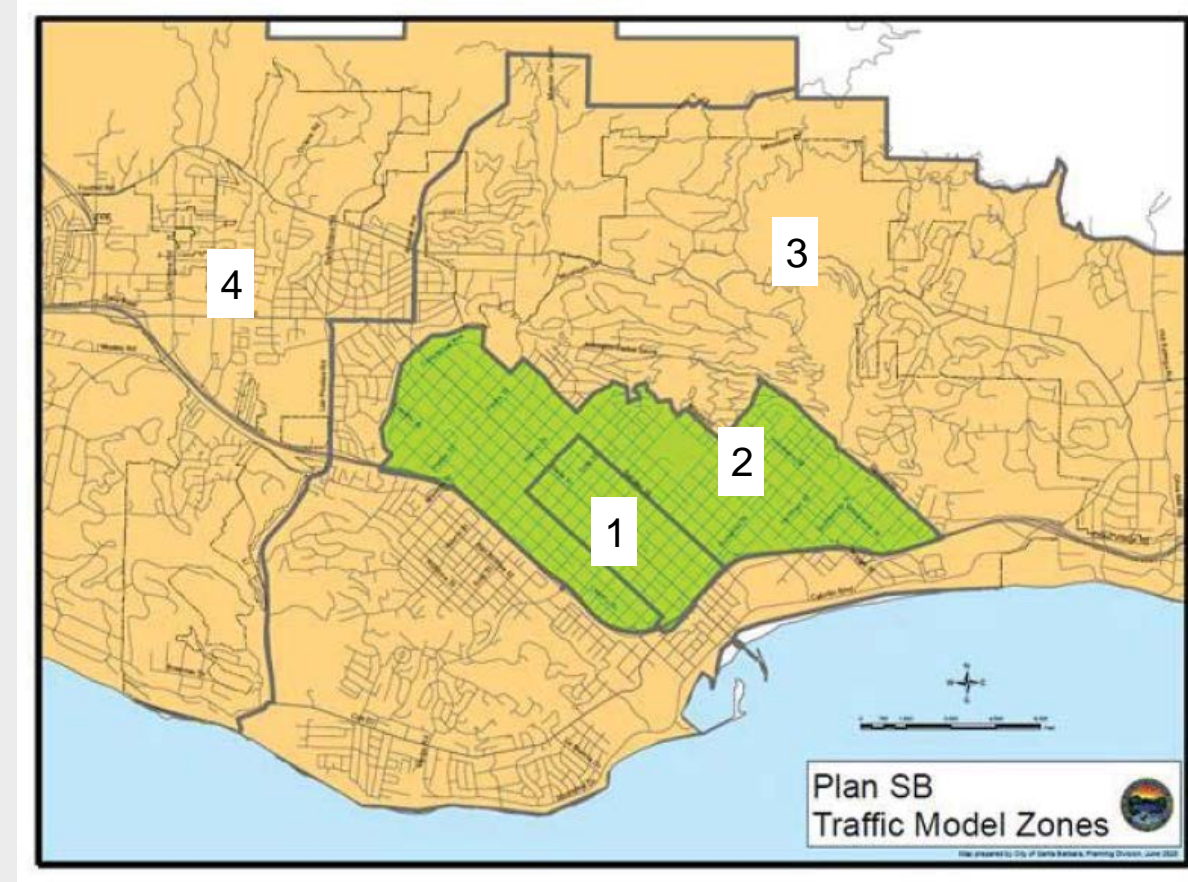






Vehicle Miles Traveled (VMT)

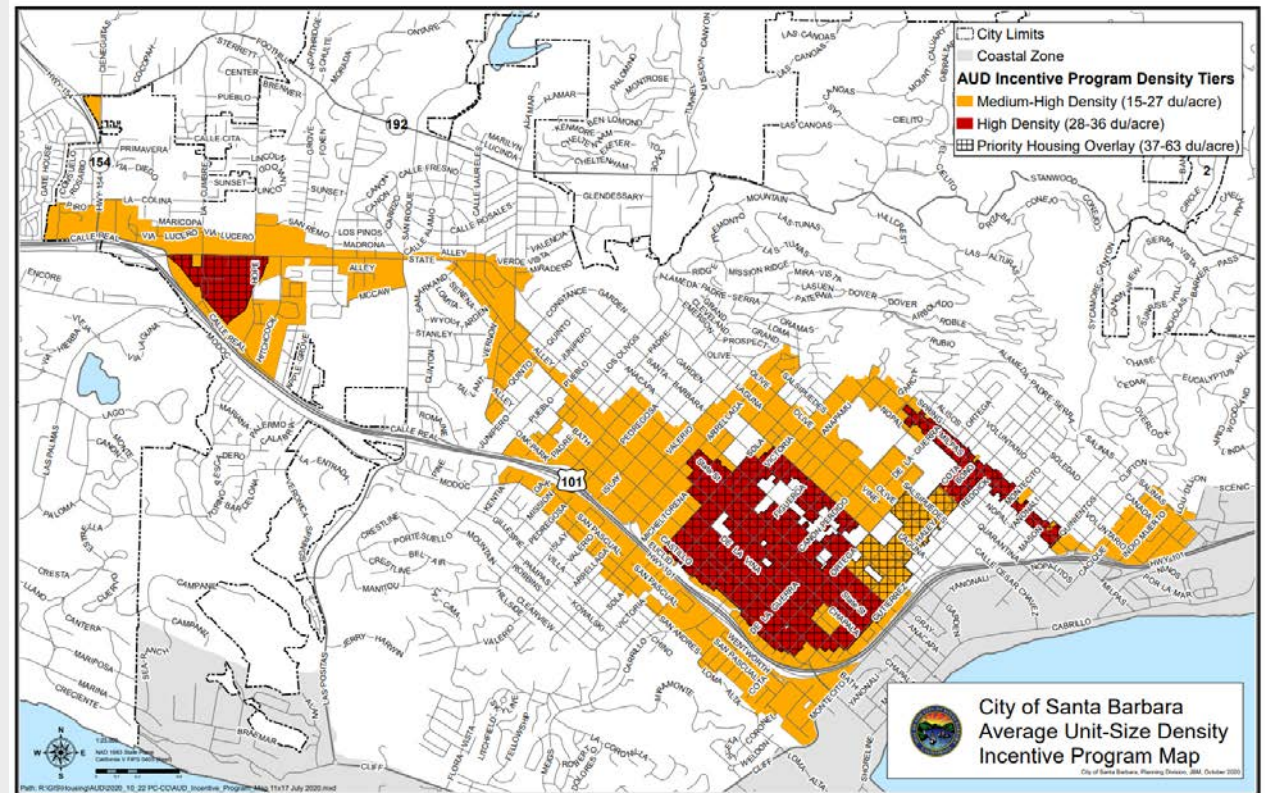
- Area 1 & 2: Least vehicle trip generation meaning reduced number of trips and lengths of trips.
- Areas 3 & 4: Most vehicle trip generation, which means more roadway capacity being used and more emissions.





Increased housing

- When housing is located near jobs and services, people will:
 - Make shorter trips (less VMT)
 - Combine trips (less VMT)
 - Take some trips by alternative modes (less VMT)



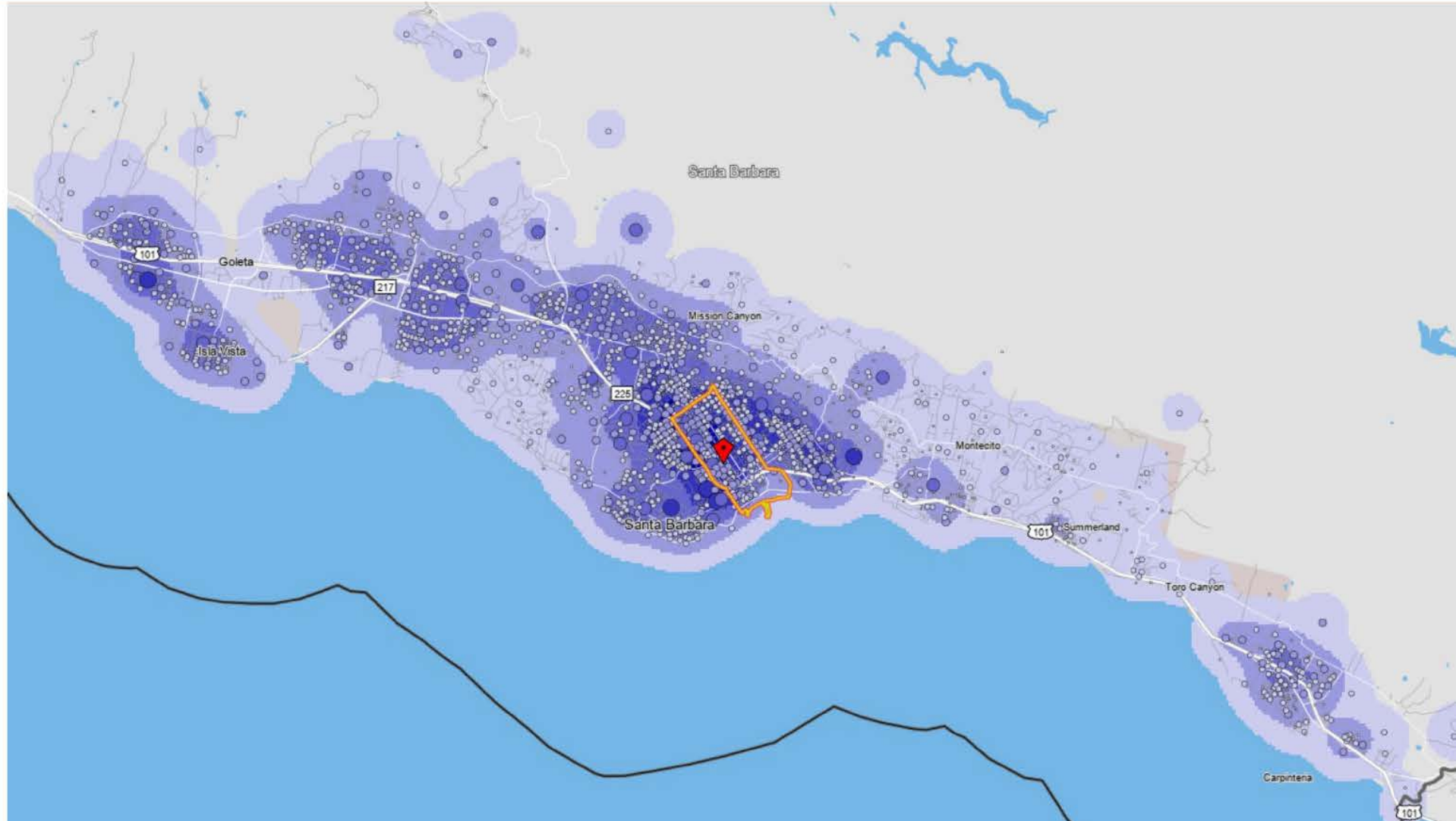


DOWNTOWN SUBMARKET WORKER HOME LOCATION (2019)

- 22,950 jobs within the Downtown Submarket
- 40% of all jobs in the City are within the Downtown Submarket
- 33% of Downtown Submarket workers live within the City

Distance Traveled to Work

Distance	Count	Share
< 10 Miles	11,610	50.6%
10 - 24 Miles	1,540	6.7%
25 - 50 Miles	3,270	14.3%
> 50 Miles	6,530	28.4%
Total	22,950	





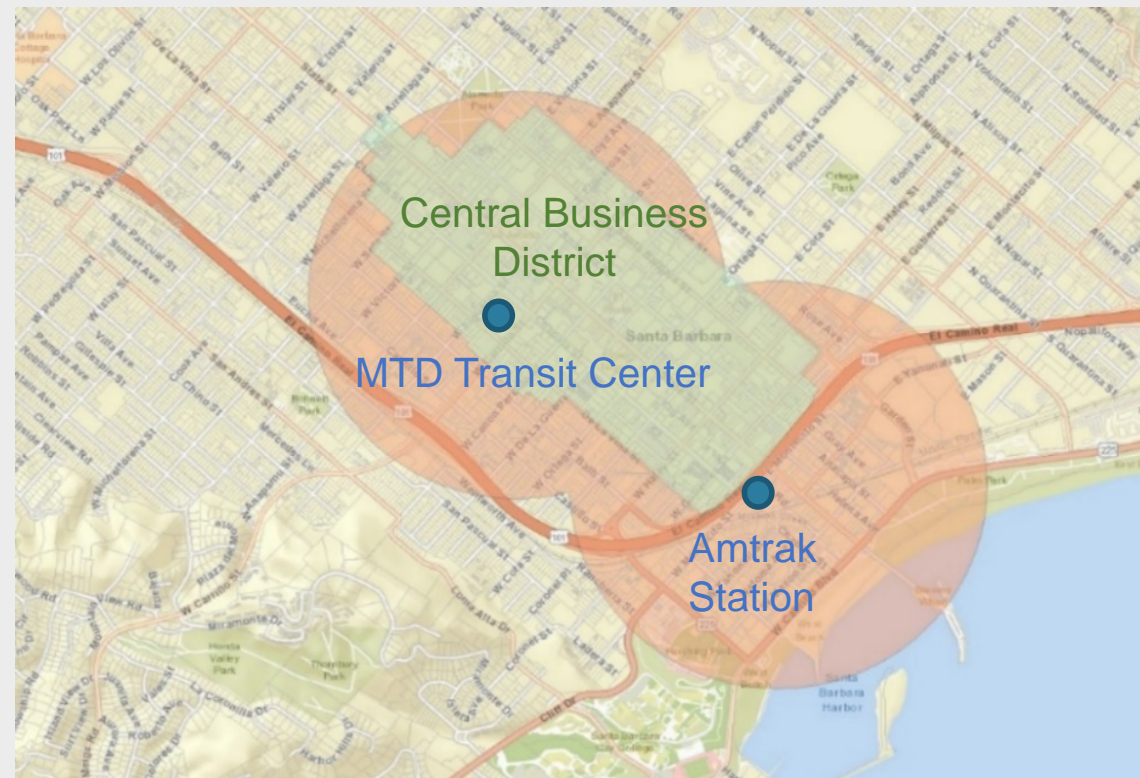
Local Shortcomings

- Santa Barbara has a housing supply shortage, resulting in commuting and congestion
- Therefore, people live farther away from jobs, resulting in long commutes (i.e. more VMT)



State Legislation/Policies

- Reduce Vehicle Miles Traveled
- Increase housing supply
 - *Regional Housing Need is 8,001 units*
- Decrease cost to develop housing
 - *How? No parking near high quality transit so parking is not impediment to development*



Red indicates areas with no parking requirements under A. B. 2097. Green indicates the City's Central Business District as a point of reference.



State Policies

- If Santa Barbara needs to accommodate 8,001 units, how do we do that without turning into a mini-Los Angeles?
- Downtown development
 - *Reduce length of trips*
 - *Reduce number of trips*
 - *Higher proportion of trips by alternative modes*

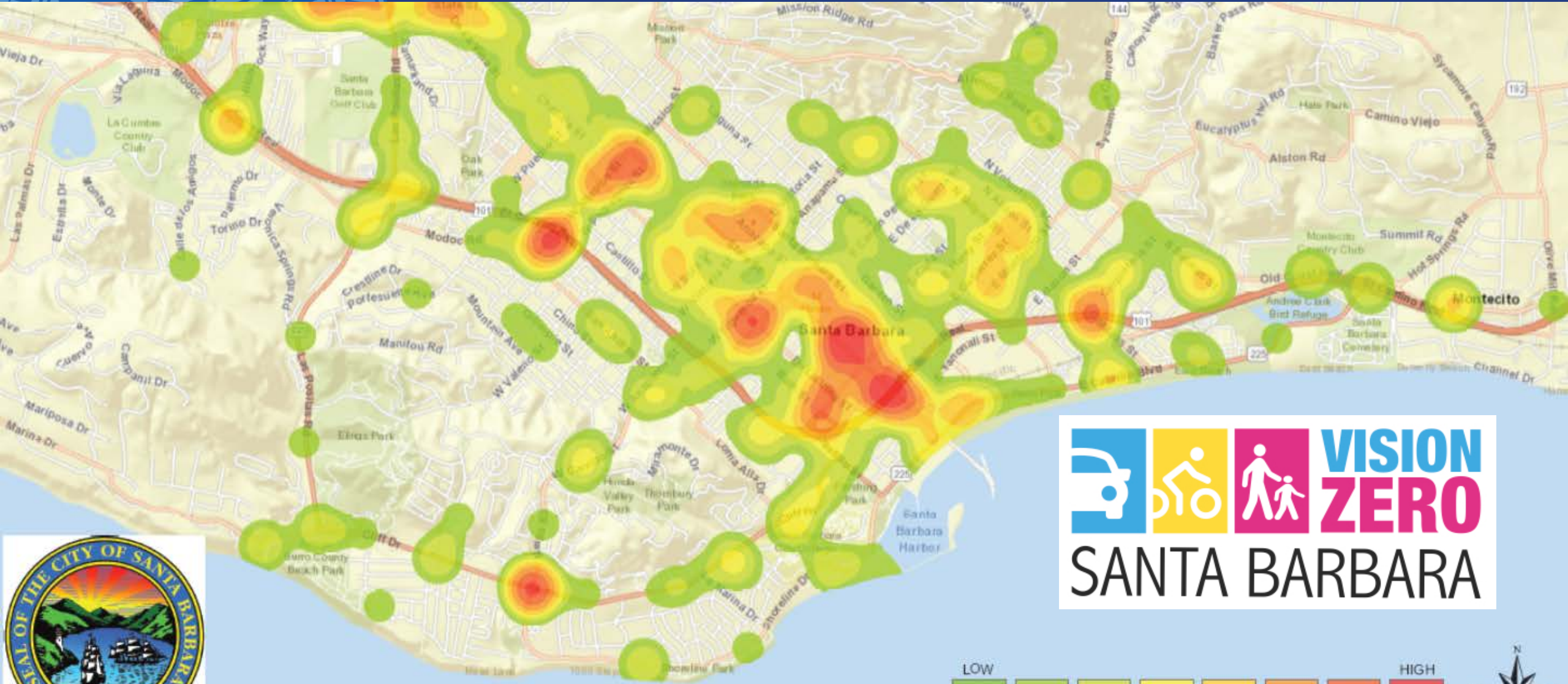


Takeaways

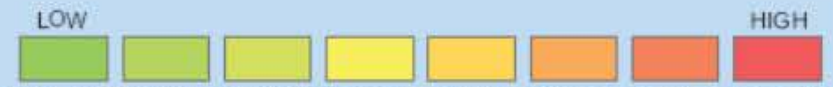
- Downtown is evolving and becoming more of a neighborhood with State Street at the core
- Added benefit of Downtown development is more full-time residents to support Downtown businesses and services
- To generate less vehicle traffic, existing and new Downtown residents need alternatives to driving:
 - Walking
 - Biking
 - Transit
- Create State - Visioning Principles in line with the evolving Downtown



TRANSPORTATION CONSIDERATIONS



**VISION
ZERO**
SANTA BARBARA



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

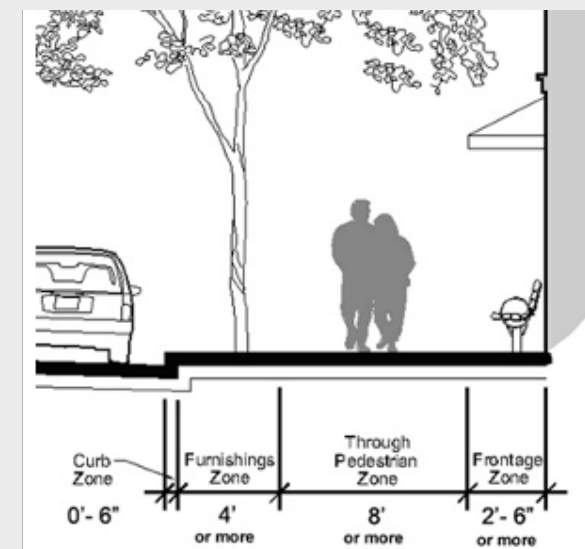




Walking

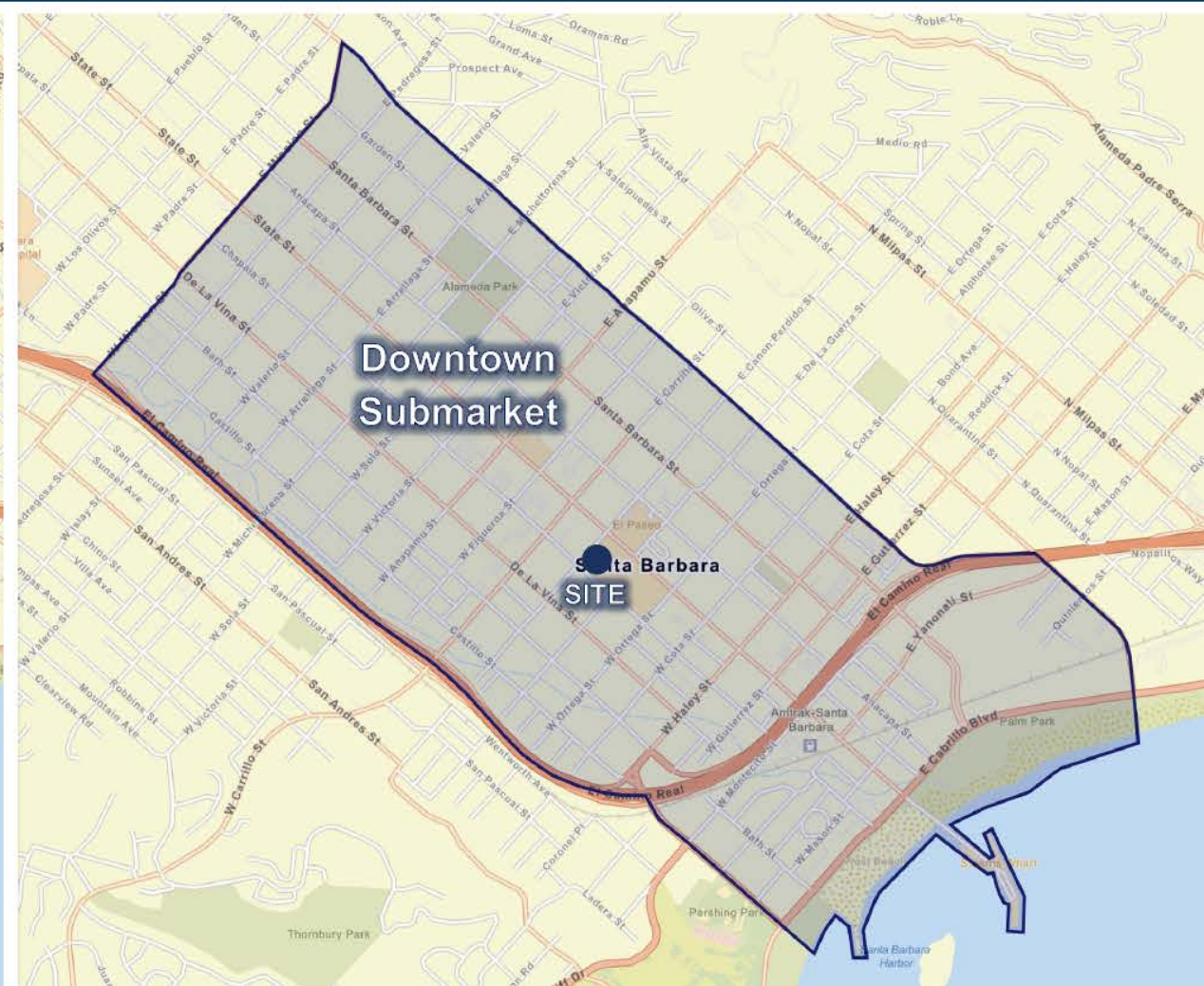
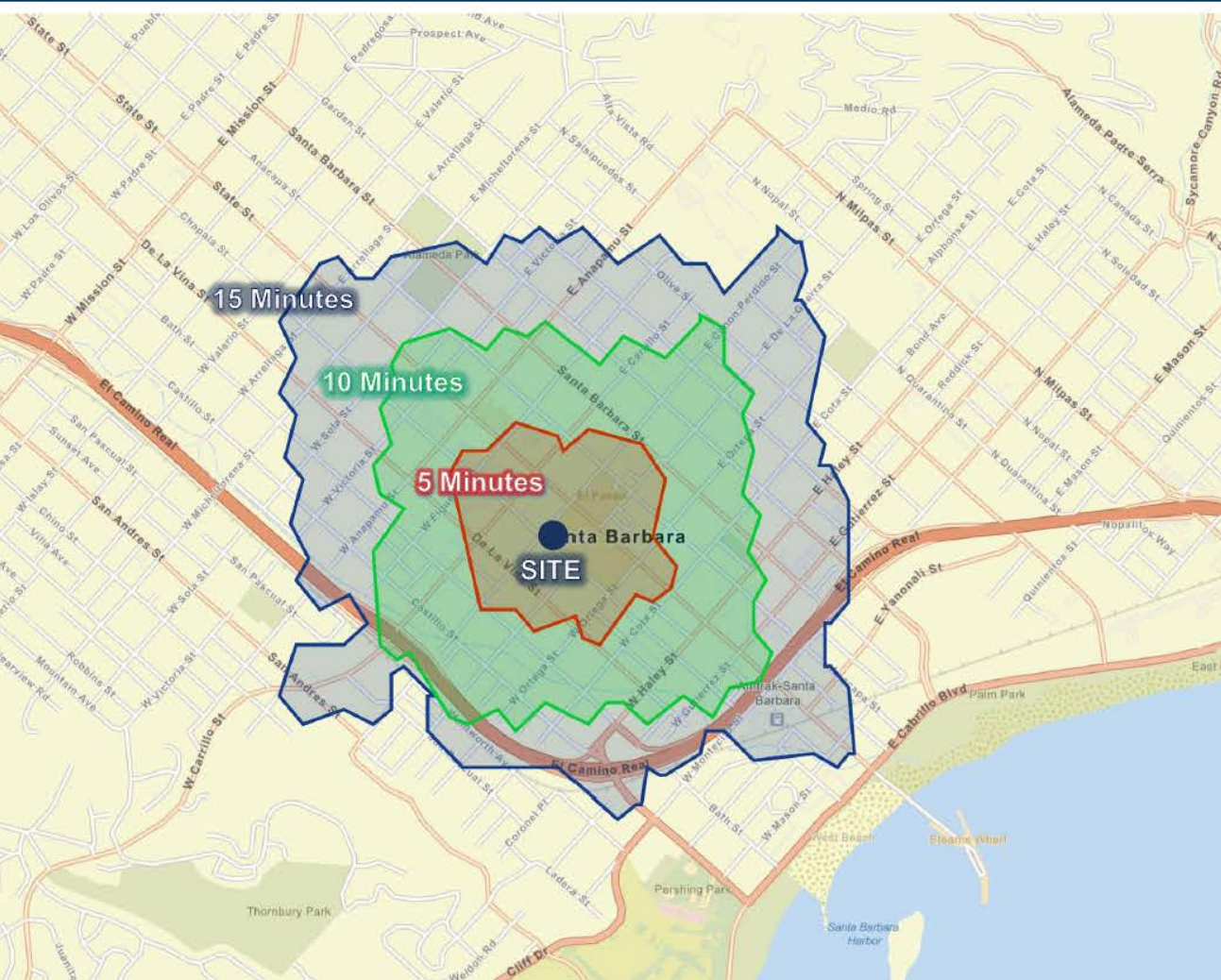


- Downtown Grid
- Pedestrian Master Plan (2006) anticipated additional sidewalk space would be needed
- 8,000 pedestrians per day on State Street Promenade (Aug 2022)
- Increased demand for walking facilities/amenities
- **Consideration:** Look to expand pedestrian space and amenities





AREA WITHIN 5, 10, & 15-MINUTE WALK OF SITE & DOWNTOWN SUBMARKET





Connections Within Downtown Without Driving/Creating Congestion

- Walking
- Bike
- Transit

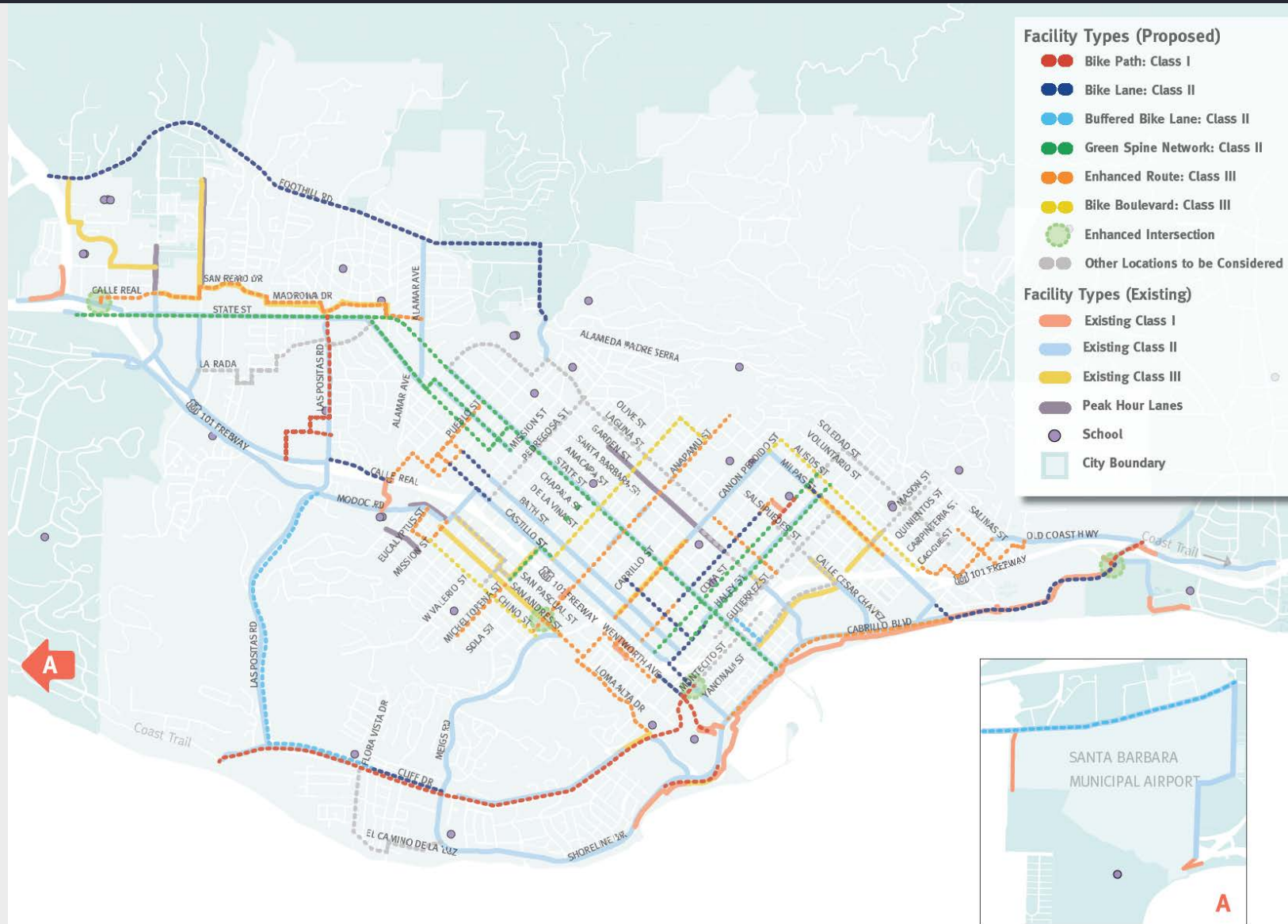




Biking



- Bicycle Master Plan (2016) calls State Street, “spine of City’s bike network”

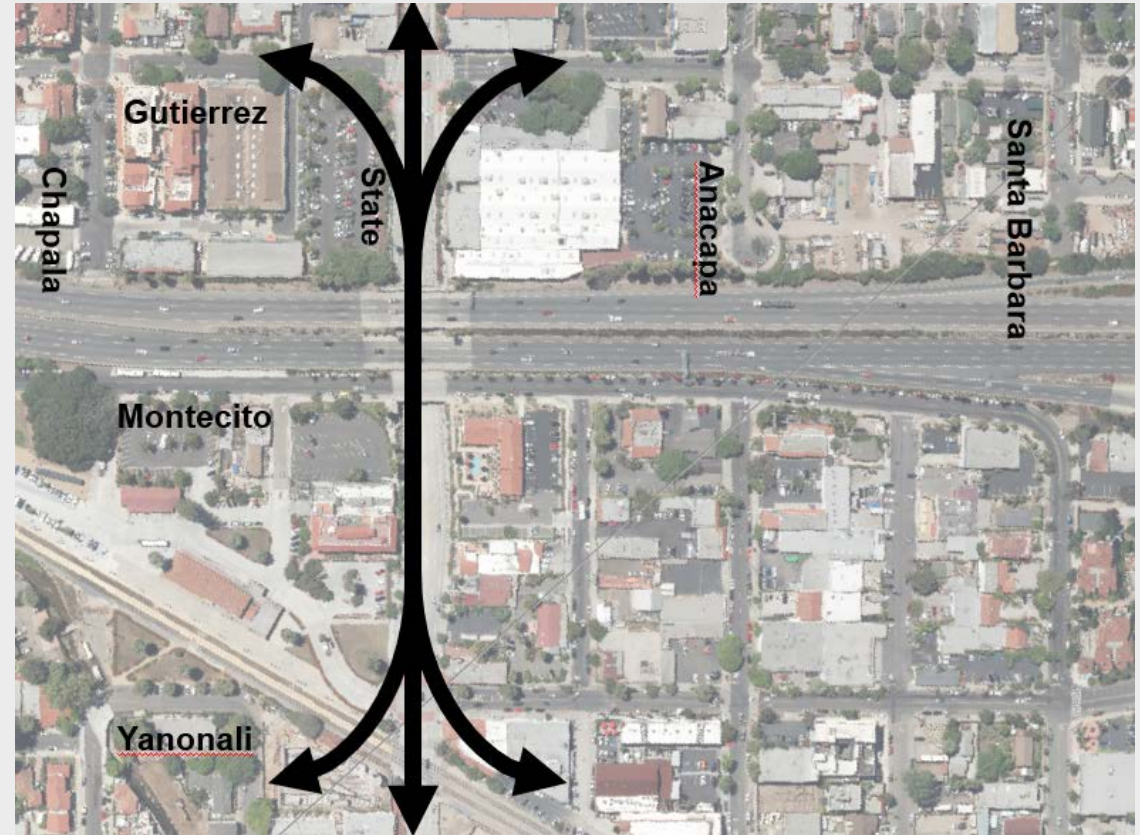




Biking



- State Street chosen as spine:
 - Key destinations
 - Connects Downtown/Waterfront without freeway on and off ramp conflicts
 - 2,000 cyclists per day on State Street Promenade (Aug 2022)
 - Increased demand anticipated for biking





Biking

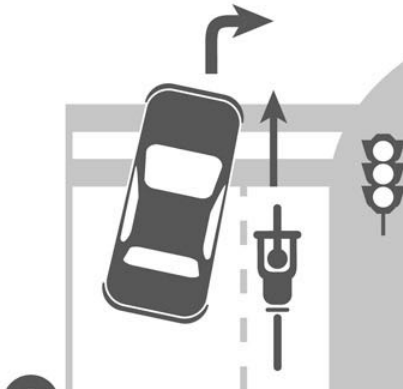


- Pre-pandemic: collision pattern of right turning vehicles into cyclists

Right Turns and Bike Lanes

Wrong

! Driver is not turning from as far right as practicable (CVC 22100)



! Bike rider should look for turn signal, avoiding driver's blind spot.

Correct

✓ Driver must merge into bike lane & turn from curb (CVC 21717)



✓ Bike rider should pass on left as driver merges into the bike lane.





Biking



- **Considerations:**
 - Scenario 1: no vehicles/widened sidewalks
 - *Create separated facility from pedestrians*
 - Scenario 2: one vehicle lane
 - *Combine the bike lanes to one side of the street so the right turn conflict is eliminated if one-way vehicular traffic is implemented*



Interim promenade configuration



One-way traffic scenario with two-way bicycle path



Biking



- **Considerations:**
 - Scenario 3: no cyclists on State Street Promenade or portion of Promenade
 - *Need separated bike facility on parallel street (Chapala and/or Anacapa) and on 00 Blocks*
 - *Involves removing on-street parking or traffic lane*
 - *Many vehicle/cyclist driveway and turning conflicts*



Parallel street to State Street (Chapala Street)



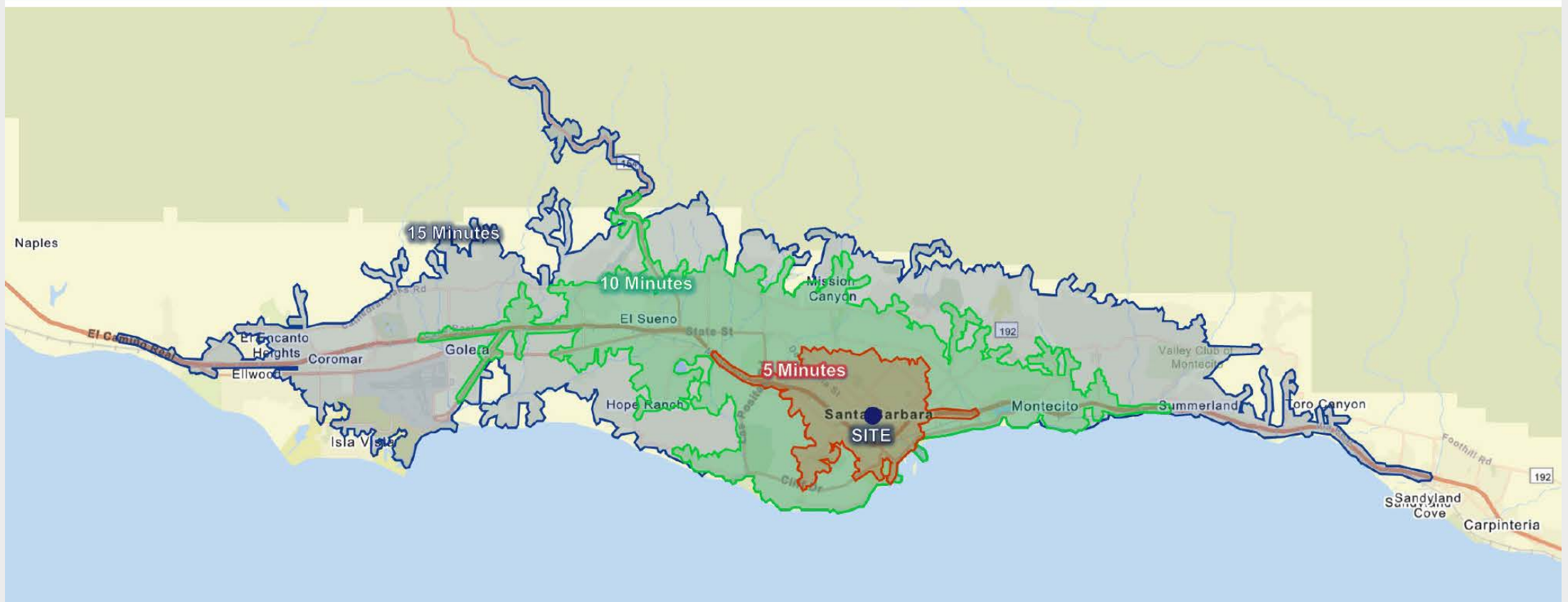
00 Block or side street to State Street



Driving



AREA WITHIN 5, 10, & 15-MINUTE DRIVE OF SITE



Driving



- State Street originated as a drive-through plaza for vehicles
- No driveways or parking on State Street
- Vehicular access for deliveries and commercial loading/unloading operations are currently limited on State Street to the morning hours before 10 a.m.
- No adjacent alleys
- Chapala and Anacapa Streets provide utility





Driving



- **Considerations:**
 - Maintain access for emergency vehicles and continue loading/unloading operations in the early morning or late evening hours
 - Consider one travel lane on State Street Promenade (temporary or permanent)





Parking

- 10 parking facilities adjacent to promenade
- Three types of parkers:
 - Customers
 - Employees
 - Residential



Map of City Parking Facilities Adjacent to State Street Plaza



Parking

- **Considerations**
 - Parking still needed but must be managed
 - Dynamic On-Street Priced Parking is the single most effective tool in managing parking and vehicle miles traveled and decreasing greenhouse gas emissions (General Plan 2011)





Transit



- MTD Electric Shuttles ran between the Downtown and Waterfront neighborhoods beginning in 1991
- Service suspended in pandemic and has not returned due to budget constraints
- Shuttle is a big topic for Create State
- Anticipate demand for public transit to increase as parking continues to decrease



*Photo of an MTD Electric Shuttle by
www.streetcarmike.com 2009*



*Photo of a current electric shuttle by Josh
Molina, Noozhawk, May 30, 2020*



Transit



- **Considerations:**
 - Fleet type (vehicle and fuel type)
 - Hours and days of service
 - Areas served
 - Safety of the public right-of-way within the Promenade or on adjacent roadways



*Photo of an MTD Electric Shuttle by
www.streetcarmike.com 2009*



*Photo of a current electric shuttle by Josh
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Bikeshare



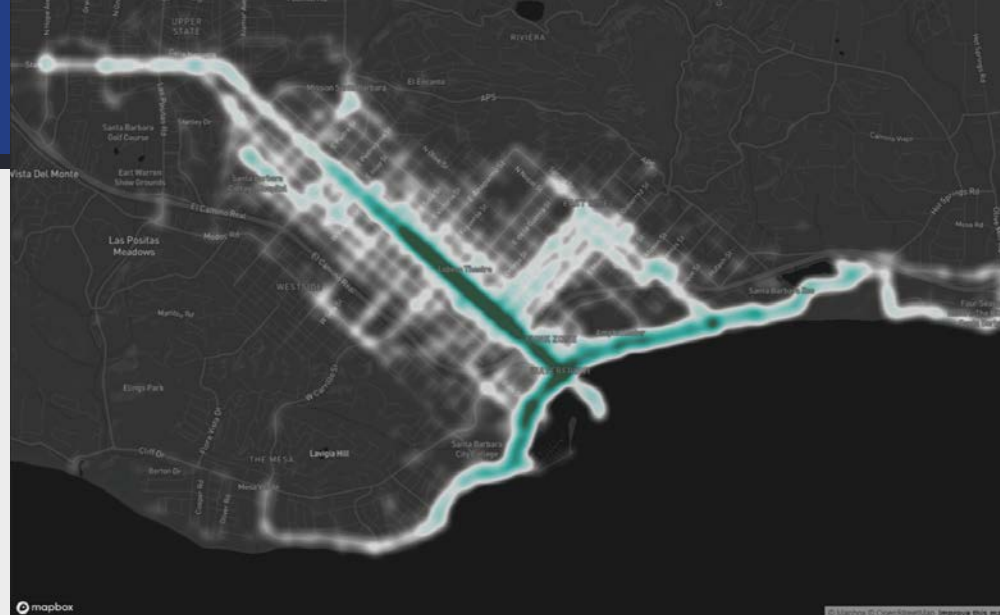
- Viable public transportation
- Bicycle share is point-to-point transportation option that can reduce traffic congestion and parking demand and provide affordable access to key destinations when trips are too far to walk but too close to drive



Bikeshare



- Initial launch (January 2021): 75 e-bikes and developed significantly in subsequent years.
- End of June 2023: 260 e-bikes and 520 docks in service at 87 different stations throughout the City.
- Approximately 1,089,826 million miles ridden by BCycle riders on this bike share system since January 28, 2021.



- Currently 148 docks on State Street (from Highway 154/Calle Real/Hollister to Stearns Wharf) and of those docks, 68 docks are in the Promenade.
- **Considerations:**
 - BCycle Stations to continue on the Promenade



OTHER CONSIDERATIONS



Parallel Streets to the Plaza: Chapala and Anacapa

- If bike facilities are moved to either or both streets, the considerations are:
 - Need separated bike facility on parallel street (Chapala and/or Anacapa) and on 00 Blocks
 - Involves removing on-street parking or traffic lane
 - Many vehicle/cyclist driveway and turning conflicts
- Emergency access is critical



Side Streets to the Plaza from Haley to Victoria Streets

- In order to provide wider sidewalks or enhanced bike facilities, there would need to be on-street parking removal or traffic lane removal.
- 00 Blocks are critical for deliveries to State Street



Promenade Extension to 400 and 1300 blocks of State Street

- Currently under evaluation with City Traffic Model Update
 - Potential to widen sidewalks
 - Potential for one-way road configurations



TRANSPORTATION TAKEAWAYS





Transportation Takeaways

- Issue of tradeoffs as right-of-way is finite
- Location of north/south bike facility affects space allocation for Create State design

Questions for SSAC

1. Are there any transportation considerations that should be added or modified in Attachment 1 or the presentation slides to assist the SSAC in understanding the tradeoffs when evaluating the preliminary concepts?
2. Are there any transportation modes or issues that the SSAC would like staff to expand on in a future meeting?

How To Make An Oral Public Comment

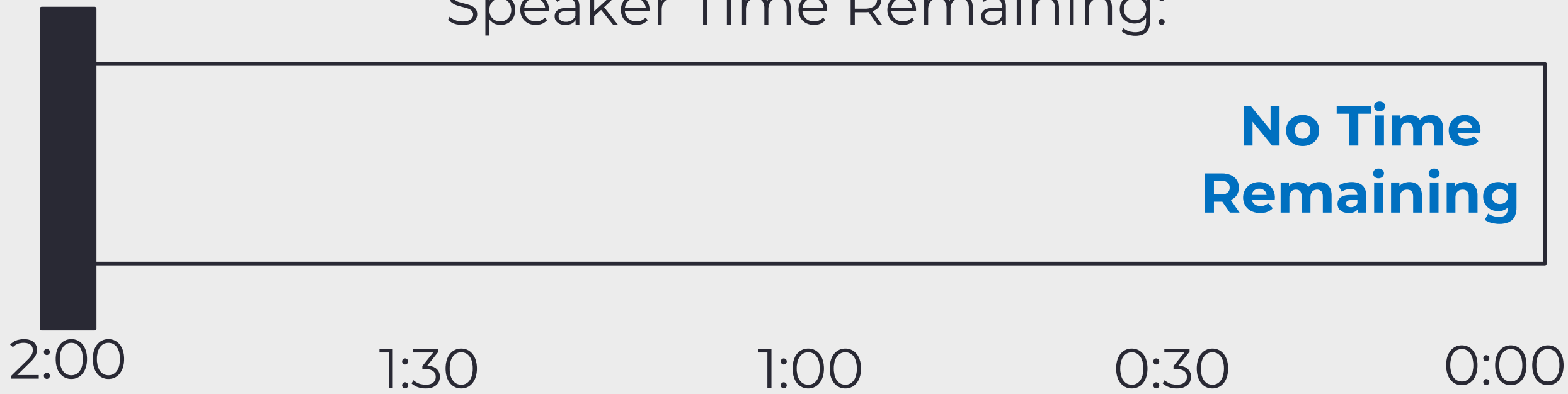
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Item III.A

Transportation History & Considerations

You Have 2:00 Minutes to Speak

Speaker Time Remaining:



IV. ADJOURNMENT



COMMUNITY DEVELOPMENT DEPARTMENT

STATE STREET ADVISORY COMMITTEE

September 6, 2023