



COMMUNITY DEVELOPMENT DEPARTMENT

STATE STREET ADVISORY COMMITTEE

October 23, 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 September 6, 2023 Meeting**
- D. General Public Comment**

How To Make An Oral Public Comment

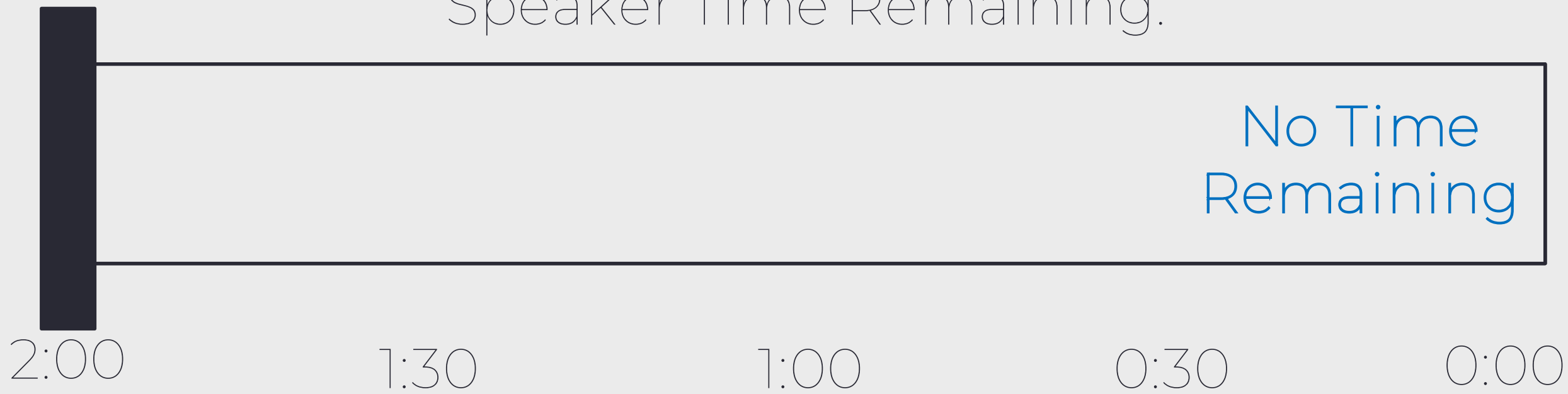
- To indicate that you would like to make a public comment, click the **Raise Hand** icon  in the Control Panel
- The Organizer will notify you when it is your turn to speak
- You will have two minutes to speak and no time may be donated from another speaker
- Click the **Raise Hand** icon  again to lower it
- If calling by phone, press *9 to raise/lower hand; press *6 to mute/unmute

Item II.D

General Public Comment

You Have 2:00 Minutes to Speak

Speaker Time Remaining:



III. AGENDA ITEM

A. State Street Master Plan – Transportation Network and Mobility Considerations

Introduction



Presentation Outline

The focus of today's presentation is on the transportation elements for State Street which will be followed by questions and a facilitated discussion.

1. Introduction
2. Guiding Principles
3. Mobility Options
4. District Needs
5. Downtown Mobility Considerations
6. Evaluation and Recommendation



Schedule

Where Are We in the Process

- Today: Mobility recommendations
- Future: Continue refining concepts
- Early 2024: Policy discussion and recommendations
- Early 2024: Implementation, including phasing, financing, and management
- Early 2024: Draft Plan
 - Community outreach

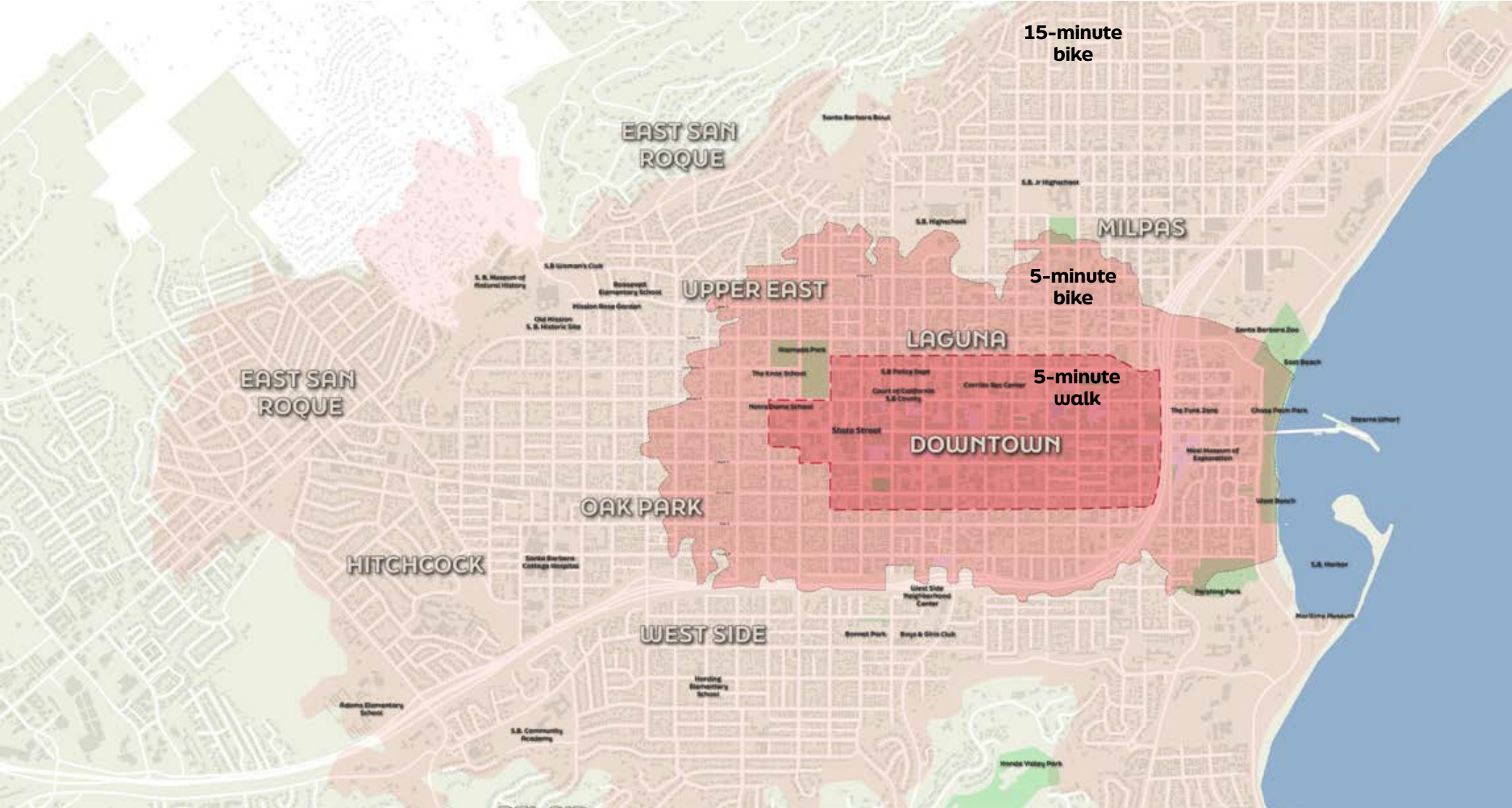


Recap of September 6 SSAC Meeting

- Downtown is evolving and becoming more of a neighborhood with State Street at the core
- More full-time residents support Downtown businesses and services
- To generate less vehicle traffic, existing and new Downtown residents need alternatives to driving:
 - Walking
 - Biking
 - Transit
- Issue of trade-offs as right-of-way is finite (80 feet)
- Location of north/south bike facility affects space allocation for Create State design



Creating a Downtown Neighborhood



Today's Focus

Today's focus is about layering in mobility concepts in each of the districts that were identified and discussed in the August 21 meeting.

We will be exploring the 20-24 ft. mobility space that is also required for emergency access.



Today's Goals

Gather SSAC feedback on:

- An overall approach to mobility within the 20-24 feet of emergency access space
- Specific recommendations for each district along State Street
- Infrastructure and physical design
- Operations and management of adaptable/ shared spaces that include pedestrians, bicycles, transit, and/or private vehicles



Guiding Principles

- Safety is Paramount
- Maximize Flexibility and Adaptability
- Ensure Equity and Accessibility
- Support Economic Vitality
- Emphasize Connections and Maintain a Strong Network
- Design for Now and the Future
- Integrate with Existing and New Paseos
- Right-size for Santa Barbara (cost & management)



Mobility Options



What are the Mobility Options?



Fixed Pedestrian Promenade



Multi-purpose Promenade



Separated Bikes

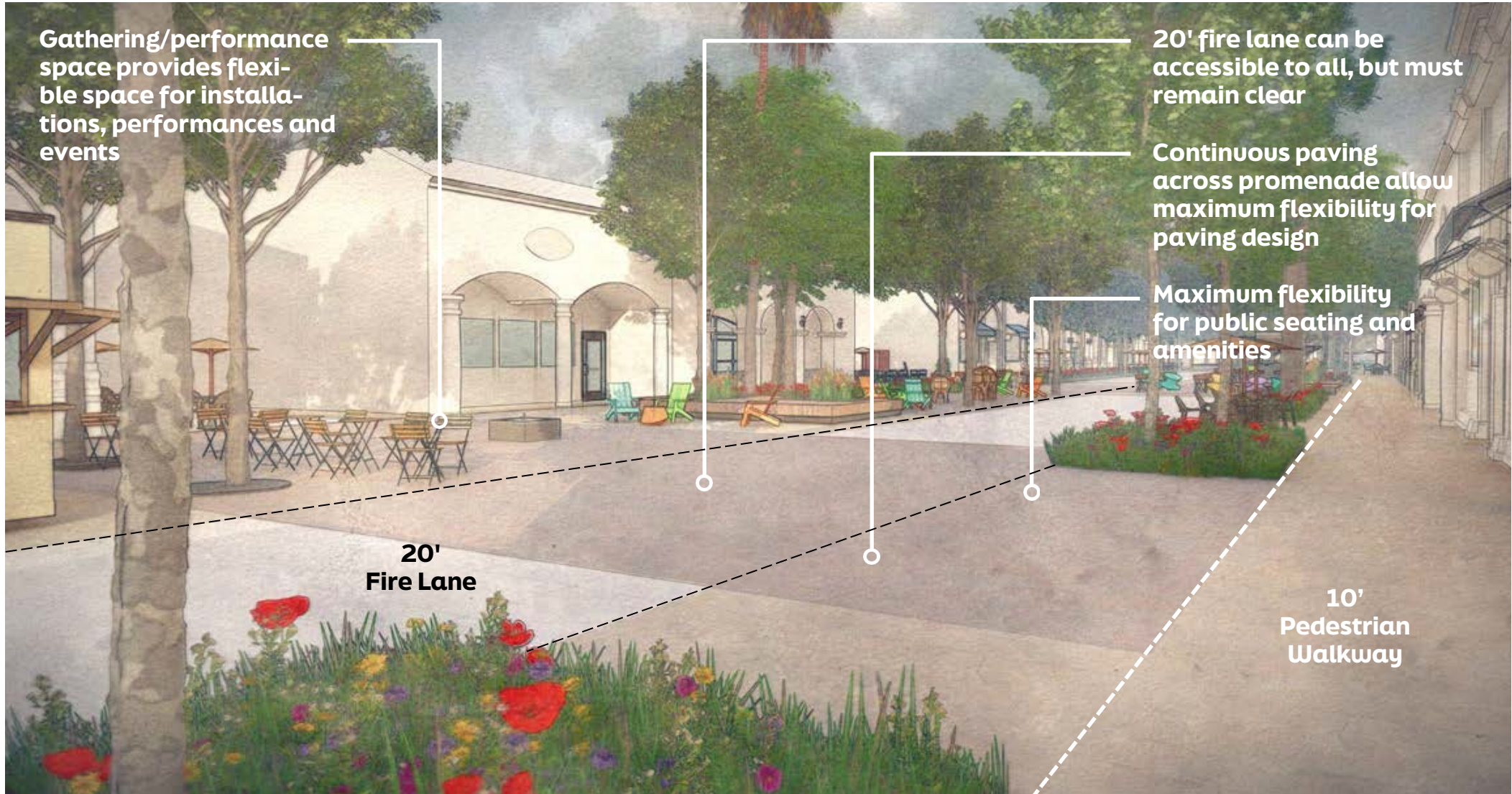


Separated Bikes + 1 way Lane

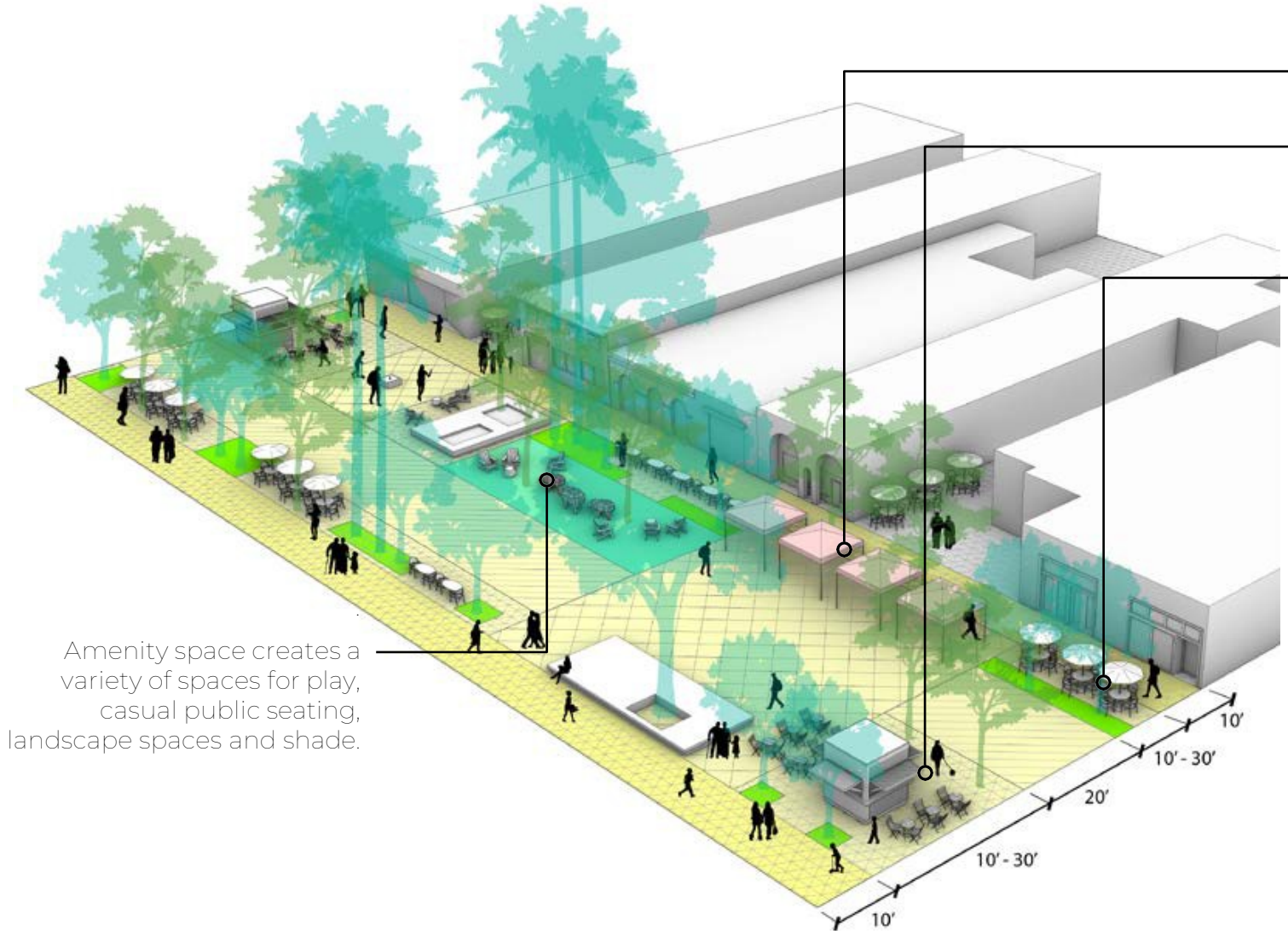


Fixed Pedestrian Promenade

Typical street view



Fixed Pedestrian Promenade

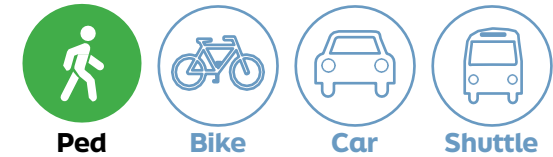


Amenity space creates a variety of spaces for play, casual public seating, landscape spaces and shade.

Large gathering/performance space at paseo entry.

Amenity space adjacent to large Gathering/performance space to animate Gathering/performance space.

Amenity zone creates space for expanded patio seating, public seating and planting.



The fixed pedestrian promenade can only accommodate pedestrian circulation.

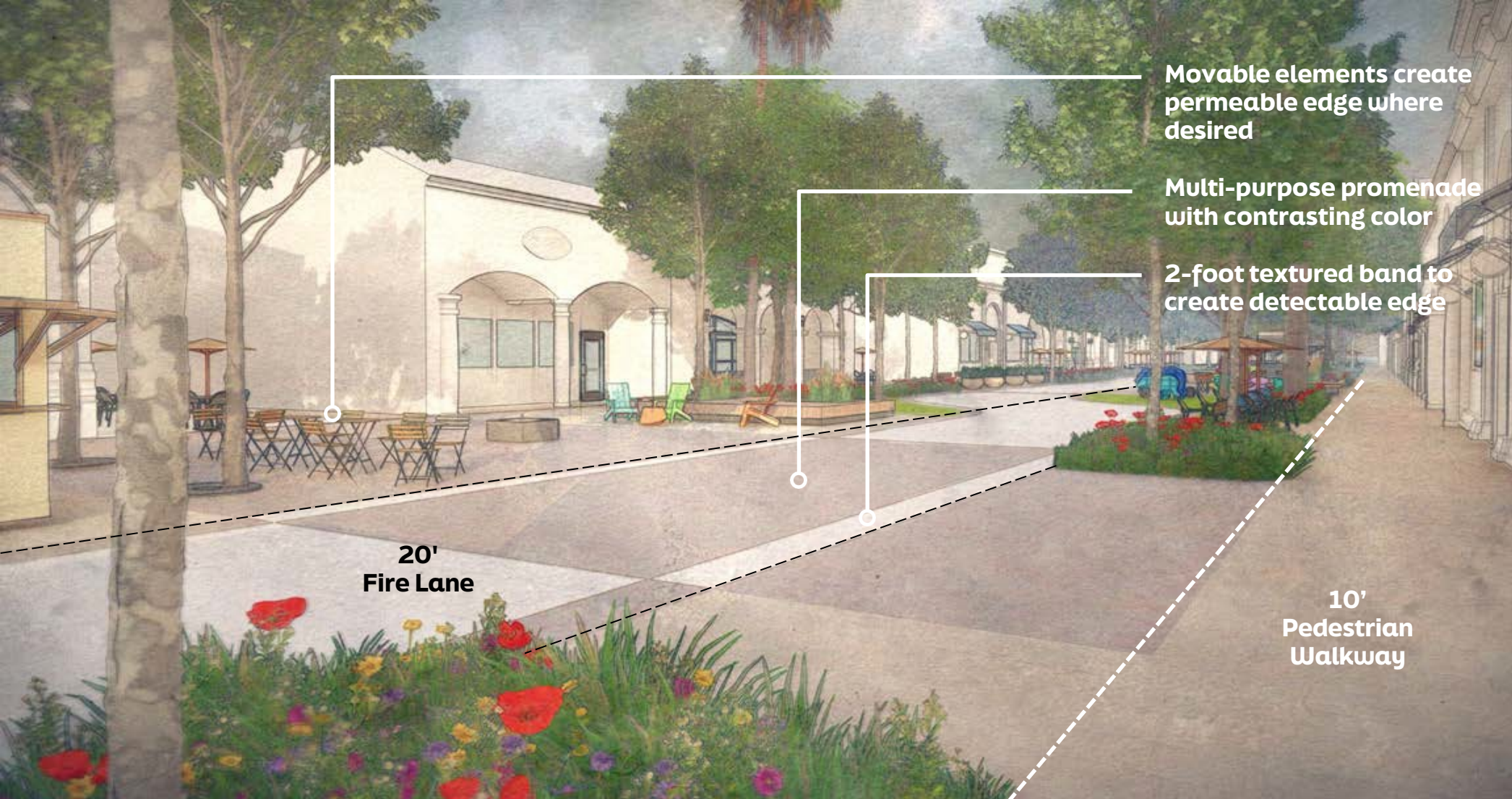
Accessibility

All areas provide barrier free movement.



Multi-purpose Promenade

Typical street view



What is a Multi-Purpose Lane?

A multi-purpose lane is a street that includes a shared zone where pedestrians, bicyclists and motor vehicles can mix in the same space (FHWA). Shared streets encourage low motor vehicle speeds and volumes, and increase safety by removing design elements that suggest vehicle priority and replace them with elements that create pedestrian priority.





It is not what State Street is today





Shared multi-purpose lanes are not new
Many locations have implemented shared lanes with vehicles,
pedestrians and bicycles sharing space



A sampling of streets with shared multi-purpose lanes in the U.S.

Bell Street, Seattle, WA

Market Square, Pittsburgh, PA

Georgia Street, Indianapolis, IN

Broadway, New York, NY

Winthrop Street, Cambridge, MA

28th Avenue, Portland, OR

29th Street, Minneapolis, MN

Argyle Street, Chicago, IL

Union Street, Alexandria, VA

Athena Street, Atlanta, GA

Santana Row, San Jose, CA

Wall Street, Asheville, NC

Fillmore Street, Denver, CO

39th Avenue, Denver, CO

Nueva Street, San Antonio, TX

Park Lane, Kirkland, WA

Wharf Street, Washington D.C.



They are well regulated

Federal Highway Administration (FHWA)



National Association of City Traffic Officials (NACTO) Commercial Shared Streets



A commercial shared street environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged.

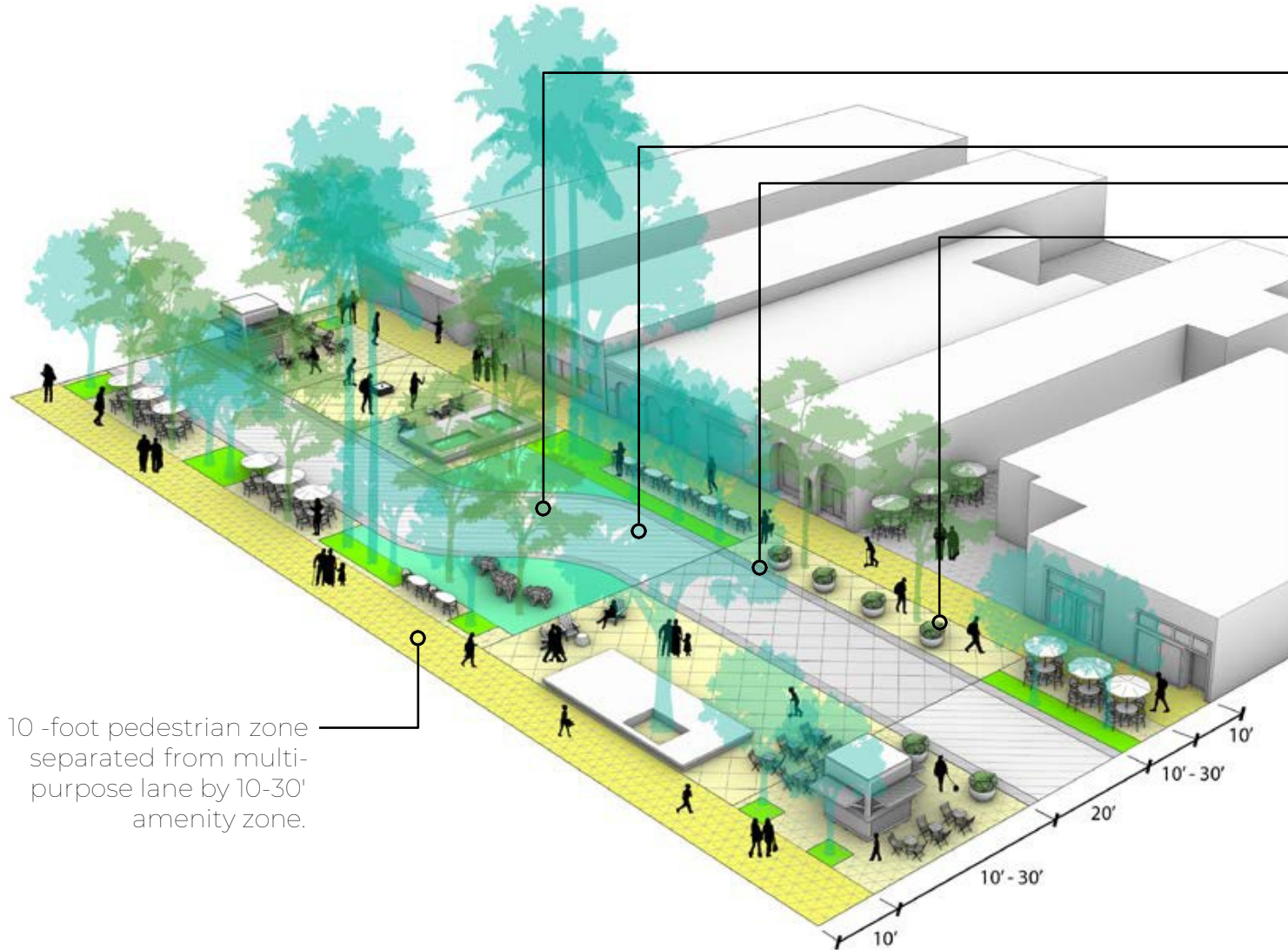


Shared Streets Include Several Key Features

- **Roadway and sidewalks are designed as a single continuous space**
- **Vertical curbs are often removed**
- **Planters, amenities and paving features constrain shared roadway**
- **Typical markings and striping are removed**
- **Contrasting colors and textures to identify shared space**
- **'Chicanes' slow speeds and create variety**



Multi-purpose Promenade



10-foot pedestrian zone separated from multi-purpose lane by 10-30' amenity zone.

Features and Changes

Promenade jogs to create variety and slow speeds.

Contrasting color for visibility.

Colored and textured band at edge.

Movable elements create permeable edge.

Mobility & Adaptability



Ped



Bike



Car



Shuttle

The 20-foot multipurpose lane accommodates two standard 10-foot travel lanes, allowing two-way access for all modes. The space can be managed to limit the modes of travel in a multi-purpose lane if desired.

Accessibility

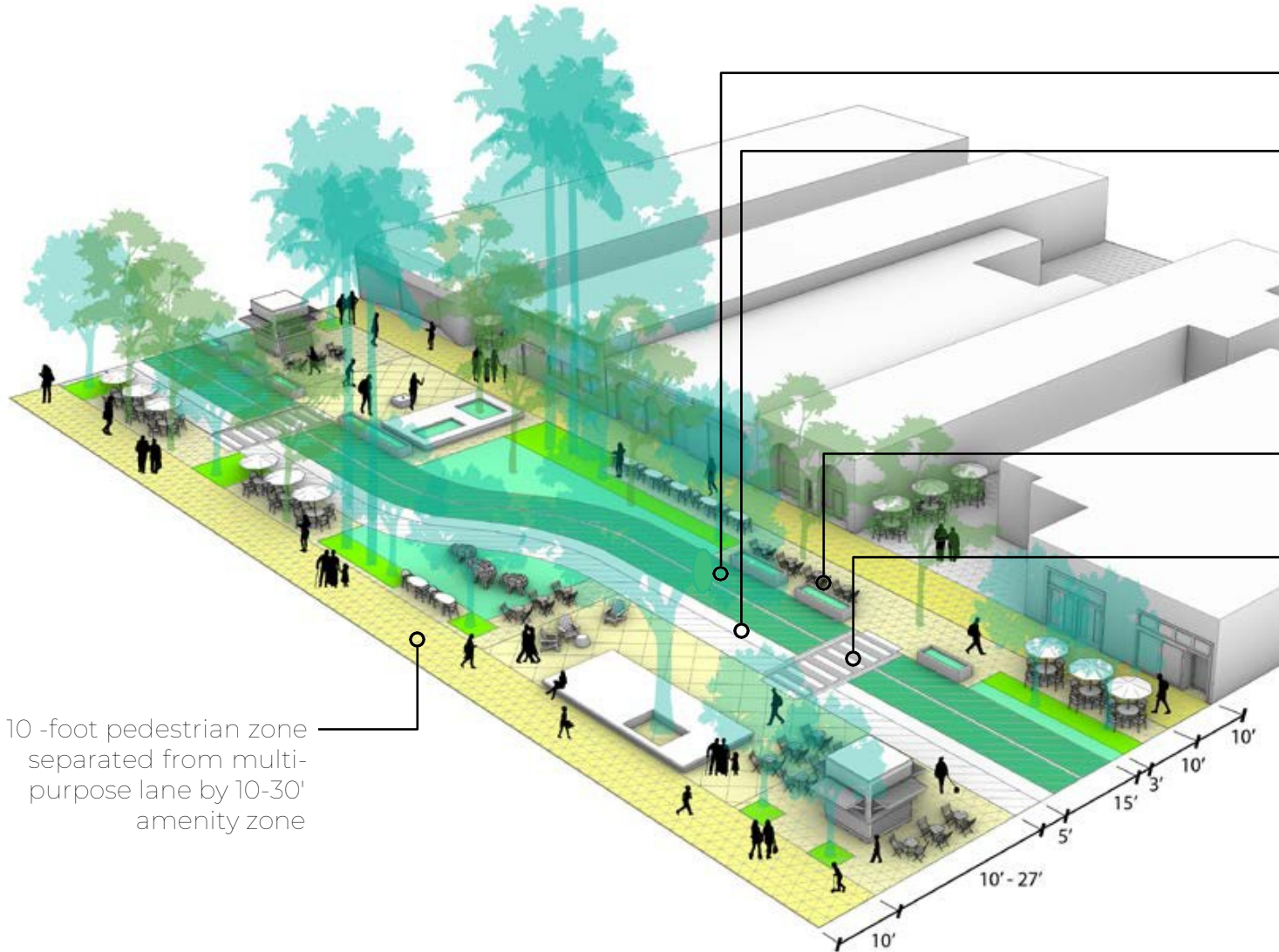
All areas provide barrier free movement.



Separated Bikes



Separated Bikes



10 -foot pedestrian zone separated from multi-purpose lane by 10-30' amenity zone

Features and Changes

12-foot 2-way bike lanes, colored or marked to increase visibility

3-foot wide buffer zone with raised barriers



Accessibility

Shrub beds or planters required to define edge of bike lanes and protect pedestrians and amenity zone.

Pedestrian access restricted to defined crossings

- Crosswalks and ADA detectable warning strips required at bike lanes.

Mobility & Adaptability

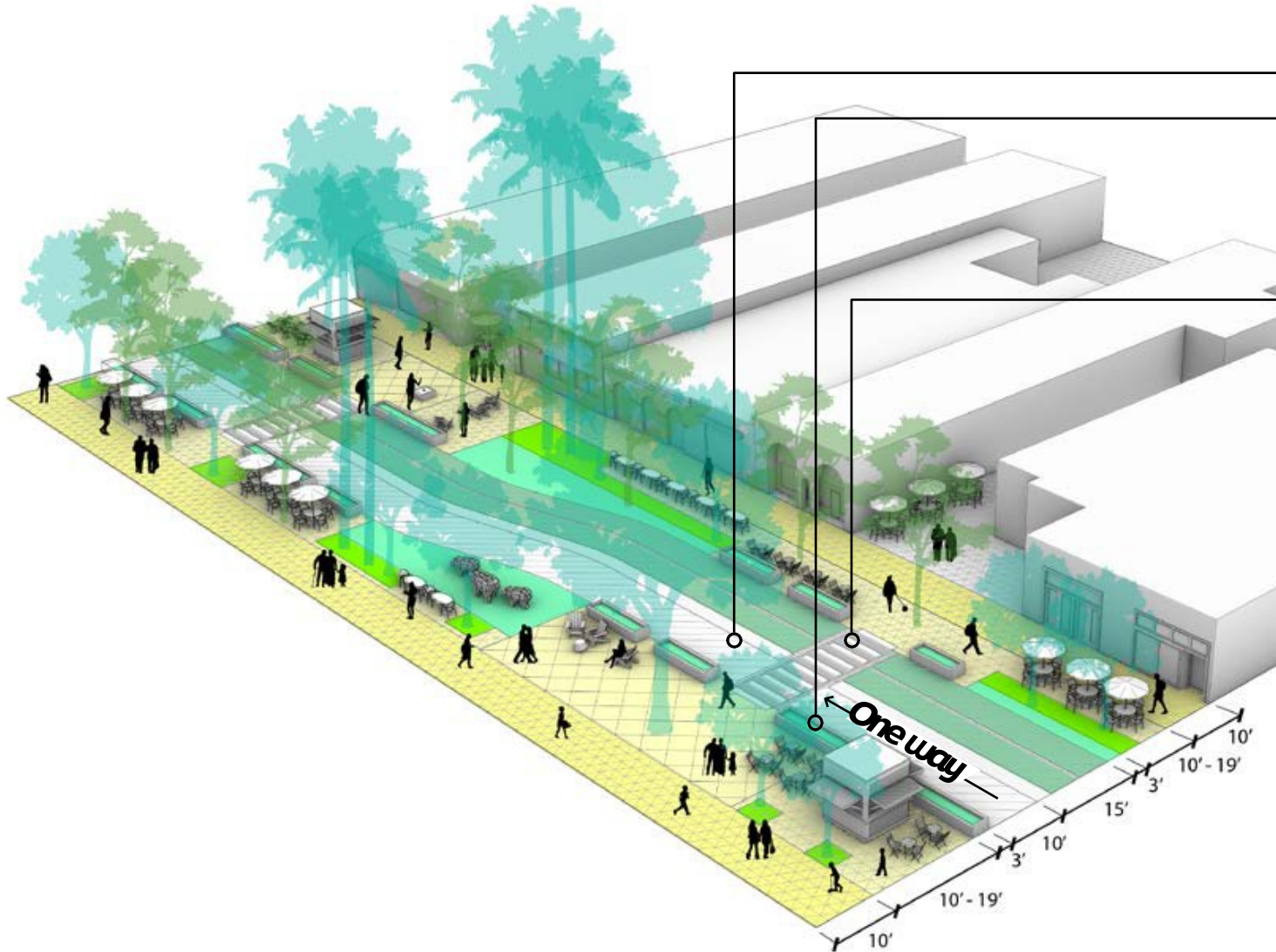


The option accommodates pedestrians and bikes. It cannot accommodate vehicles or shuttles. Service vehicles are required to drive in the bike lane during service hours.

Separated Bikes + 1-way Lane



Separated Bikes + 1-way Lane







Features and Changes

1-way travel lane added (10-foot wide).
 Additional protection required at edge of travel lane. Increased edge definition and space separation limits flexibility and space for programming & activation.

Accessibility

Pedestrian access restricted to defined crossings.

Mobility & Adaptability

Ped **Bike** **Car** **Shuttle**

Limited

The option accommodates bikes (all speeds) and one-way vehicles. Amenity zone space may be required for event drop-off or service to allow vehicles to pass.

Evaluating the Options against the Guiding Principles



Fixed Pedestrian Promenade



Multi-purpose Promenade



Separated Bikes



Separated Bikes + 1-way lane

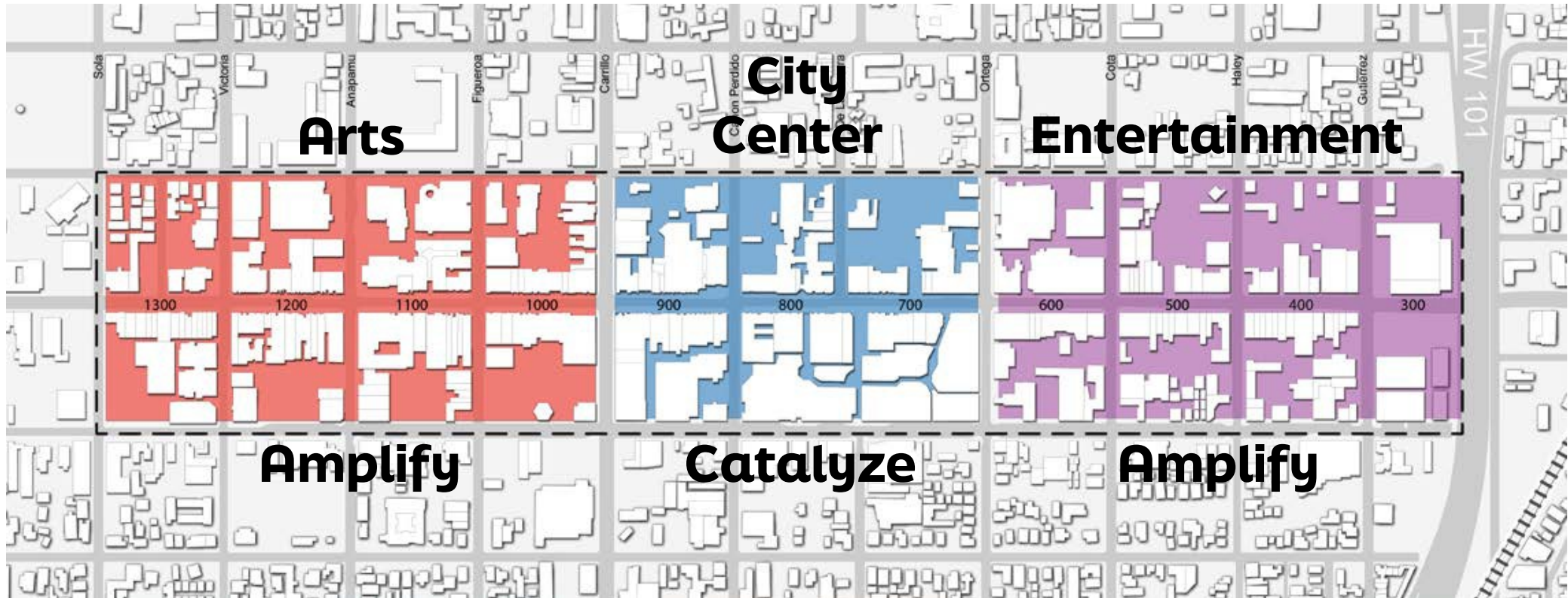
Criteria	Fixed Pedestrian Promenade	Multi-purpose Promenade	Separated Bikes	Separated Bikes + 1-way lane
Maximum Flexibility & Adaptability Can the option accommodate future needs and changes?	☹️	😊	😐	😊
Ensure Equity & Accessibility How accessible and comfortable is the option for all users?	😊	😊	😐	😐
Support Economic Vitality How well does the option support economic vitality in downtown?	😊	😊	😐	😊
Emphasize Connections & Maintain a Strong Network Does the option support multi-modal connections throughout downtown?	☹️	😊	😐	😊
Design for Now and the Future Does the option support current and future needs of the local community?	😐	😊	😐	😐
Integrate with Existing and New Paseos How does the option support the paseo network?	😊	😊	😐	😐
Cost & Management Is the option cost effective and easily managed?	☹️	😐	😐	😊




District Needs



Mobility Needs of the Districts





Entertainment District 300-600 Blocks



Entertainment District

Vision

Entertainment District is a vibrant entertainment district, connecting to the Funk Zone and Waterfront. Lively restaurants and bars energize the area day and night, with street performers and games providing additional life and activity.



Expanded patios



Tree Canopy



Moments of Joy



Social Seating



Games

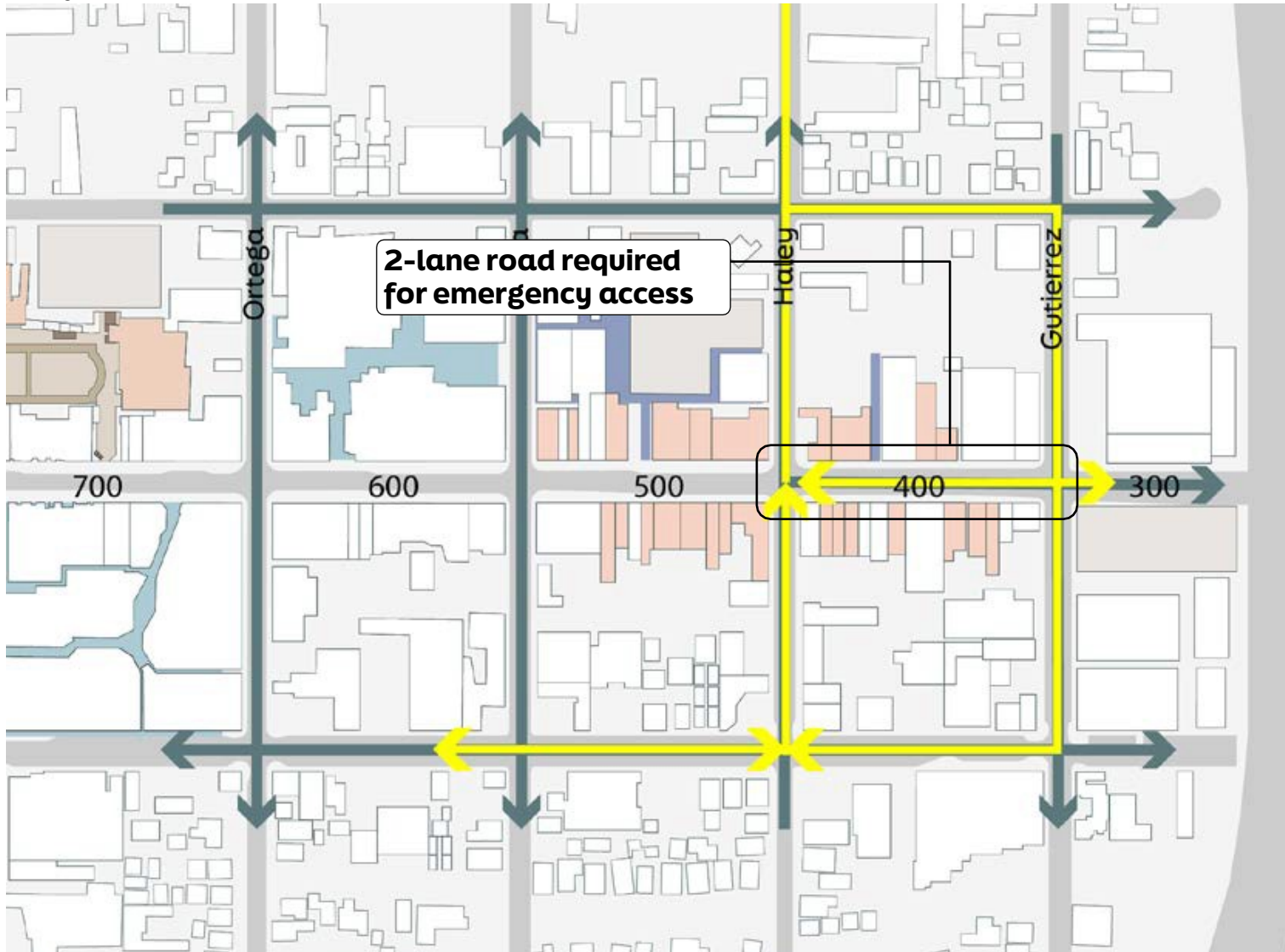


Interactive lighting



Entertainment District Mobility Needs

Emergency Access



Connection to the Funk Zone and Waterfront.

- Emergency access required through 400 block

Concentration of bike lanes and connections

Day-to-day multi-modal connectivity

Drop-off

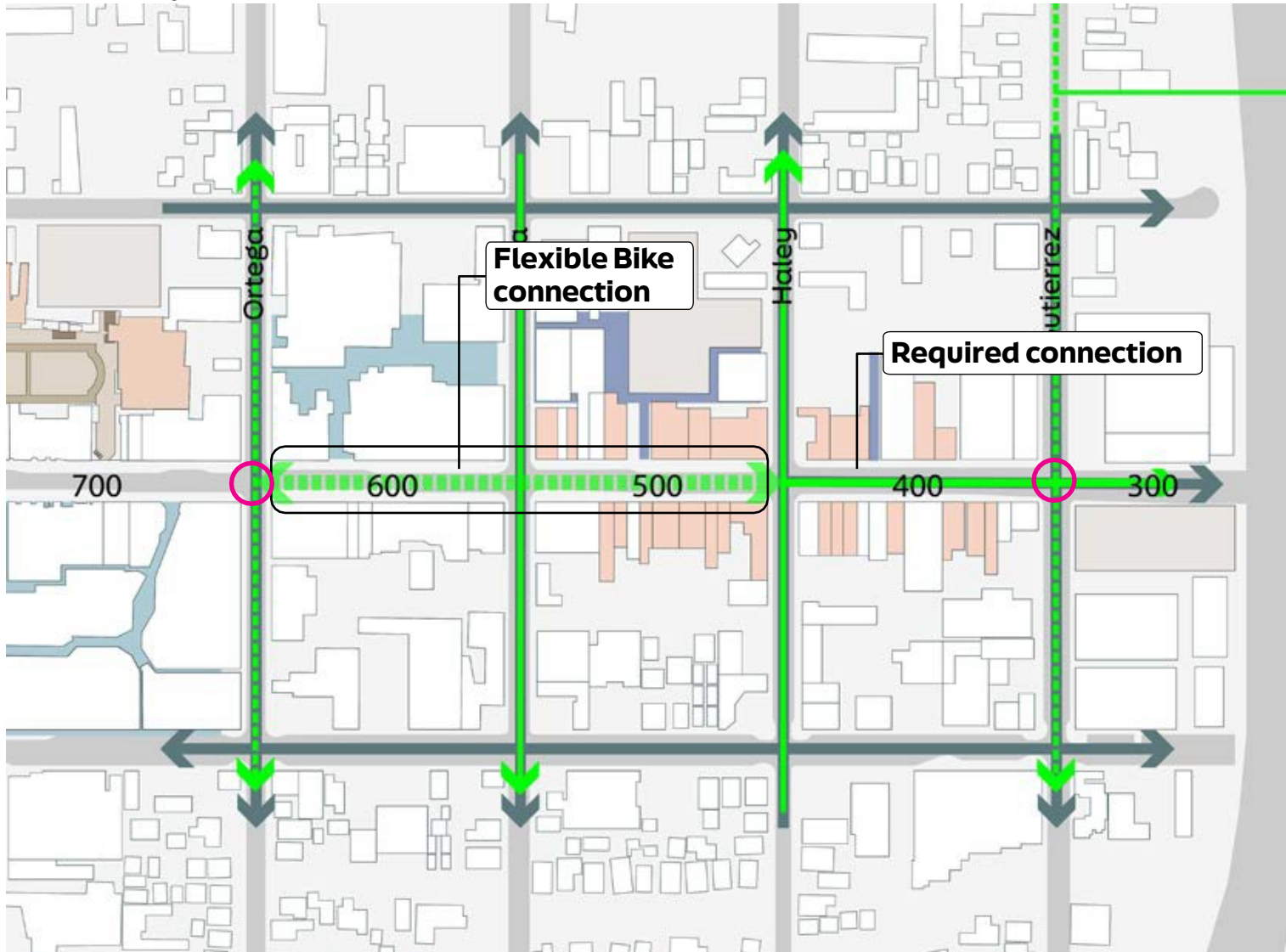
Ability to close and inhabit street during busy periods

- Existing Street
- Emergency Access Route
- Existing bike lanes
- Proposed bike lanes (2016 Plan)
- Paseos
- Gateway



Entertainment District Mobility Needs

Bike Connectivity



Connection to the Funk Zone and Waterfront.

- Emergency access required through 400 block

Concentration of bike lanes and connections

Day-to-day multi-modal connectivity

Drop-off

Ability to close and inhabit street during busy periods

- Existing Street
- Emergency Access Route
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Evaluating the Options: Entertainment District



Promenade



Multi-purpose Promenade



Separated Bikes

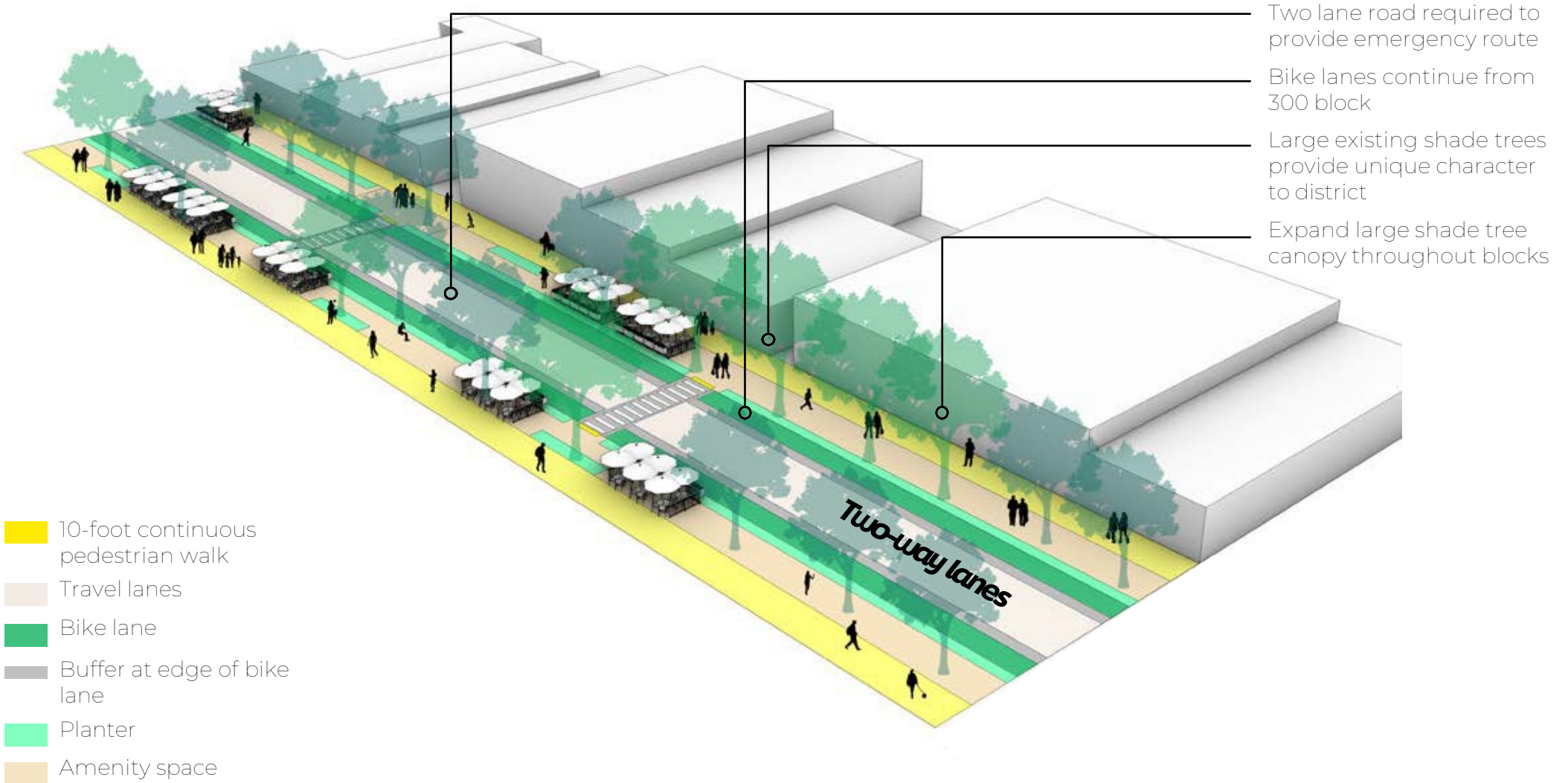


Separated Bikes + 1-way lane

Criteria	Promenade	Multi-purpose Promenade	Separated Bikes	Separated Bikes + 1-way lane
How well does the option support closure of the street on weekends?	😊	😊	😊	😊
How accessible and comfortable is the option for all users?	😊	😊	😞	😞
How well does the option support entertainment activity in the district?	😞	😊	😞	😞
Do the proposed multi-modal connections support the activity in the district?	😞	😊	😞	😊
Does the option support current and future needs of the local community?	😞	😊	😞	😞
How well does the option support the paseo network?	😊	😊	😞	😞

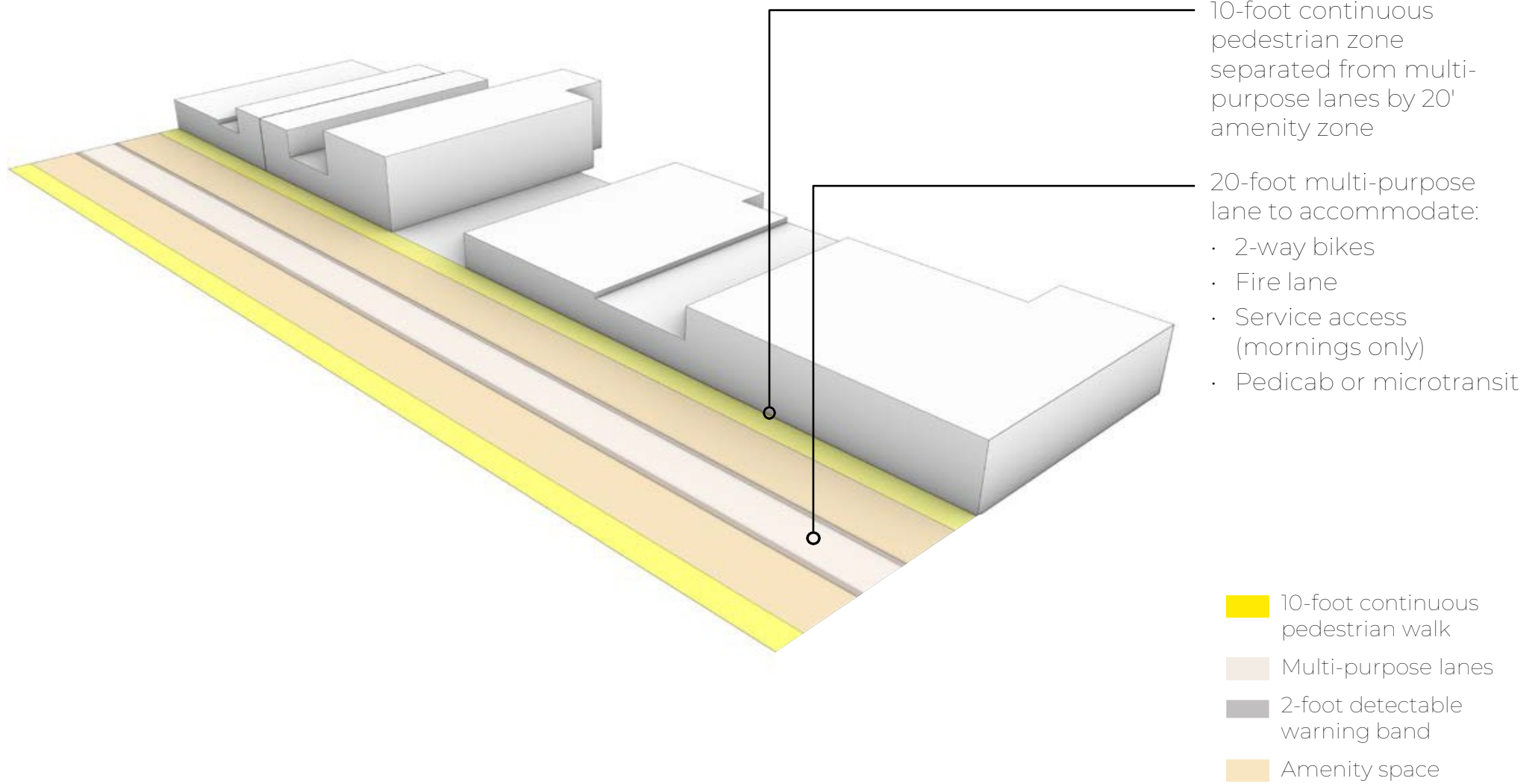


Entertainment District: 400 block (under review)



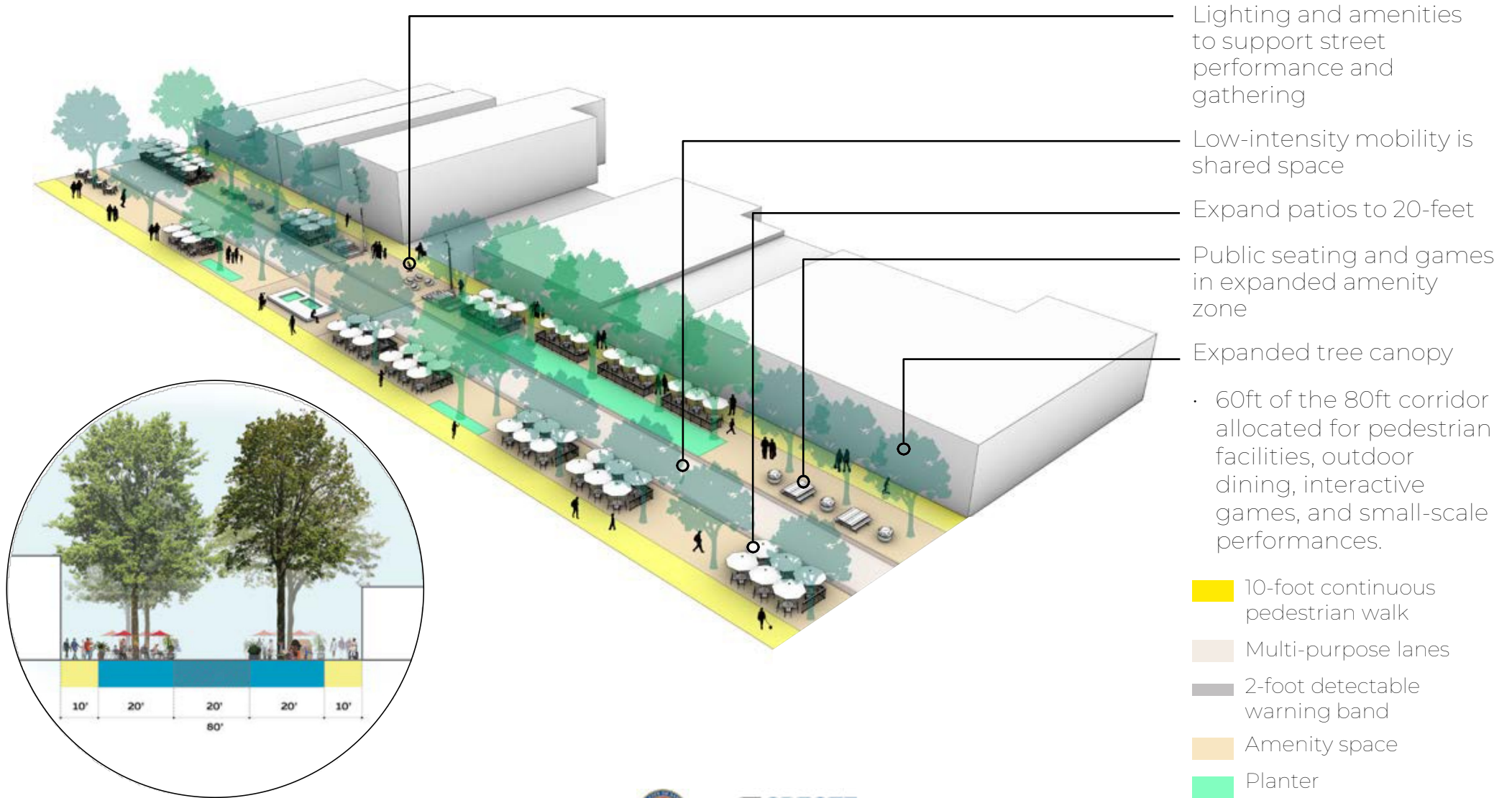
500 & 600 Block Recommendation: Multi-purpose Promenade

Mobility Spaces



500 & 600 Block Recommendation: Multi-purpose Promenade

Amenities & Activation



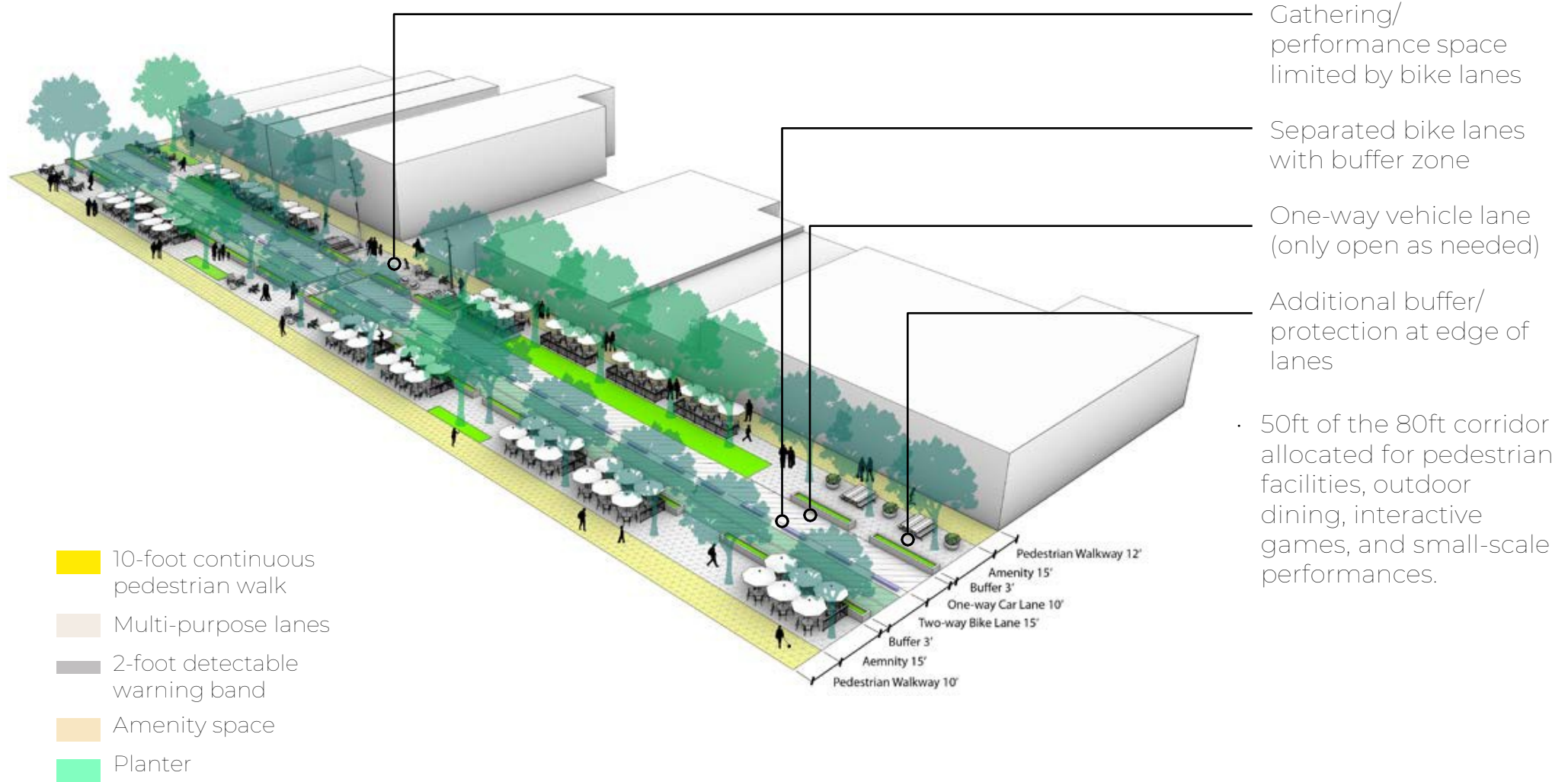
Entertainment District Recommendation: Multi-purpose promenade

500 Block



Entertainment District Alternative: Separated Bikes + 1-way Lane

500 Block



Entertainment District Alternative: Separated Bikes + 1-way Lane

500 Block





City Center 700-900 Blocks



City Center

Vision

The City Center showcases the best of Santa Barbara and creates a magnetic new destination for locals and visitors. The district integrates the paseo network and key anchors. The City Center is the heart of civic and community life in the City. It invites all Santa Barbarans, with an emphasis on locals and families. Play is emphasized, with small “moments of joy” and iconic features throughout the district.



Interactive play



Social Seating



Moments of Joy



Local kiosks



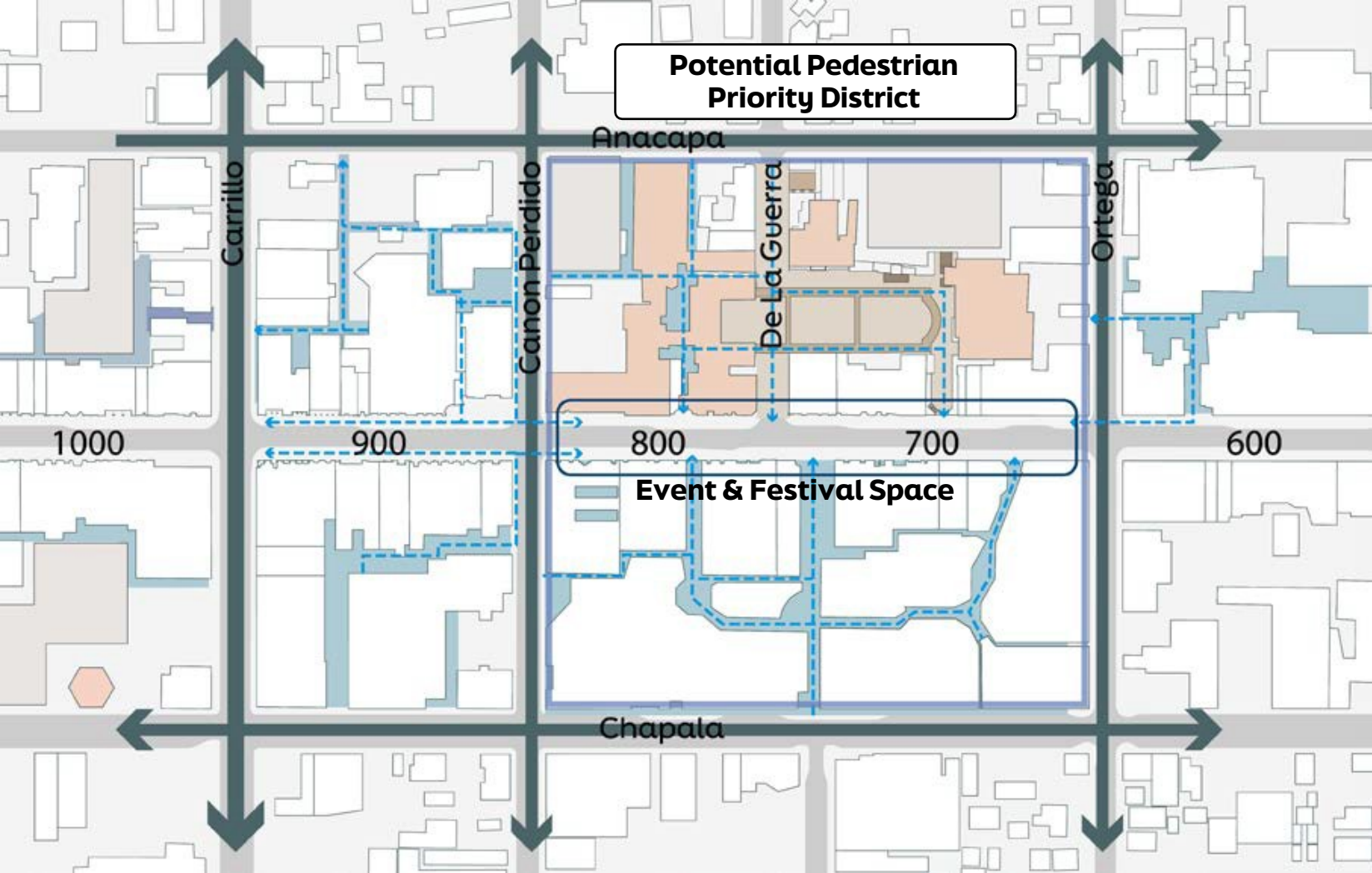
Festivals



Movable seating

City Center Mobility

Pedestrian Priority

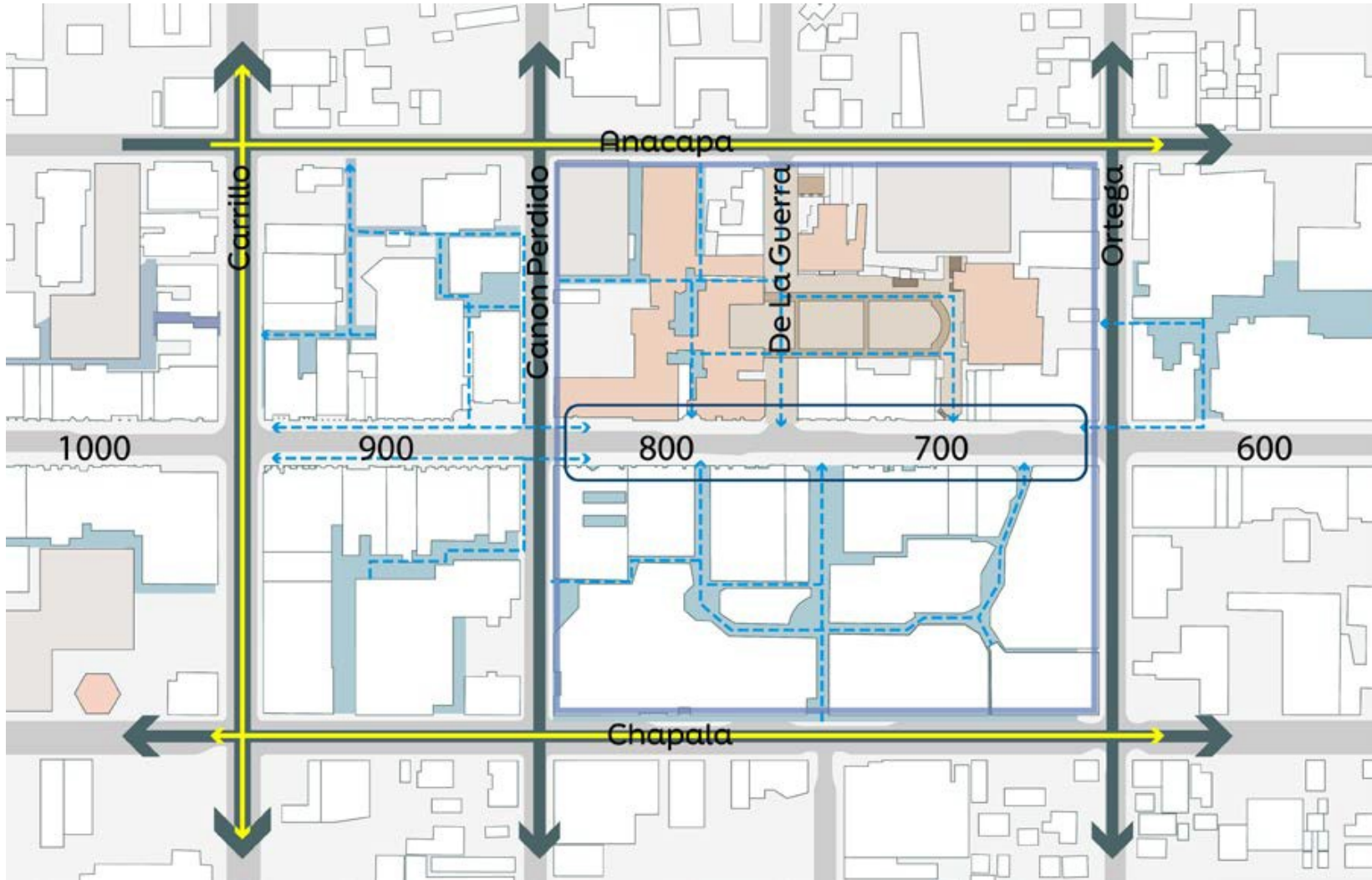


District Needs

- Potential to create unique pedestrian priority district
- Central gathering/performance space at intersection of De la Guerra and Paseo Nuevo
- Access at perimeter of district for:
 - Service & loading
 - Drop-off
 - Bike parking & access

City Center Mobility

Emergency Routes



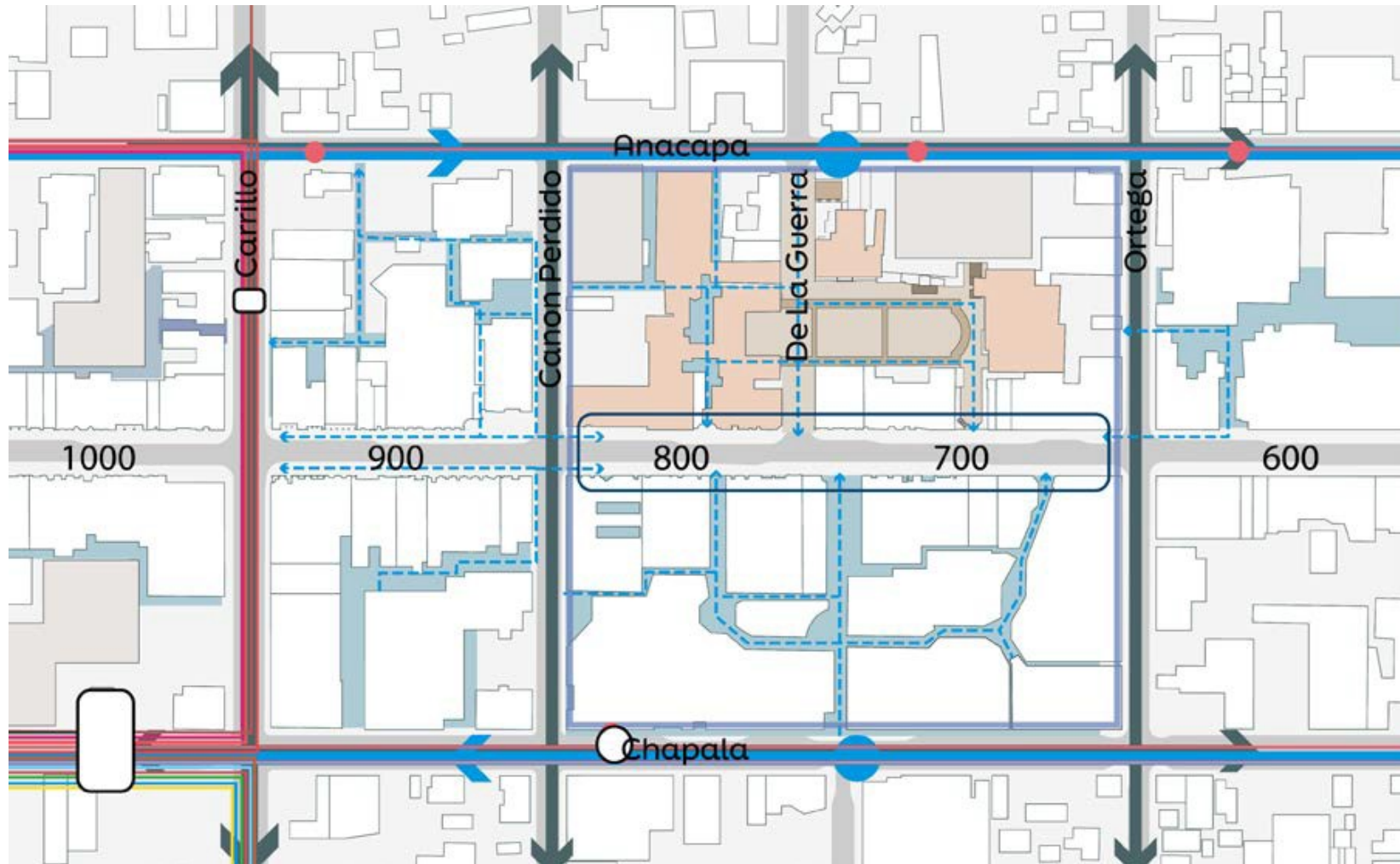
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 - Drop-off
 - Bike parking & access



City Center Mobility

Transit



District Needs

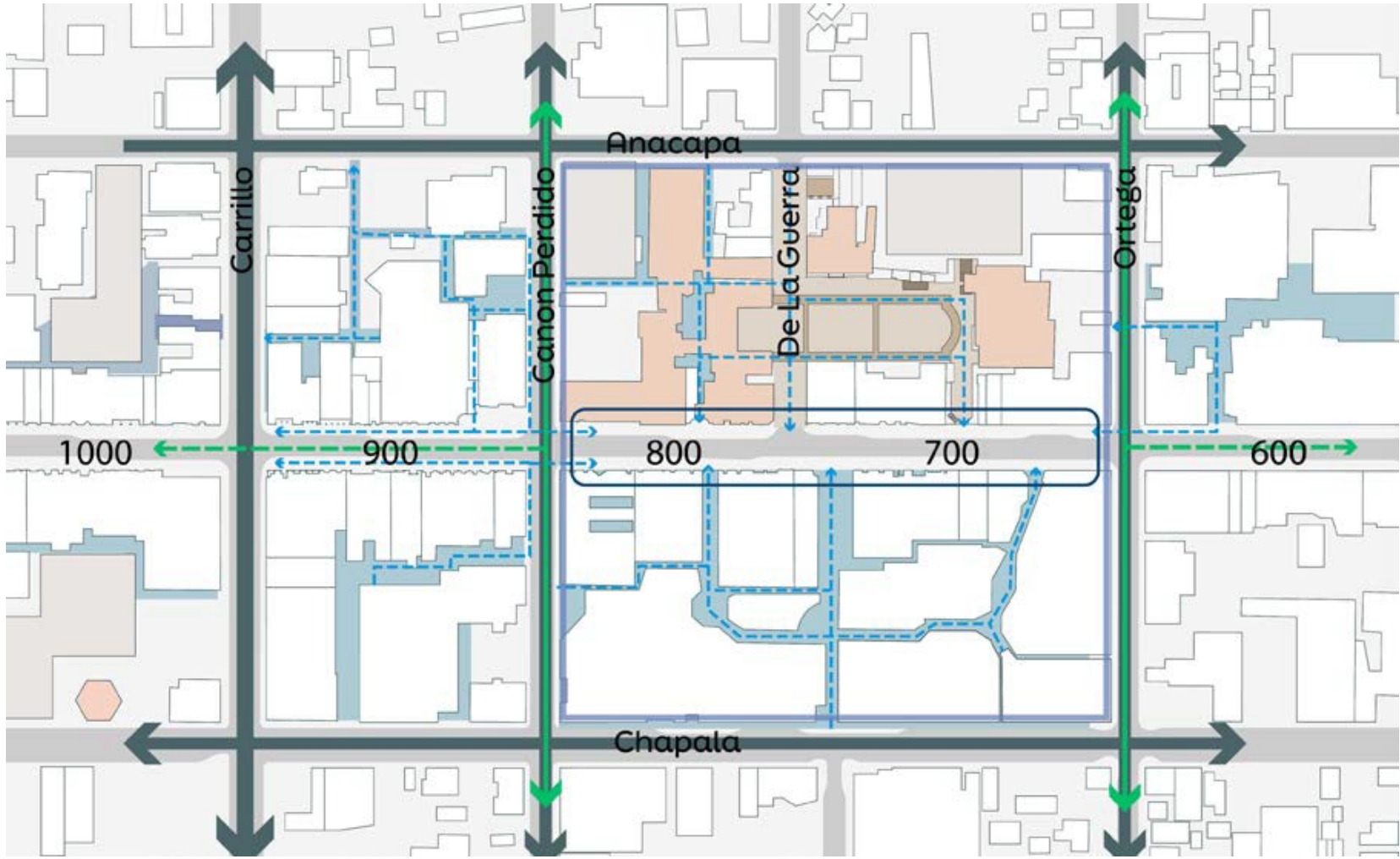
- Potential to create unique pedestrian priority district
- Central gathering/ performance space at intersection of De la Guerra and Paseo Nuevo
- Access at perimeter of district for:
 - Service & loading
 - Drop-off
 - Bike parking & access

- ↔ Existing Street
- ↔ Proposed Circulator
- ≡ Bus routes (noted by color)
- Bus stops
- ▒ Paseos
- ▒ Destination Building



City Center Mobility

Bikes

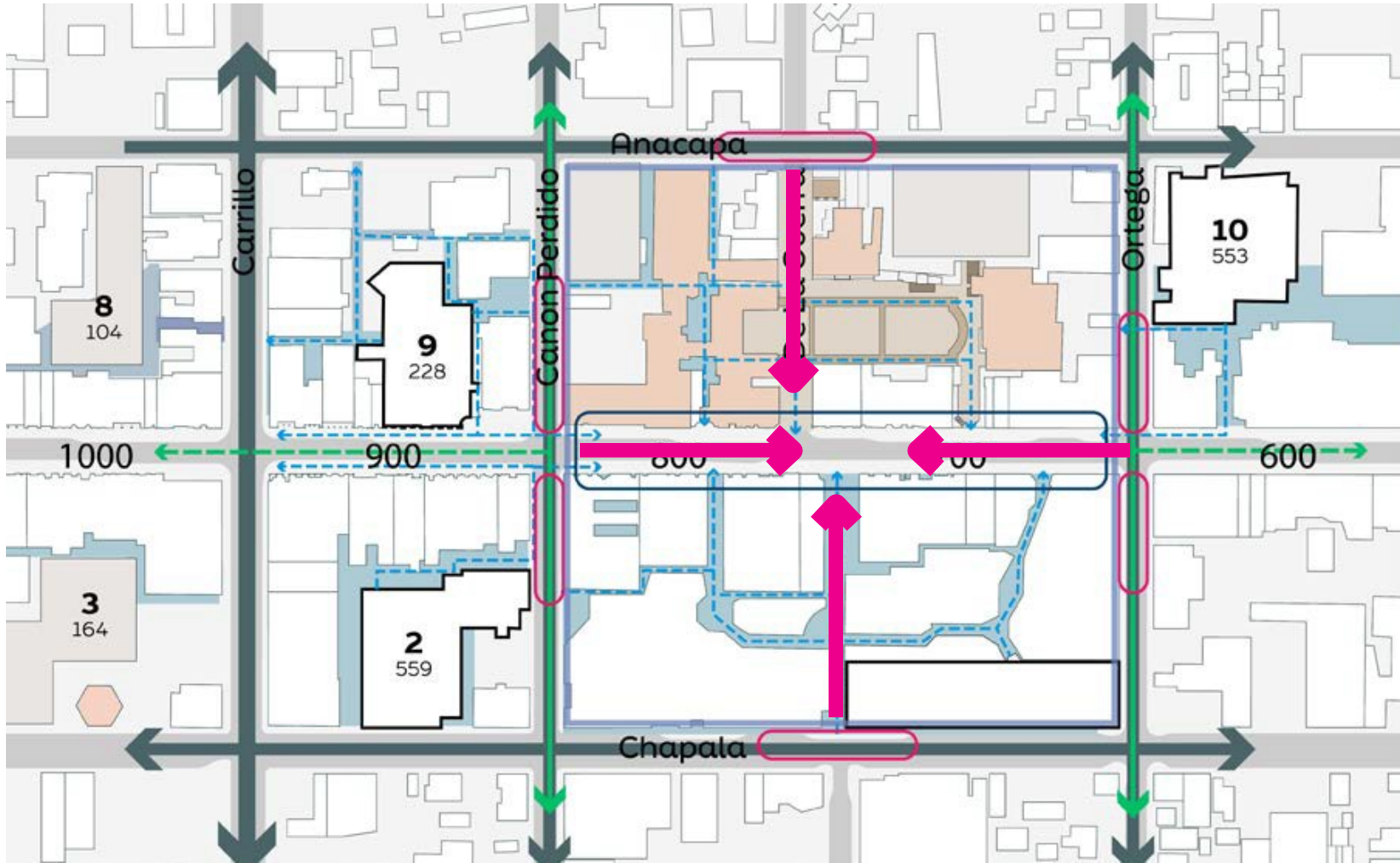


District Needs

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- Central gathering/ performance space at intersection of De la Guerra and Paseo Nuevo
- Access at perimeter of district for:
 - Service & loading
 - Drop-off
 - Bike parking & access

City Center Mobility

Access from perimeter



District Needs

- Potential to create unique pedestrian priority district
- Central gathering/ performance space at intersection of De la Guerra and Paseo Nuevo
- Access at perimeter of district for:
 - Service & loading
 - Drop-off
 - Bike parking & access

- ↔ Existing Street
- ↔ Emergency Access Route
- ↔ Existing bike lanes
- ↔ Proposed bike lanes (2016 Plan)
- ▭ Paseos
- ▭ Destination Buildings
- Drop-off area

Evaluating the Options: City Center



Promenade



Multi-purpose Promenade



Separated Bikes



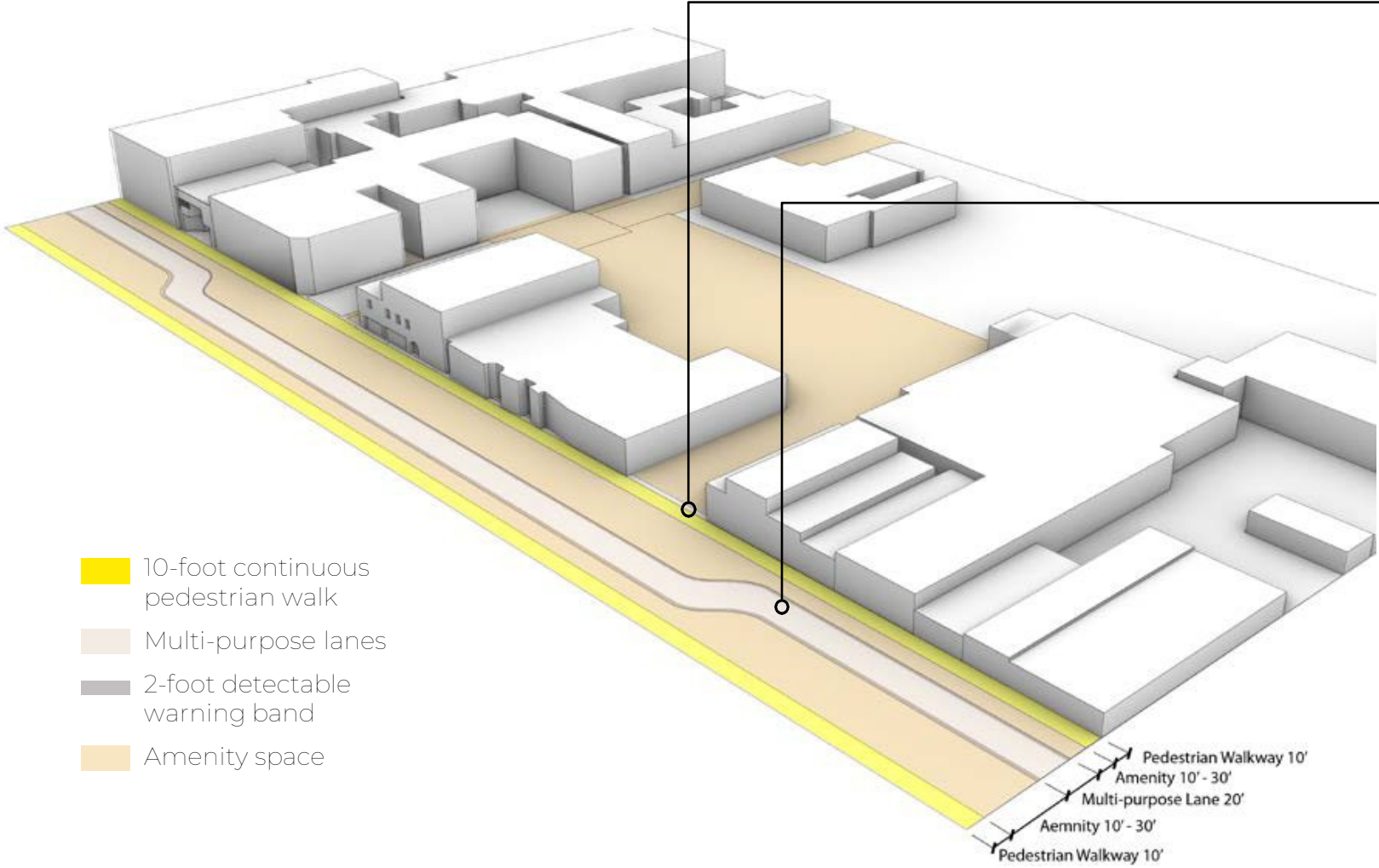
Separated Bikes + 1-way lane

Criteria	Promenade	Multi-purpose Promenade	Separated Bikes	Separated Bikes + 1-way lane
Does the option support the creation of a unique pedestrian prioritized district?	😊	😊	😞	😊
How well does the option support festivals and events?	😊	😊	😞	😊
How well does the option support everyday activation?	😊	😊	😊	😊
Does the option allow comfortable multi-modal access into the center of the district?	😞	😊	😊	😊
How well does the option support loading and service?	😞	😊	😞	😞
Is the option flexible and able to respond to changes in future conditions?	😞	😊	😞	😞
How well does the option support the paseo network?	😊	😊	😞	😞



City Center Recommendation: Multi-purpose Promenade

Mobility Spaces



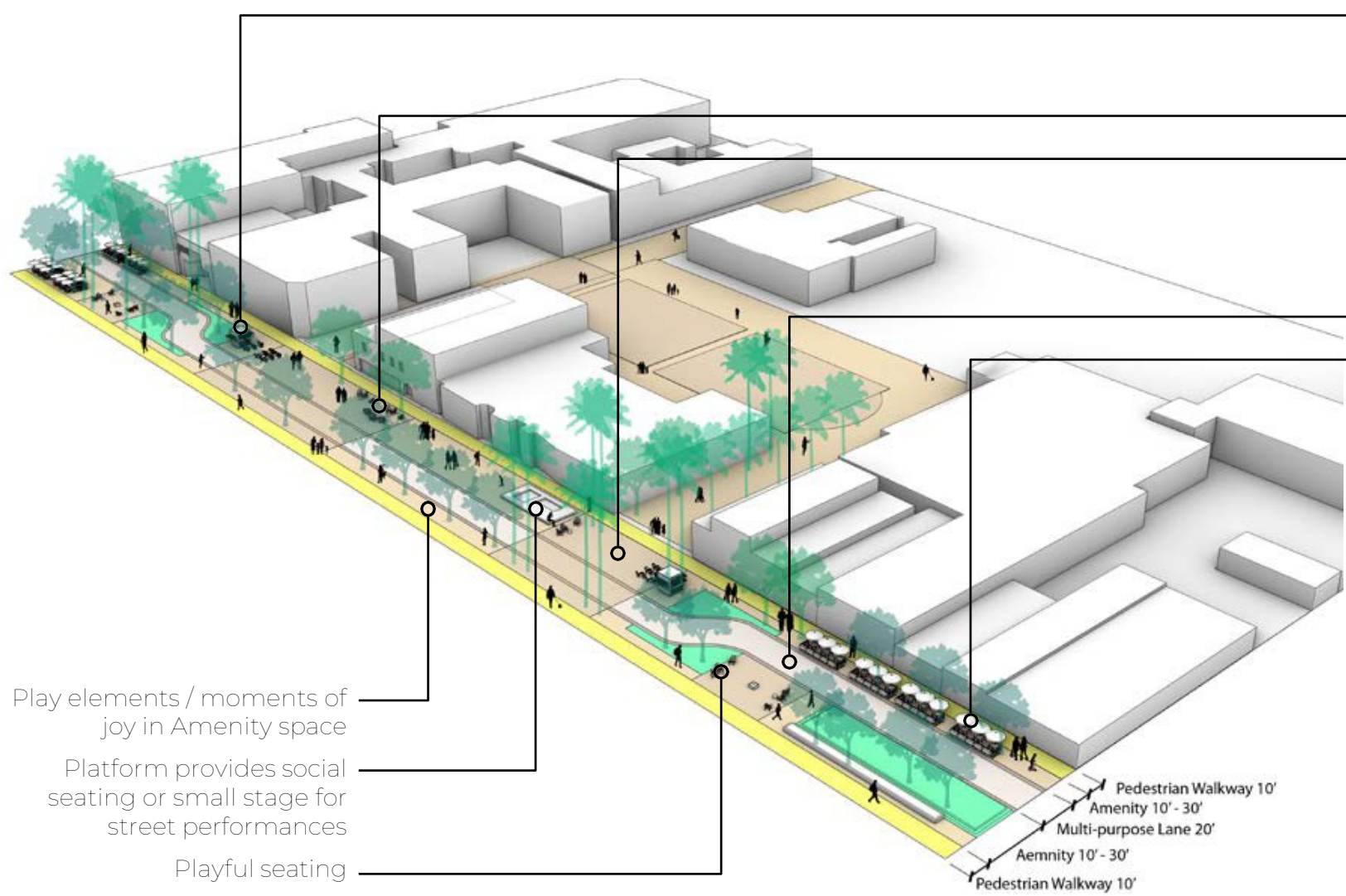
- 10-foot continuous pedestrian walk
- Multi-purpose lanes
- 2-foot detectable warning band
- Amenity space

10-foot continuous pedestrian zone separated from multi-purpose lanes by 20' amenity zone

- 20-foot multi-purpose lane to accommodate:
- 2-way bikes
 - Fire lane
 - Service access (mornings only)
 - Pedicab

City Center Recommendation: Multi-purpose Promenade

Amenities & Activation



Kiosks provide opportunities for emerging or adjacent businesses.

Social seating

Gathering/performance space room at entry from paseo creates gathering space for small performances or events.

20-foot multi-purpose lane

Movable public seating

60ft of the 80ft corridor allocated for pedestrian facilities, outdoor dining, interactive games, and small-scale performances.

- 10-foot continuous pedestrian walk
- Multi-purpose lanes
- 2-foot detectable warning band
- Amenity space
- Planter



City Center Recommendation: Multi-purpose Promenade

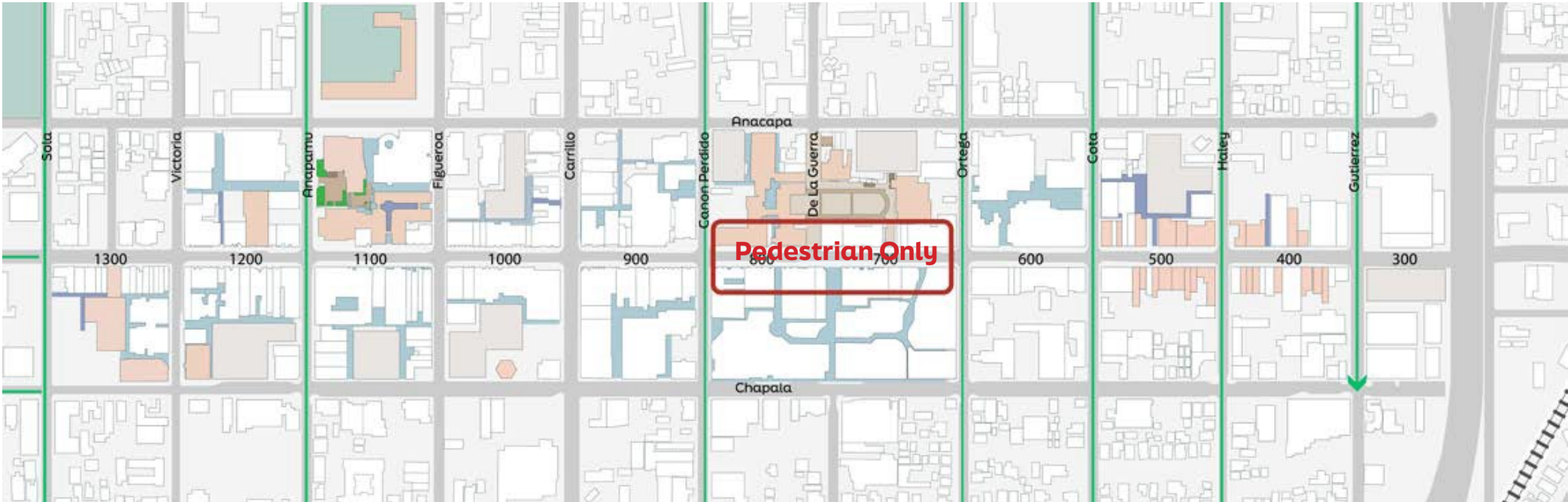


City Center Alternative: Fixed Pedestrian Promenade



City Center Alternative: Fixed Pedestrian Promenade

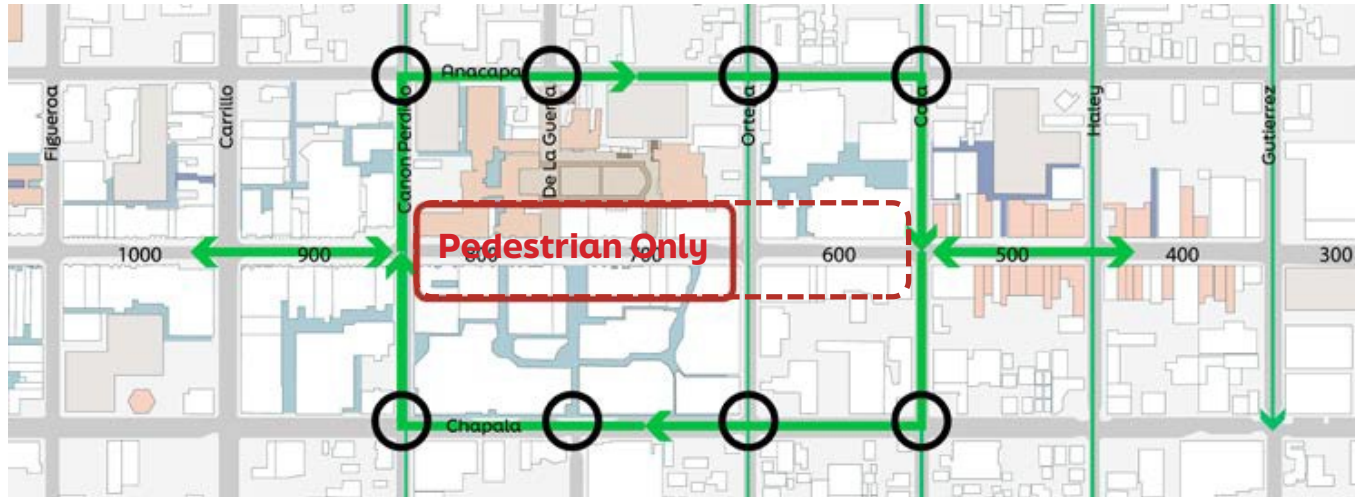
Bike Connectivity



How do we maintain the bike network & discourage cycling through pedestrian zone?

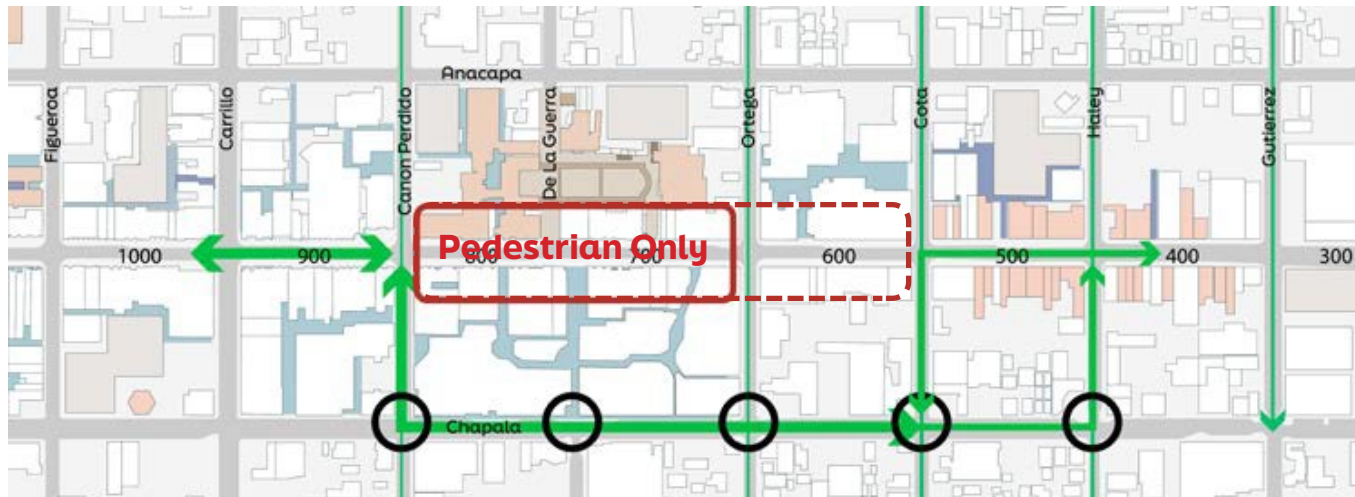
City Center Alternative: Reroute Analysis

Traffic Signal Impacts



8 traffic signals impacted

Anacapa & Chapala Couplet



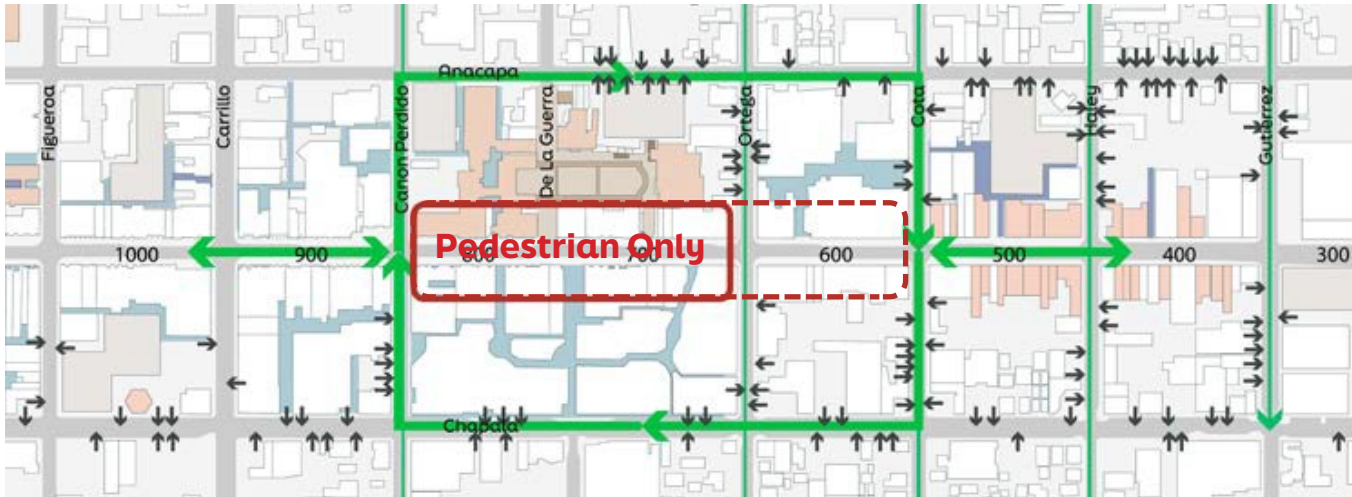
5 traffic signals impacted

2-way Lane on Chapala

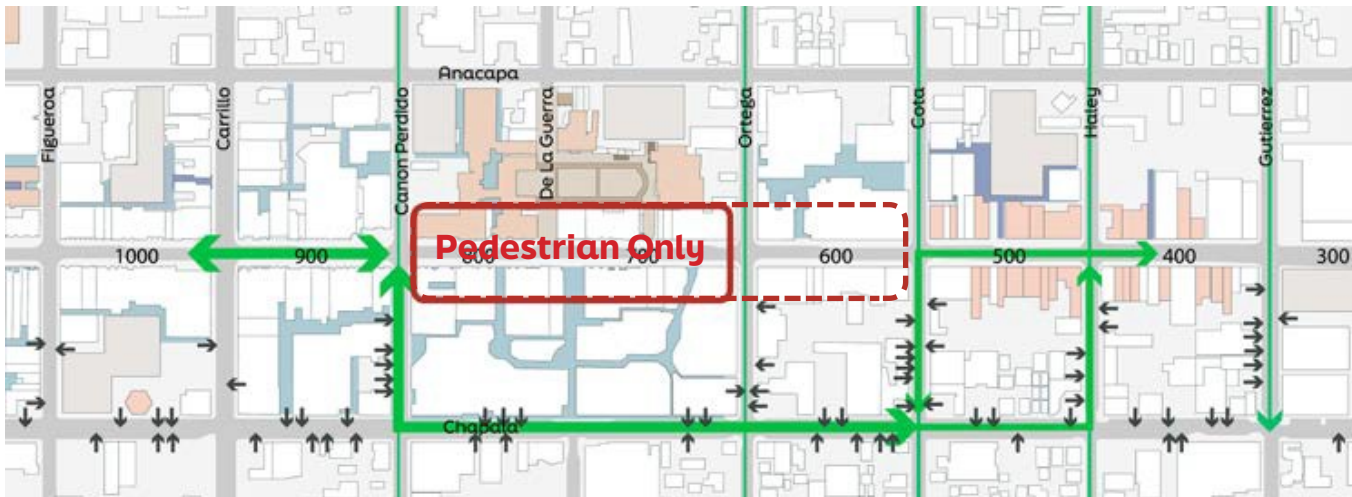
- ↔ Existing/planned bike lane
- ↔ Bike lane detour
- Intersections impacted

City Center Alternative: Reroute Analysis

Driveway Conflicts



Anacapa & Chapala Couplet



2-way Lane on Chapala

- Existing/planned bike lane
- Bike lane detour
- Intersections impacted
- Driveway

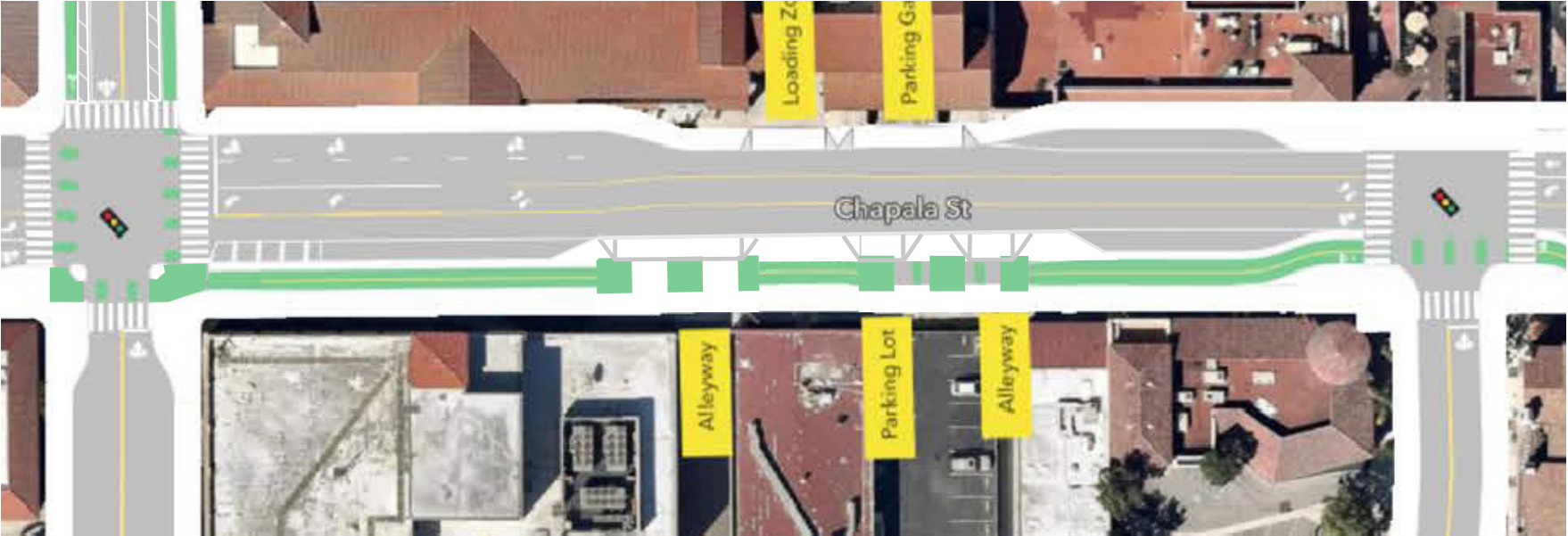


City Center Alternative: Reroute Option

2-way Cycle Track on Chapala



Concept Plan



Enlargement Plan (Canon Perdido - De la Guerra)

City Center Recommendation: Bike connectivity

Re-route Design Challenges

New Facility	Chapala Cycle Track	Canon Perdido Bike Lanes
Low Stress Considerations		
Transit Stops	None	None
Driveway Conflicts	8, low to medium intensity	5, medium to high intensity
Parking and Loading Impacts		
On-street parking	Some parking loss at driveways	No change (no on-street parking existing)

- Driveway conflicts and traffic volumes create uncomfortable experience
- Loss of on-street parking and loading space
- Cost: \$10m

Recommendation: maintain bike connection through core with Multi-purpose Promenade

The Arts District

Summary

Arts District 1000-1300 Blocks



Arts District

Vision

The arts district is animated by the concentration of vibrant cultural destinations along State Street, including the Santa Barbara Museum of Art, Arlington and Granada Theaters, the Santa Barbara Public Library and Historic Courthouse.



Plazas



Sidewalk Art



Street performance



Installations



Moments of Joy



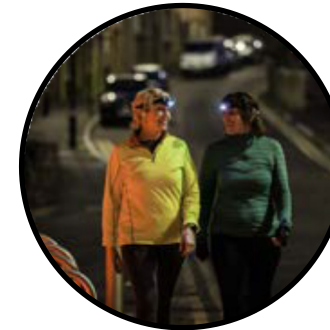
Playful Art



Dining



Trees & green spaces

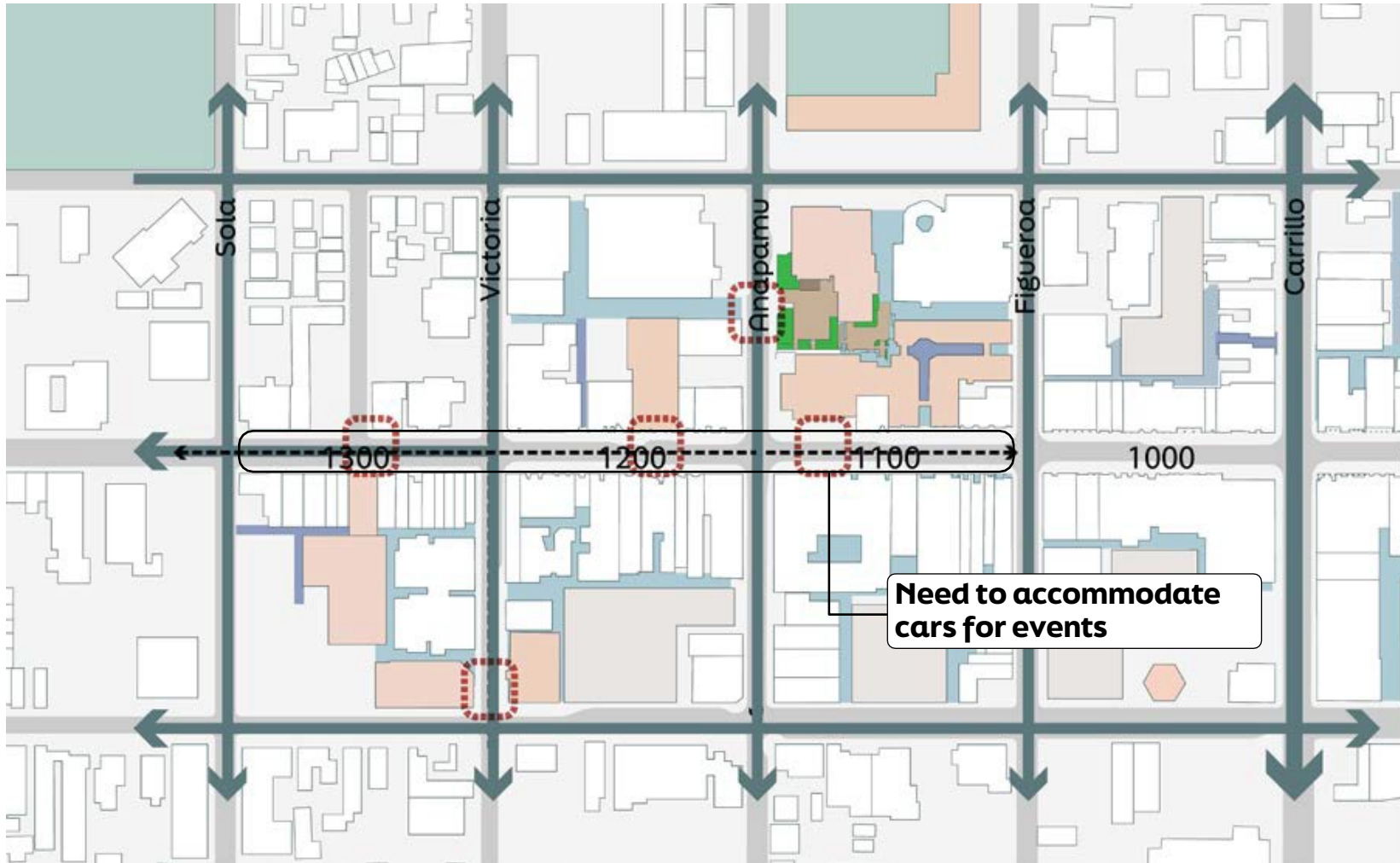


Evening stroll



Arts District

Key Destinations



Mobility Needs & Opportunities

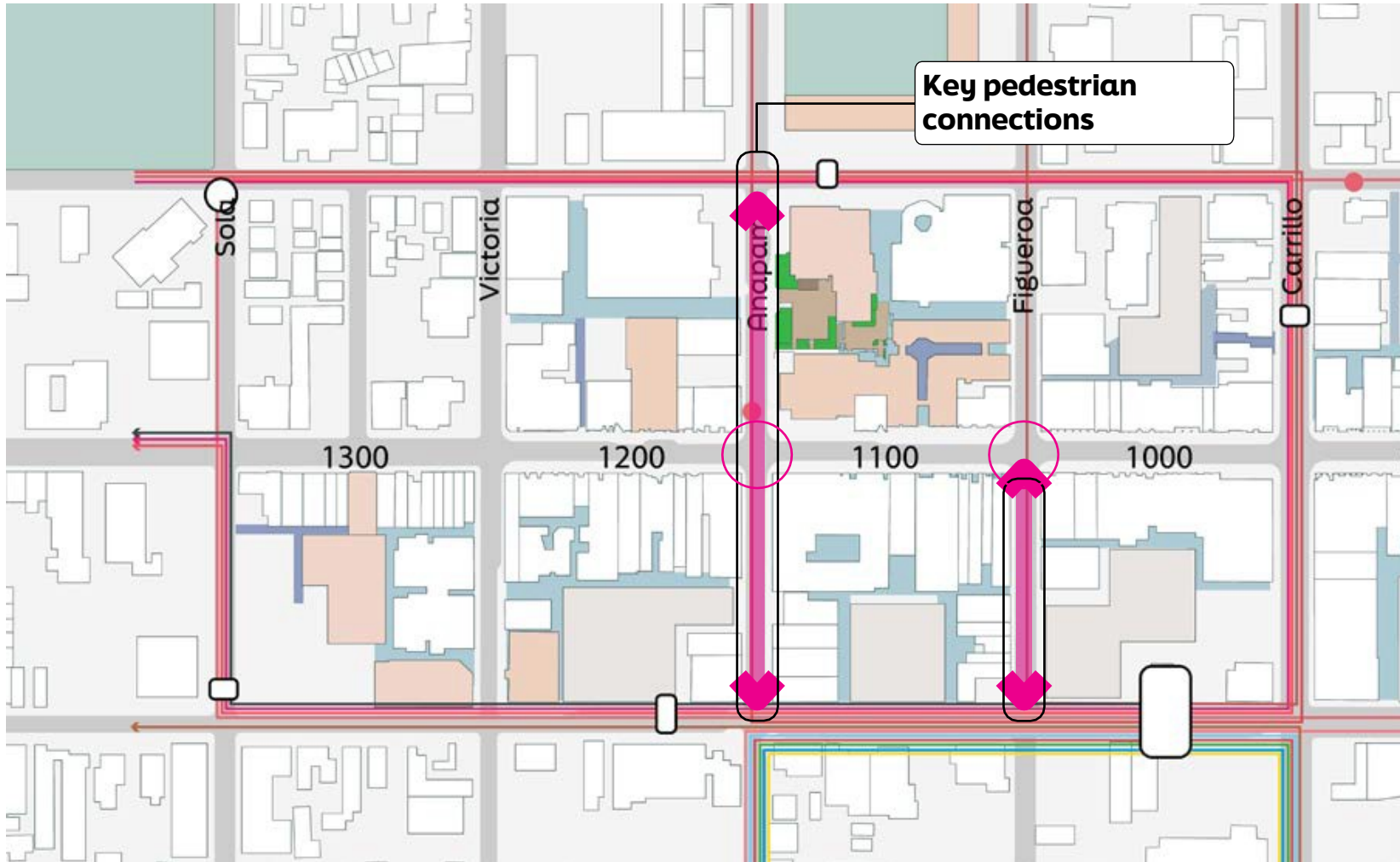
- Event drop-off at key destinations
- Connections to transit station and bus stops
- Service and loading access
- Parking access
- Gateway intersections

- ↔ Existing Street
- ↔ Emergency Access Route
- ↔ Existing bike lanes
- ↔ Proposed bike lanes (2016 Plan)
- ⬢ Pedestrian access
- ▭ Paseos
- ▭ Destination Building
- Gateway



Arts District

Transit



Mobility Needs & Opportunities

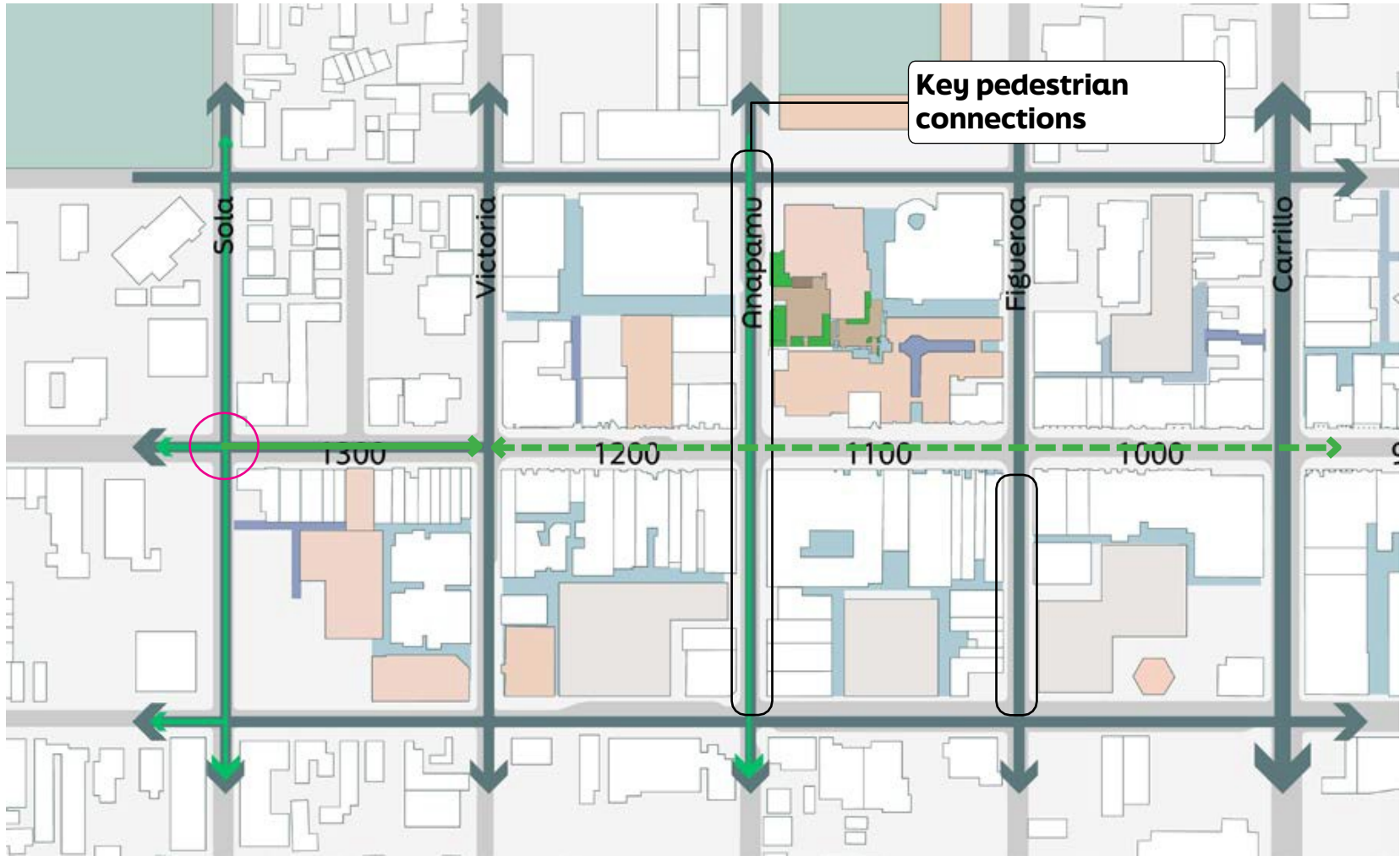
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Arts District

Bikes



Mobility Needs & Opportunities

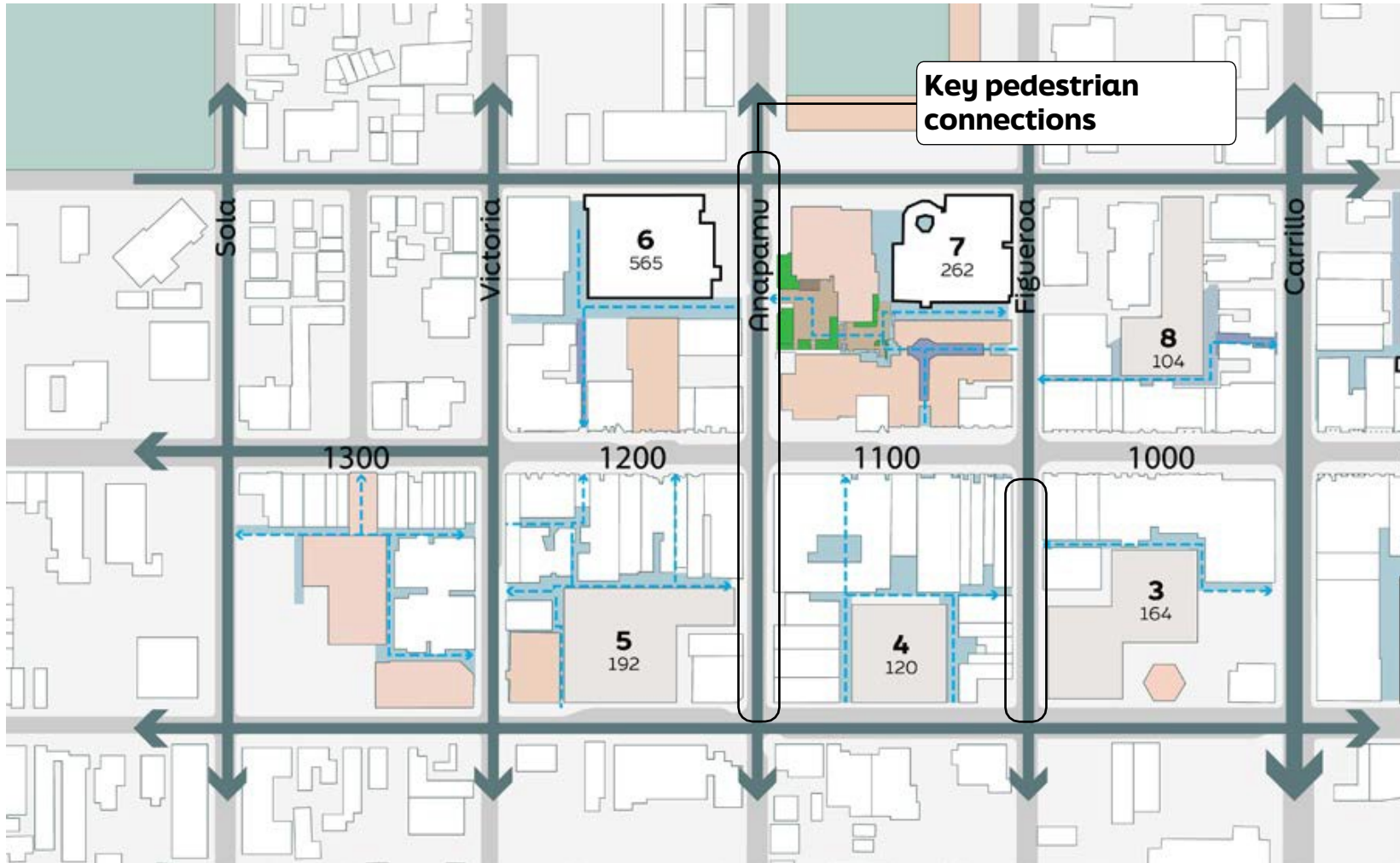
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- Gateway



Arts District

Parking & Paseo Network



Mobility Needs & Opportunities

- Event drop-off at key destinations
- Service and loading access
- Parking access
- Connections to transit station and bus stops
- Gateway intersections

- ↔ Existing Street
- ↔ Emergency Access Route
- ↔ Existing bike lanes
- ↔ Proposed bike lanes (2016 Plan)
- ↔ Pedestrian access
- ▭ Paseos
- ▭ Destination Building
- Gateway



Evaluating the Options: Arts District



Promenade



Multi-purpose Promenade



Separated Bikes



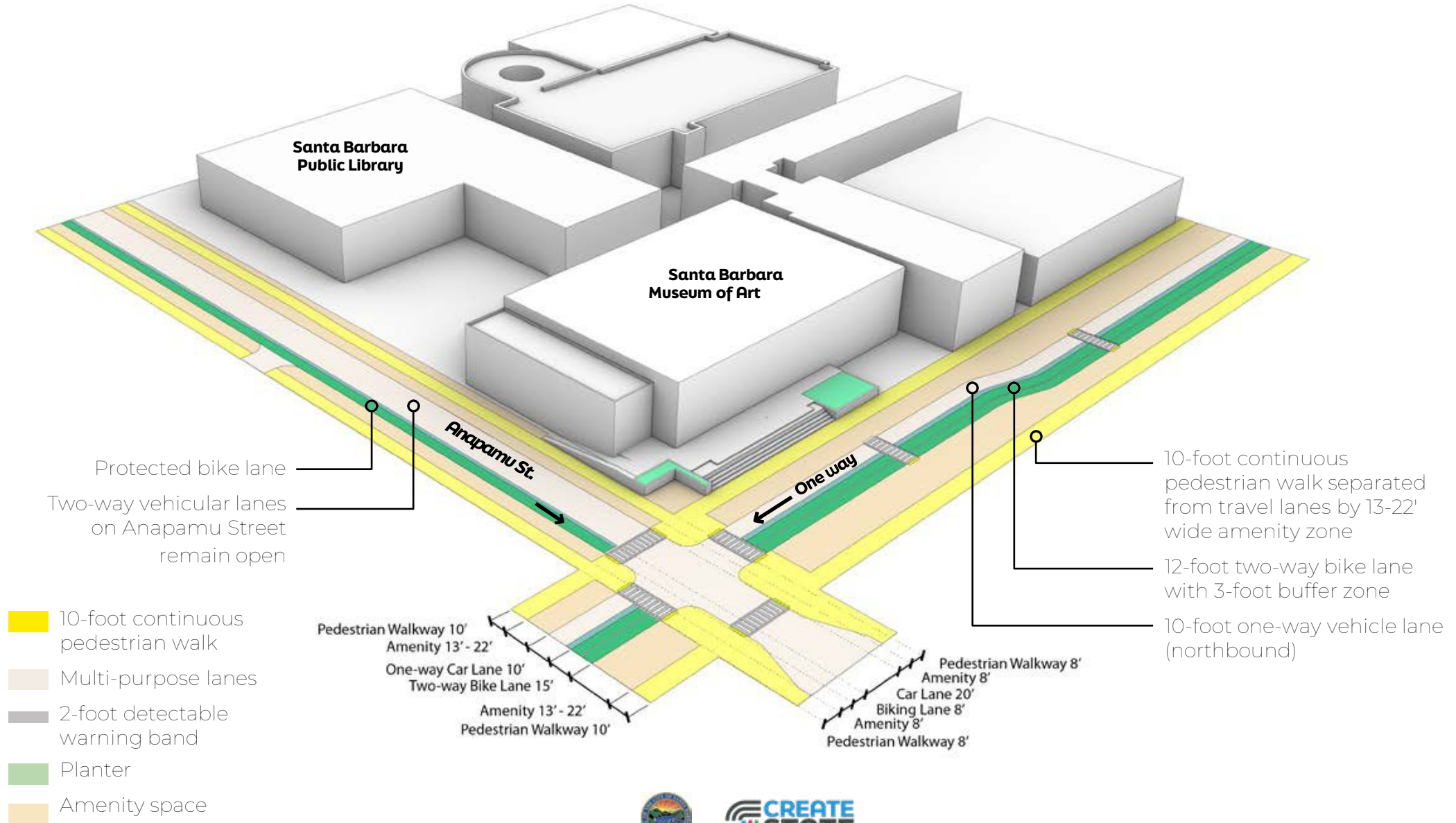
Separated Bikes + 1-way lane

Criteria	Promenade	Multi-purpose Promenade	Separated Bikes	Separated Bikes + 1-way lane
Does the option facilitate event drop-off at key destination in the district?	☹️	😊	☹️	😊
Does the option create spaces for small performances and/or temporary installations?	😊	😊	😐	😊
Is the option cost effective and easily managed?	😊	😐	😊	😊
How well does the option support multi-modal mobility?	☹️	😊	😐	😊
How well does the option support service and loading?	😐	😊	☹️	😐
Is the option adaptable to future needs of the district?	☹️	😊	☹️	😐
How well does the option support the paseo network?	😊	😊	😐	😐



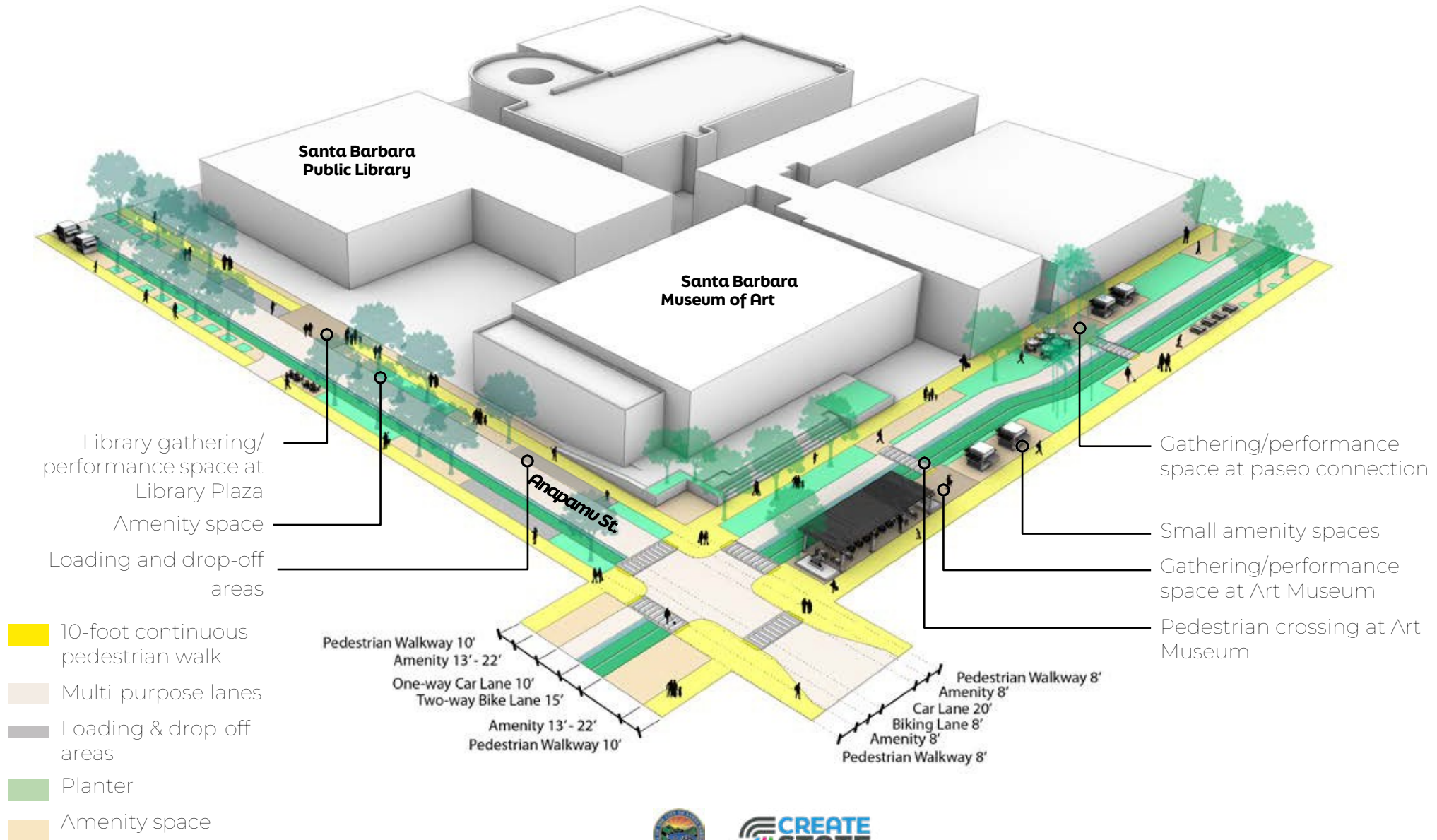
Arts District Recommendation: Separated Bikes + 1-way Lane

Mobility



Arts District Recommendation: Separated Bikes + 1-way Lane

Amenities & Activation



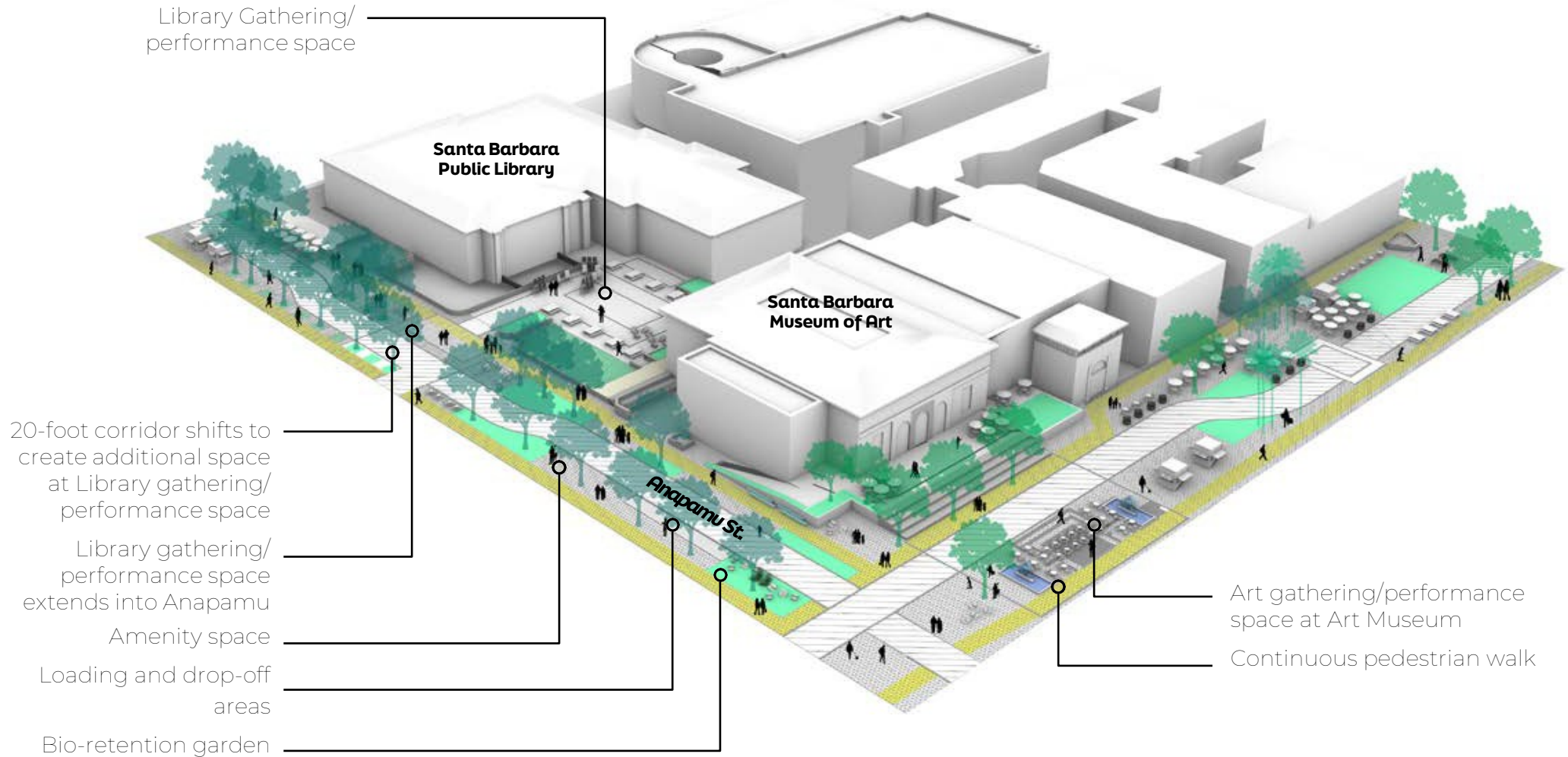
Arts District Recommendation: Separated Bikes + 1-way Lane



Arts District Alternative: Multi-purpose Promenade



Arts District Alternative: Multi-purpose Promenade



Evaluation and Recommendation



The Grand Paseo Recommendation: Transit

All Scenarios

MTD Downtown-Waterfront Circulator

- Connects Downtown & Waterfront
- Capable of serving large daily ridership volume
- 30' City bus
- Dedicated ADA accessible stops



Experiential State Street connector

- Connects ends of State Street
- Small scale vehicle compatible with State Street experience
- Privately operated; flexible timing



MTD Downtown-Waterfront Circulator

Experiential State Street connector

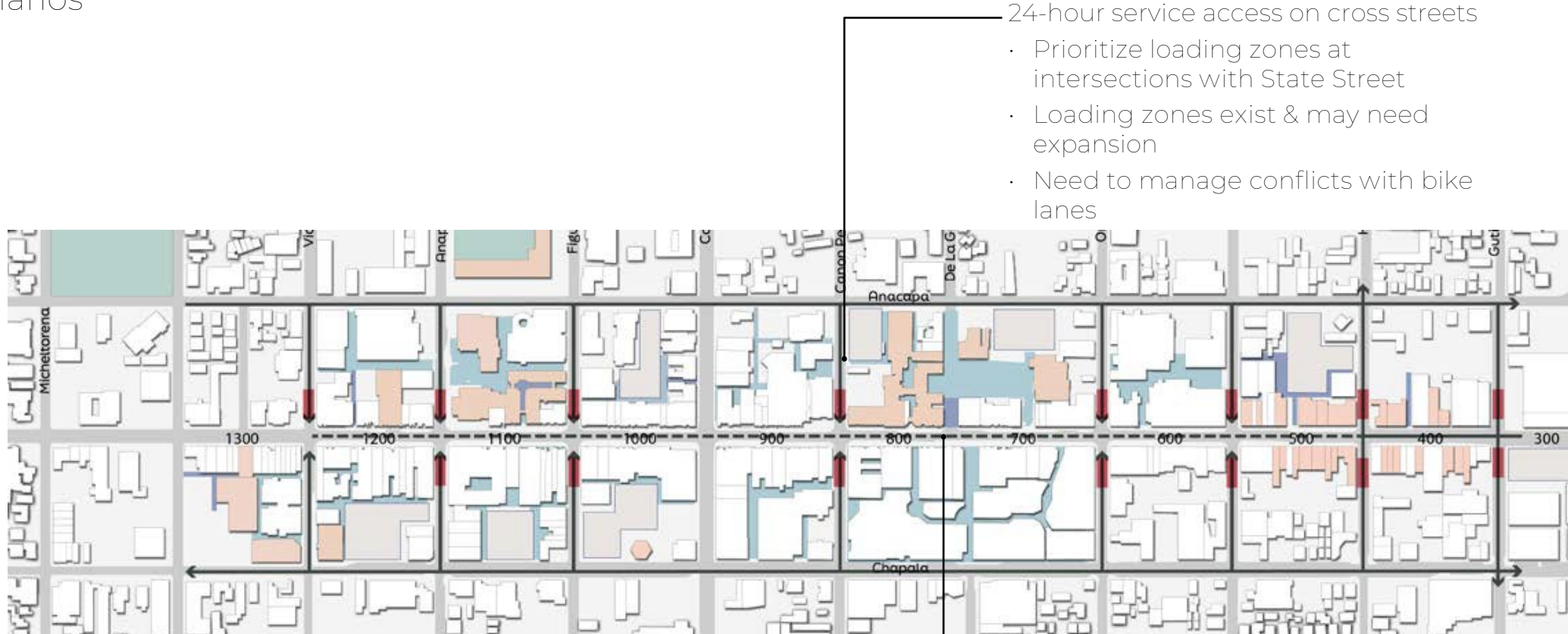
Paseo Network

Destination Building



The Grand Paseo Recommendation: Service & Loading

All Scenarios



24-hour service access on cross streets

- Prioritize loading zones at intersections with State Street
- Loading zones exist & may need expansion
- Need to manage conflicts with bike lanes

Timed Service access on State Street

- Service vehicles permitted during early morning hours only
- Access control at intersections

↔ Full time service access

↔ Time-limited service access on State Street

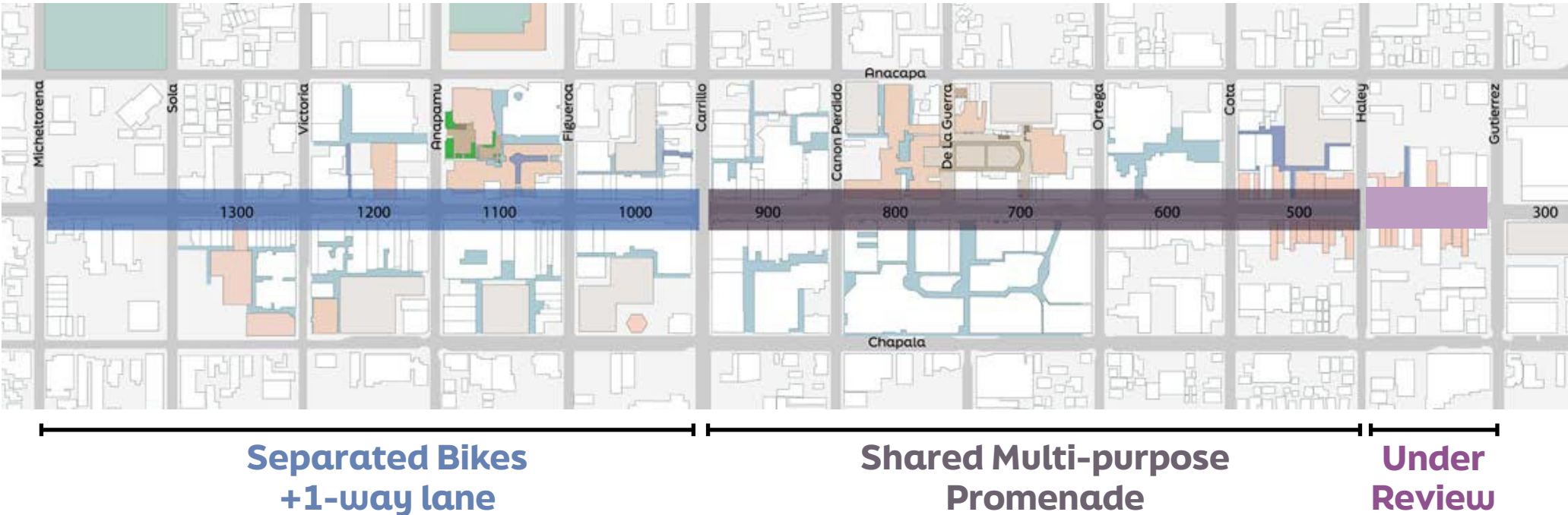
■ Loading zones

■ Paseo network

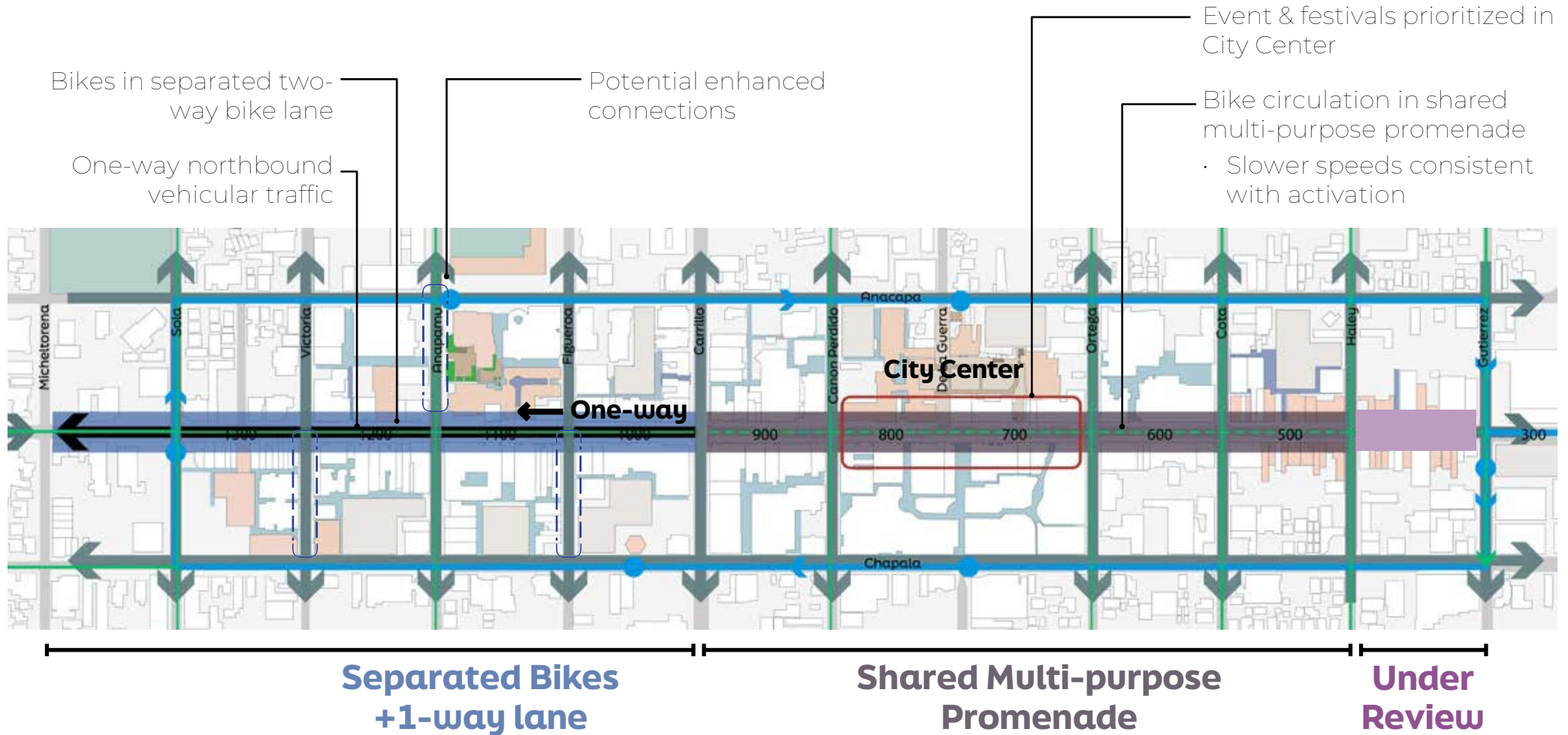
■ Destination building



The Grand Paseo Recommendation: Infrastructure



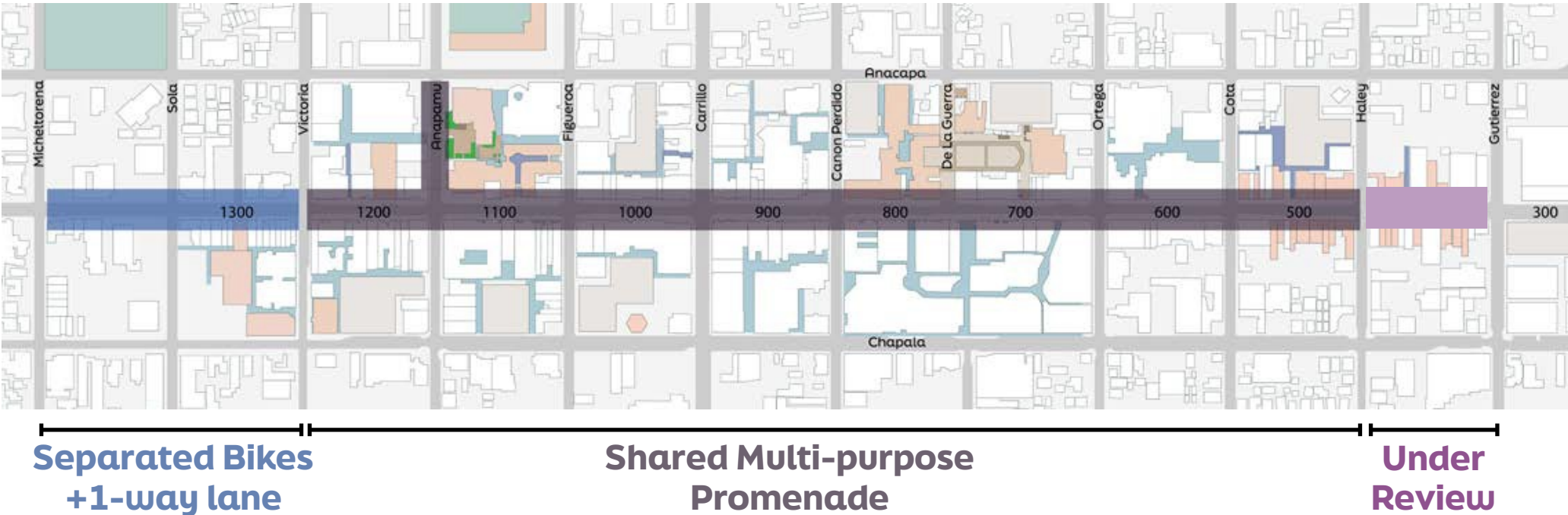
The Grand Paseo Recommendation: Mobility



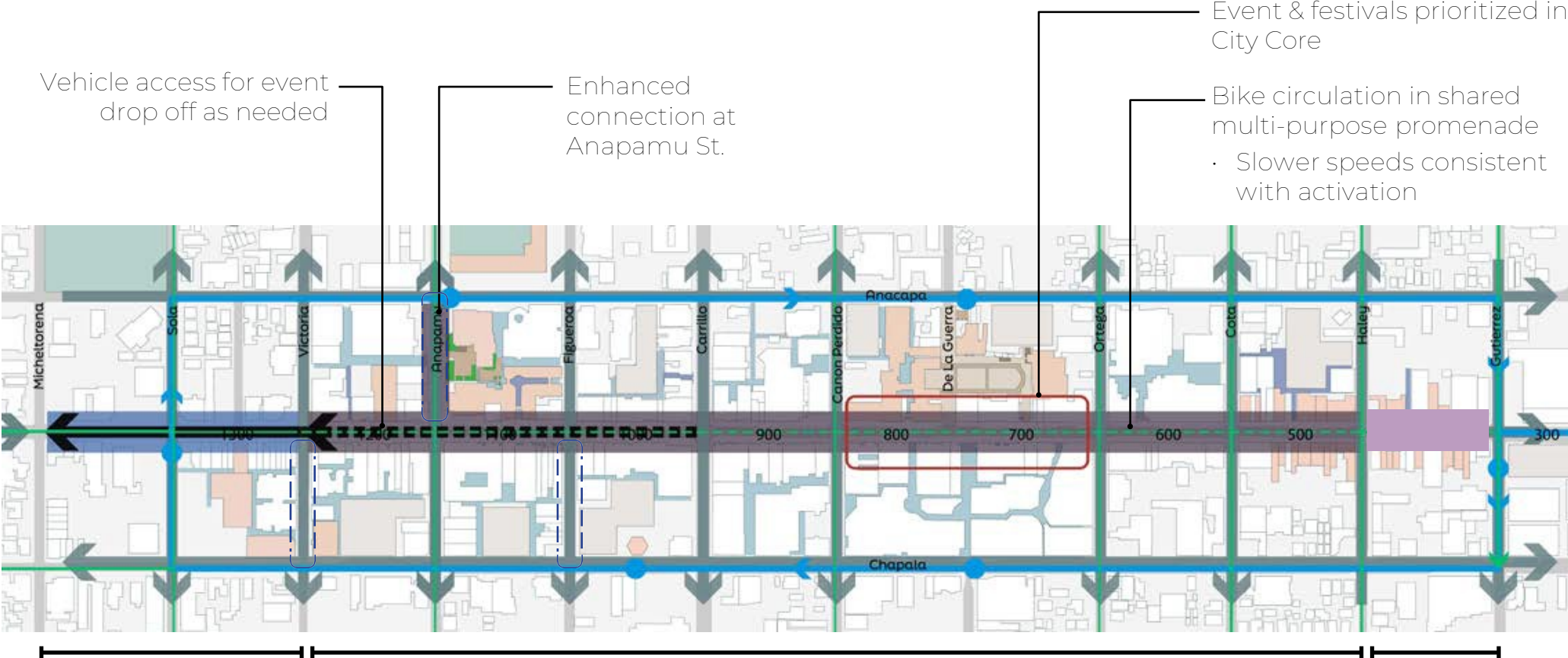
- MTD Shuttle route
- Bike Lanes
- Existing vehicular traffic
- Paseo Network
- Vehicular traffic on State Street
- Destination Building



The Grand Paseo Alternate: Infrastructure



The Grand Paseo Alternate: Mobility



**Separated Bikes
+1-way lane**

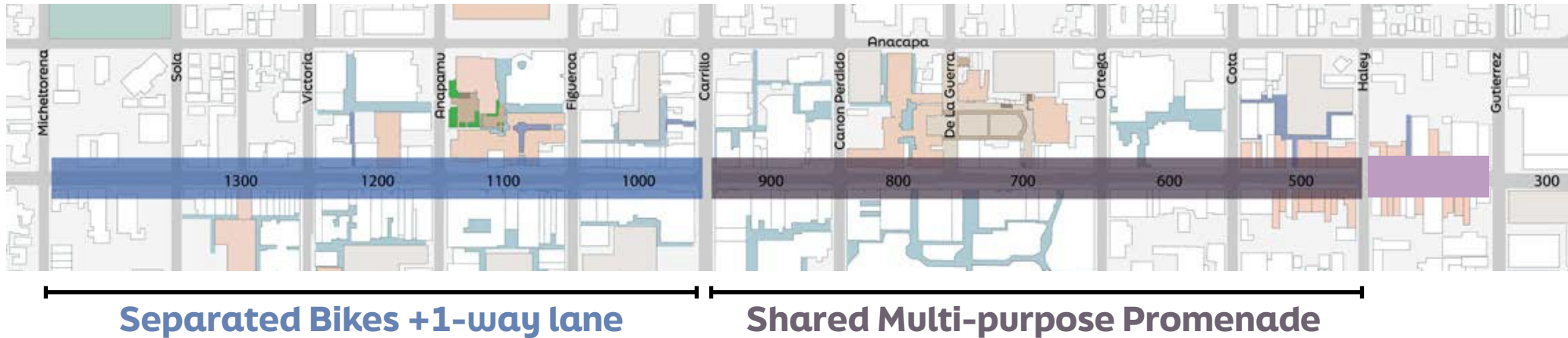
**Shared Multi-purpose
Promenade**

**Under
Review**

- MTD Shuttle route
- Existing vehicular traffic
- Vehicular traffic on State Street
-
-
-
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Conclusion & Recommendations



- Continue to develop a design for the 400 block that facilitates public safety access by allowing two-way vehicle traffic with bike facilities.
- Design a multi-purpose promenade on State Street that is right-sized for social and economic vitality in Santa Barbara. This multi-purpose promenade would extend from Haley to Carrillo Streets (5 blocks) to allow pedestrians, bikes, the option for pedicabs or micro-transit, and limited business deliveries in a shared space.
- Support the City Center District as the primary programming and events space and limit the mobility to pedestrian use during special events.
- Design the Arts District to require less active management, programming and construction cost by providing a separated two-way bicycle facility and a one-way vehicle travel lane on State Street from Carrillo to Sola Streets (this would extend through Micheltoarena and would be 5 blocks total)





Discussion



Questions for SSAC

- 1. What do you like from the recommendations?**
- 2. What would you recommend be altered and why?**

How To Make An Oral Public Comment

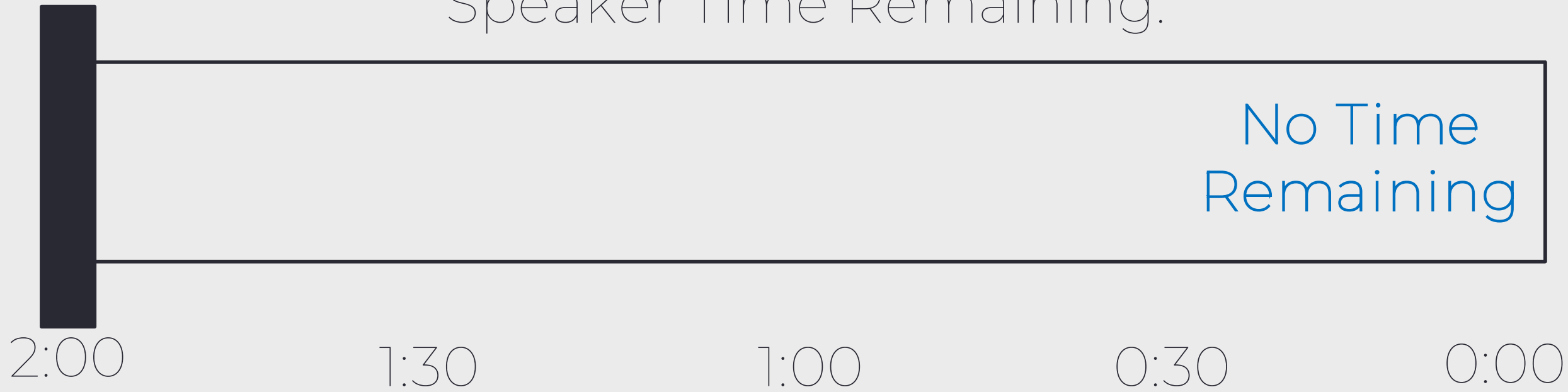
- To indicate that you would like to make a public comment, click the **Raise Hand** icon  in the Control Panel
- The Organizer will notify you when it is your turn to speak
- You will have two minutes to speak and no time may be donated from another speaker
- Click the **Raise Hand** icon  again to lower it
- If calling by phone, press *9 to raise/lower hand; press *6 to mute/unmute

Item III.A

Transportation Network & Mobility Considerations

You Have 2:00 Minutes to Speak

Speaker Time Remaining:

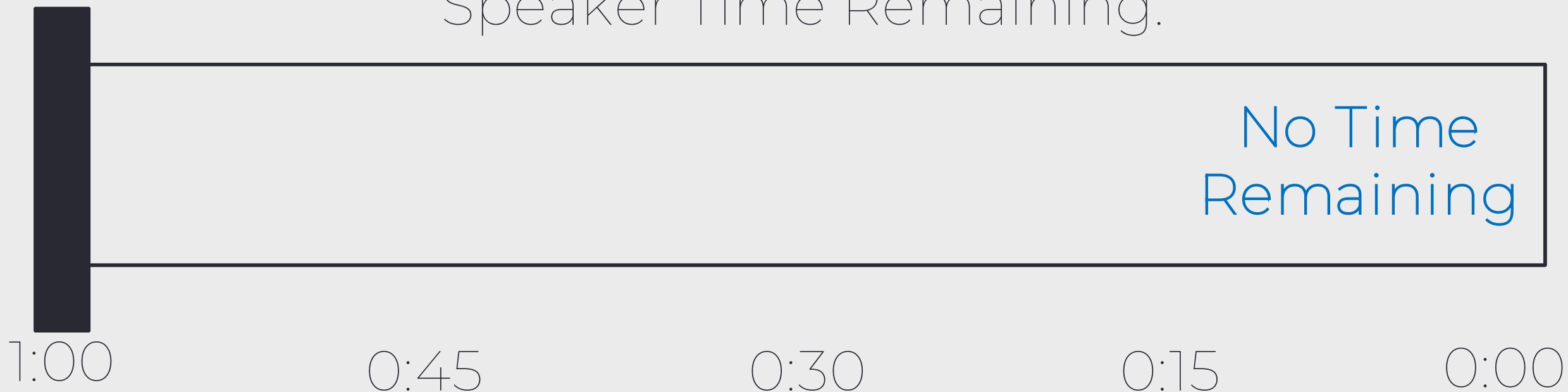


Item III.A

Transportation Network & Mobility Considerations

You Have 1:00 Minute to Speak

Speaker Time Remaining:



IV. ADJOURNMENT



COMMUNITY DEVELOPMENT DEPARTMENT

STATE STREET ADVISORY COMMITTEE

October 23, 2023