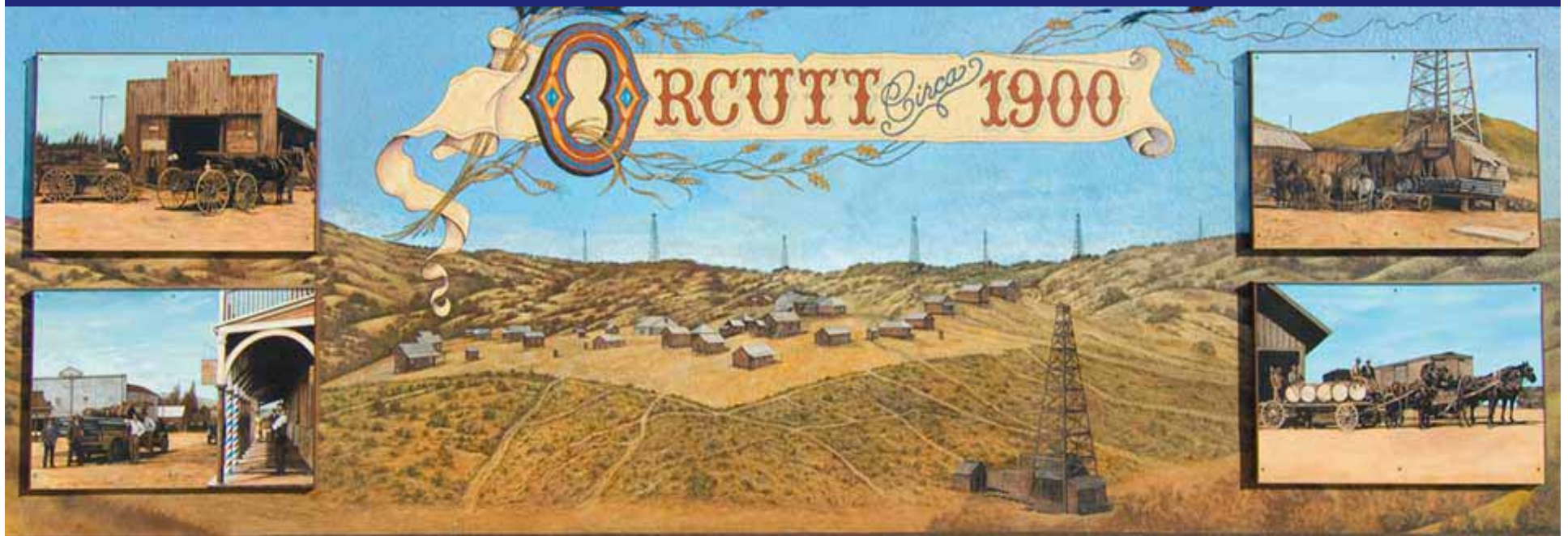


Old Town Orcutt Traffic, Circulation and Parking Study

Santa Barbara County
Board of Supervisors
September 23, 2008



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Recommended Action

- Receive and file the technical Traffic, Circulation and Parking Study for Old Town Orcutt



Presentation Outline

- Background
- Civic Engagement
- Study Area
- Traffic Study Outline
- Data and Assumptions
- Conclusions
- Future Action



Background

- 1997 Orcutt Community Plan adopted
- 2004 Pedestrian Area Overlay District Established
- 2004 Clarke Avenue in Old Town Orcutt restriped
- 2006 Streetscape Concept Plan and Design Guidelines Approved
- 2007 Old Town Orcutt Traffic, Circulation and Parking Study Prepared
- 2008 Meetings with ROTOP and OTORA to address initial comments
- 2008 Public meeting to receive comments on study
- 2008 On June 25th, Planning Commission received and filed



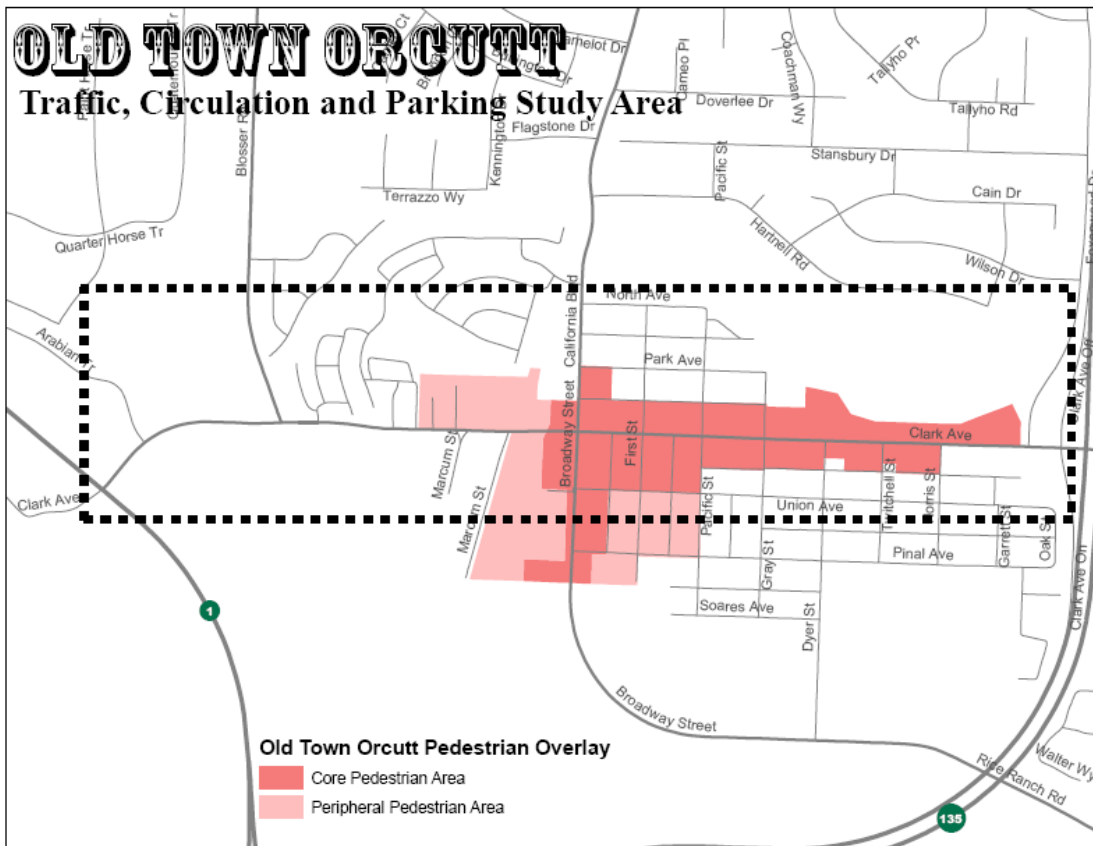
Civic Engagement

- County Staff met with Community Groups OTORA and ROTOP on multiple occasions
- Public Meeting March 20, 2008
 - 300 notices sent out
 - Approximately 30 people attended
- Staff received email and written comments on the Study
 - Penfield & Smith provided written response to public comments
- Materials and Schedule Posted Online

<http://longrange.sbcountyplanning.org/planareas/orcutt/orcutt.php>



Study Area



- State Route 1 to the west
- State Route 135 to the east
- North Avenue to the north
- Union Avenue to the south



Traffic Study

- Existing Conditions
- Cumulative (10-year) Conditions
- Buildout Conditions
- Parking Supply and Demand



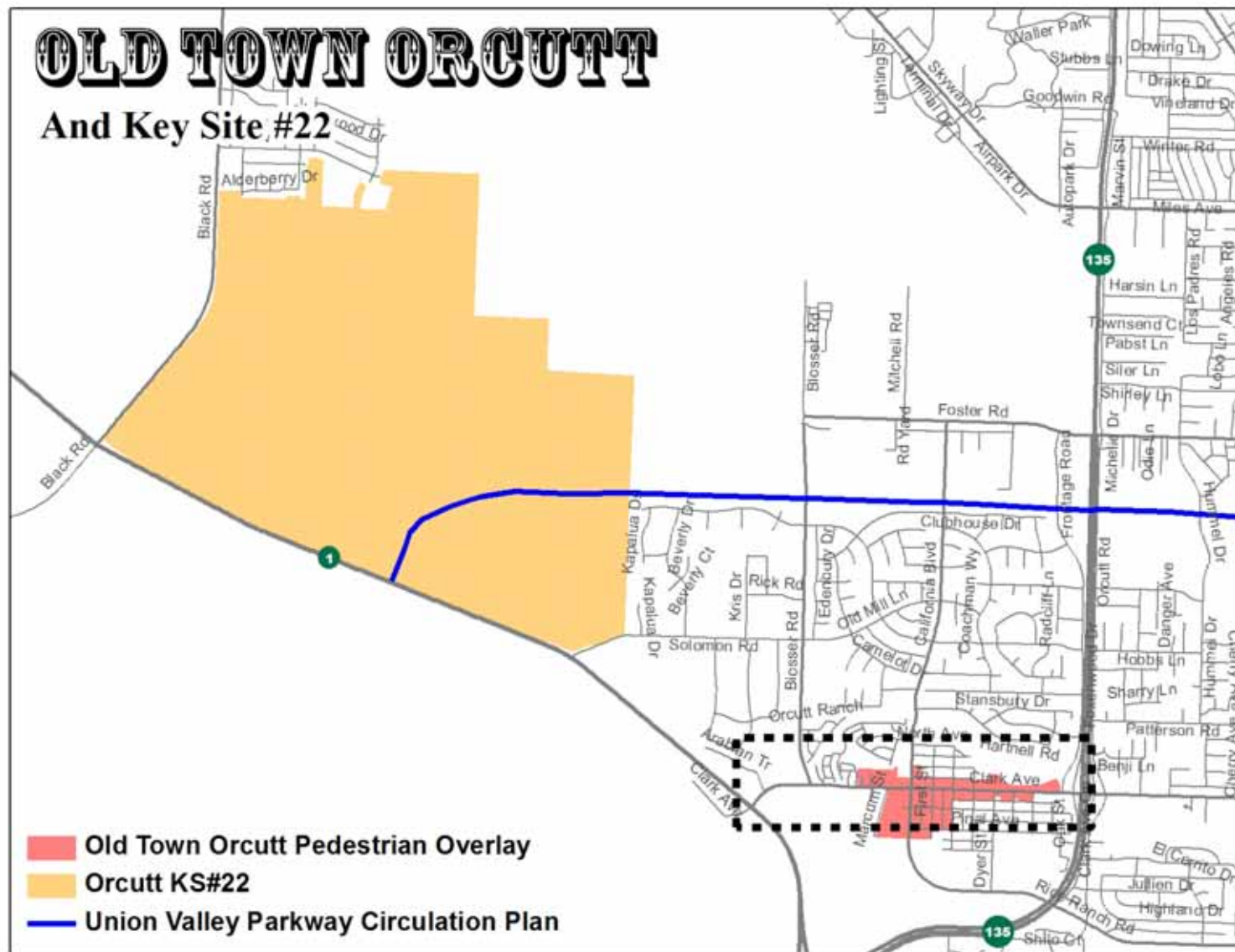
Data and Assumptions

- Data
 - Vehicle classification
 - Vehicle speed study
 - Vehicle progression
 - Origin/destination study
 - Collision records
- Assumptions
 - Key Site 22 Developed with/without rezone
 - Union Valley Parkway with/without extension



OLD TOWN ORCUTT

And Key Site #22



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Conclusions

Traffic and Circulation

- **Existing and Cumulative (10-Year) Conditions**
 - Acceptable Levels of Service
- **Buildout Conditions** (Current Land Use Policies)
 - LOS C or better on Clark Avenue (Streetscape Plan)
 - LOS D at Clark/Foxenwood Lane Intersection (4-Lanes)
- **Buildout Conditions** (Rezone Key Site 22 and extend UVP to SR-1)
 - LOS D on State Route 1 between Clark Avenue and Black Road
 - LOS D at Clark Avenue/Broadway Intersection (Streetscape Plan)
 - LOS D at Clark Avenue/Gray Street Intersection (Streetscape Plan)
 - LOS D at Clark Avenue/Foxenwood Lane Intersection (4-Lanes)



Conclusions

Parking

- Acceptable current and future parking availability
- Current parking peak demand 36%
- Future “worst-case” scenario parking peak demand 72%
 - Assumes Old Town Orcutt Commercial Square Feet Doubles



Future Action

- Amend Orcutt Community Plan (*funded*)
 - Orcutt Transportation Improvement Plan (OTIP)
 - Public Infrastructure Financing Program
- Identify funding, environmental review, civil design. This includes:
 - Preliminary engineering and survey
 - Environmental document preparation
 - Final design engineering
 - Construction



Recommended Action

- Receive and file the technical Traffic, Circulation and Parking Study for Old Town Orcutt





Thank You



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