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April 23, 2008

Eric Lentz
Office of Long Range Planning
County of Santa Barbara
30 E. Figueroa St., 2nd Floor
Santa Barbara, CA 93101

Subject: Old Town Orcutt, County of Santa Barbara, CA
Response to Comment Letters on the Traffic, Circulation and Parking
Study

Dear Mr. Lentz,

Following are the responses to comments provided by Community of Orcutt residents on the traffic, circulation and parking analysis for the Old Town Orcutt, published by Penfield & Smith on February 11, 2008. The comments are listed in the order of which these were received, followed by a response if the comment relates to traffic, circulation or parking issues.

COMMENTOR 1: Gail Ball

Date: March 28, 2008

Comment: Commenter voices approval of the findings in the study and to encourage the department to help implement the Old Town Streetscape Plan. Commenter has noticed slower traffic in the Old Town area since going to 2 lanes from 4 lanes. Commenter has noticed fewer 18 wheeler trucks raveling on Clark Avenue.

Response: Comment noted.

COMMENTOR 2: Jack Salling

Date: March 20, 2008

Comment: Commenter states that he is voicing his approval in the traffic study conducted. He also states that there is slower traffic since going to 2 lanes from 4 and the angled parking is outstanding and has helped slow traffic.

Response: Comment noted

COMMENTOR 3: Candy Peinado

Date: March 15, 2008

Comment: 1) Commenter states she doesn't visit her family and friends in the Orcutt area as often because of the dangers on Clark Avenue since it has been changed to two lanes and angled parking. She requests that Clark Ave. be reverted to 4 lanes like it was.

2) Commenter states that businesses should supply parking for their customers and commercial parking on residential streets will cause trouble and possibly altercations with patrons and residents.

Response: 1) CHP accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Converting a four-lane road to a two-lane road often results in lower travel speeds, thereby improving safety.

2) The parking analysis for the Old Town Orcutt included an inventory of parked vehicles on an hourly basis with surveys starting at 7:00 AM, and the last survey starting at 6:00 PM, on a Tuesday, Wednesday and Friday. The parking data shows that the existing peak parking demand rate in Old Town Orcutt is 34%. Within the commercial center (along Clark Avenue from Gray Street and Broadway, and along Broadway south of Clark Avenue), peak parking demands range from 45% to 81%, indicating an existing parking reserve of 19% or more under peak demand conditions. The Streetscape Concept Plan would further formalize and increase on-street parking along Clark Avenue. The traffic study did not include an analysis of future parking conditions, but does provide a baseline for future analysis.

COMMENTOR 4: Shirley Hartwell

Date: N/A

Comment: 1) Commenter requests that Clark Avenue be returned to 4 lanes since it is dangerous (with the current 2-lane configuration).

2) Commenter states that she has lived in Old Town Orcutt for the last 20 years and doesn't want to see the town turned into another Santa Maria. The (OTORO) Old Town revitalization organization plan would turn all (residential) streets into commercial parking for the businesses.

Response: 1) CHP accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Converting a four-lane road to a two-lane road often results in lower travel speeds, thereby improving safety.

2) The parking data contained in the traffic analysis shows that the existing peak parking demand rate in Old Town Orcutt is 34%. Within the commercial center (along Clark Avenue from Gray Street and Broadway, and along Broadway south of Clarke Avenue), peak parking demands range from 45% to 81%, indicating an existing parking reserve of 19% or more under peak demand conditions. The Streetscape Concept Plan would further formalize and increase on-street parking along the commercial roads. The traffic study did not include an analysis of future parking conditions, but does provide a baseline for future analysis.



COMMENTOR 5: Mike Phillip

Date: March 24, 2008

Comment: Commenter states that he has noticed a dramatic improvement of slower traffic, less large trucks and ample parking since going from 4 lanes to 2 lanes. Things are much better since we went from 4 lanes to 2 lanes.

Response: Comment noted.

COMMENTOR 6: Chuck Williams

Date: N/A

Comment:

- 1) Commenter states that he is disappointed with the traffic study. Residential streets should not be considered to be public parking. County staff has previously identified potential parking lot locations. Now it is determined that no parking lot is proposed. Commenter identifies potential locations (vacant lot behind the ERA real estate building on Clark, the vacant lot on the corner of Pacific & Gray).
- 2) Commenter quotes the 4th district supervisor as saying: "I don't even go to Jacks Restaurant anymore because of the parking problems"
- 3) Commenter indicates parking and/or traffic related problems at the Orcutt Ranch Mobile Home Park.
- 4) Commenter indicates that Clark Avenue is a much more dangerous roadway with two lanes versus four lanes, and should be returned to four lanes. Commenter thinks that two lanes and bicycle lanes would work, and the angular parking should be eliminated.
- 5) There should be a parking lot with a public rest room.
- 6) Commenter also states that only a hand full of special interest for financial reasons will benefit.

Response

- 1) The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along Clark Avenue and Broadway is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The parking analysis therefore did not identify the need for, or the location of, a parking lot. The traffic study did not include an analysis of future parking conditions, but does provide a baseline for future analysis.
- 2) Please see response to comment 1).
- 3) The traffic study did not analyze conditions within the Orcutt Ranch Mobile Home Park.
- 4) CHP accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Converting a four-lane road to a two-lane road often results in lower travel speeds, thereby improving safety.
- 5) Please see response to comment 1).
- 6) Comment noted.



COMMENTOR 7: Jean Longest

Date: March 16, 2008

- Comment:**
- 1) Commenter states that the family has been in near accidents since Clark Ave has been converted. Commenter would like Clark back like it was (four lanes).
 - 2) Commenter requests that the County fix the narrowed lane on Clark Avenue at Foxenwood Lane
 - 3) Commenter states that the new parking arrangement (business parking on residential streets) is not good for the residents. Commenter asks what happened to the parking lot.

- Response**
- 1) CHP accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Converting a four-lane road to a two-lane road often results in lower travel speeds, thereby improving safety.
 - 2) Clark Avenue adjacent to Foxenwood Lane contains two travel lanes in each direction. The westbound direction merges from two lanes to one lane west of Foxenwood lane. Accident data does not indicate any increase in collision rates on Clark Avenue at Foxenwood Lane in the 1996 to 2006 period analyzed.

The traffic volume data contained in the traffic study indicates that the segment of Clark Avenue from/to Foxenwood Lane currently operates acceptably (level of service A) and would continue to operate at LOS A under Buildout conditions and the Streetscape Concept Plan in place.
 - 3) The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along the commercial corridors is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The parking analysis therefore did not identify the need for, or the location of, a parking lot. The traffic study did not include an analysis of future parking conditions, but does provide a baseline for future analysis.

COMMENTOR 8: Kay Warner

Date: March 20, 2008

- Comment:**
- 1) Commenter states that a danger has been created on Clark Avenue with the lane change (from four lanes to two lanes).
 - 2) Commenter requests the County not to allow business parking on the street and that many residents rely on parking on the street.

- Response**
- 1) CHP accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Converting a four-lane road to a two-lane road often results in lower travel speeds, thereby improving safety.
 - 2) The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along the commercial corridors is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The traffic study did not include an analysis of future parking conditions, but does provide a baseline for future analysis.



COMMENTOR 9: Melinda Rameriz

Date: March 10, 2008

Comment: 1) Commenter states that the angled parking on Clark Avenue is a disaster. It should be a much safer design. Commenter requests that Clark Avenue be reverted to four lanes.

2) Commenter requests the County not to allow business parking on residential streets.

Response 1) CHP accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Converting a four-lane road to a two-lane road often results in lower travel speeds, thereby improving safety.

2) The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along the commercial corridors is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The traffic study did not include an analysis of future parking conditions.

COMMENTOR 10: Pauline Williams

Date: N/A

Comment: 1) Commenter states that the study is less than accurate with regards to the parking in Old Town Orcutt. The demand for parking in the evening hours will increase as a result of OTOA efforts.

2) Commenter states that business should have its own on-site parking. Commenter requests a parking lot close to the downtown area.

3) Commenter states that if established businesses have not been surveyed to determine if these are willing to share parking with new developments, the study is incomplete.

4) Commenter states that residential streets should not be considered part of the commercial district.

5) Commenter requests that Clark Avenue be changed back to parallel parking because angled parking would result in unsafe conditions. Commenter also requests that bicycle lanes be installed on Clark Avenue.

6) Commenter expresses concern with Clark Avenue at Foxenwood Lane, where Clark Avenue narrows from two westbound lanes to one westbound lane. The configuration causes vehicles to speed up to pass before the merging area.

Response 1) The parking analysis for the Old Town Orcutt included an inventory of parked vehicles on an hourly basis with surveys starting at 7:00 AM, and the last survey starting at 6:00 PM, on a Tuesday, Wednesday and Friday. The peak parking period occurs at lunch hour (12:00 PM to 1:00 PM) and parking demands decrease thereafter.

The parking demand along Clark Avenue between Broadway and Gray Street is 63% at 6:00 PM, and along Broadway south of Clark Avenue it is 63% at 6:00 PM. The off-street parking demand at 6:00 PM is lower than 40%.



This data indicates that there is sufficient parking space reserve in the commercial area to accommodate parking demand increase in the evening.

2) The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along the commercial corridors is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The parking analysis therefore did not identify the need for, or the location of, a parking lot. The traffic study did not include an analysis of future parking conditions, but does provide a baseline for future analysis.

3) The parking data contained in the traffic study did not indicate the need to conduct a survey of established businesses to determine if these are willing to share parking with new developments.

4) The traffic study does not indicate that residential streets would be used excessively by vehicles attracted by commercial uses. The analysis shows that reserve roadway and intersection capacity is available in the commercial areas along Broadway and Clark Avenue under Buildout conditions.

5) Accident data does not indicate any increase in collision rates (property-damage-only or injury collisions) on Clark Avenue in Old Town Orcutt after implementation of the restripe project on Clarke Avenue. Under the Streetscape Plan, the roadway width is not sufficient to install Class II bike lanes.

6) The length of the westbound merging length from Foxenwood Lane to the transition to the westbound left-turn lane at Norris Street is 320 feet, which is conform Caltrans transition standards for 40 mph speeds. The distance from the SR 135 Southbound Ramps to the left-turn lane at Norris Street is 470 feet, which provides for additional merging space.

COMMENTOR 11: Rosemary Standaert

Date: N/A

Comment: 1) Commenter states that there is no mention of the several Buildout projects (Stonegate, Rice Ranch Community, the LeBard Gateway Project, or John Will's Project). Commenter would like to see how these projects affect traffic, circulation and parking conditions.

2) Commenter states that the observed peak parking demand was noted as 34% and is in favor of rescinding the overlay project and eliminating the angular parking.

3) Commenter has found the angular parking to be difficult to back out especially when parked next to a large truck or SUV.

Response 1) The traffic model forecasts assume development of all Key Sites in the Orcutt Area. The Stonegate, Rice Ranch Community, the LeBard Gateway developments are included in the traffic forecasts as Key Sites 17, 12 and 2. In addition, the Orcutt Union Plaza Project (John Will's project) was separately included in the analysis using traffic volumes from the traffic study prepared by P&S for this project in May, 2007.

2) The existing peak parking demand along the restriped portion of Clark Avenue is 72% to 81%. Reverting to parallel parking would reduce the number of parking spaces and decrease the parking space reserve that may be needed to



accommodate future demands. The traffic study did not include an analysis of future parking conditions.

3) Visibility onto the roadway can be obstructed from an angled parking space when parked adjacent to a large vehicle. Parking maneuvers in general are conflicting with vehicles traveling on the roadway. If parking spaces were aligned parallel with the roadway, conflicts would occur between through vehicles and vehicles backing up into a parallel space. The available accident data does not show any increase in collision rates compared to prior to 2004, when the road was restriped.

COMMENTOR 12: Mr. & Mrs. Wickender

Date: N/A

Comment: Commenter states that they are happy with the study and it looks like there is room for growth before we have any problems. Commenter also states the desire to see trees in the future. Commenter likes the angle parking because it makes the town look like the old days again

Response: Comment noted.

COMMENTOR 13: Mary Lou Shepherd

Date: N/A

Comment: Commenter states that she would like to see more sidewalks to provide safer conditions for children walking to school. Commenter also states she likes the new parking. Commenter loves to walk in town and would like more stores

Response: The traffic study analyses the effects of the Streetscape Concept Plan, which proposes sidewalk and crosswalk improvements along Clark Avenue and missing pedestrian links from Clark Avenue to Union Avenue. The study does not address pedestrian conditions south of Union Avenue and the High School area.

COMMENTOR 14: Anonymous

Date: N/A

Comment: Commenter requests no angled parking, no traffic in residential area and no parking in residential area.

Response: The traffic study did not indicate any significant issues related to angled parking, and does not indicate an increase of traffic or parking demand in neighborhoods.

COMMENTOR 15: Anonymous

Date: N/A

Comment: 1) Commenter states that traffic and parking at post office should be considered.
2) Commenter requests that speeds on Clark Avenue west of Broadway be checked.

Response: 1) The post office area is included in the study area but not specifically analyzed. The average daily traffic (ADT) volume on First Street and Union Ave adjacent to the post office is approximately 1,000 ADT, indicating acceptable operations standards. The parking data collected for the area indicates that while



on-street parking directly fronting the building (11 spaces total) is likely used more frequently, there is sufficient on-street parking available within half a block from the post office. In addition, 16 off-street spaces are provided on the lot behind the post office, of which no more than 9 spaces were occupied at any time.

2) The posted speed limit on Clark Avenue is 40 mph west of Broadway Street. Speed samples collected on Clark Avenue west of Marcum Street indicate that between 20% to 25% of vehicles traveling east exceed the speed limit (85th percentile speed is 47 mph) and 10% to 15% of vehicles traveling west exceed the speed limit (85th percentile speed is 44 mph).

COMMENTOR 16: Anonymous

Date: N/A

Comment: Commenter states that a parking structure is needed to accommodate overflow parking from businesses.

Response: The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along the commercial corridors is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The parking analysis therefore did not identify the need for, or the location of, a parking lot. The traffic study did not include an analysis of future parking conditions.

COMMENTOR 17: David Addams

Date: N/A

Comment: Commenter agrees with new zoning and parking ideas which would jump start the Old Orcutt area.

Response: Comment noted.

COMMENTOR 18: Catherine Gomes et al

Date: N/A

Comment: Commenters like the current slower traffic and parking on Clark Avenue, and the 30 mph speed limit. Commenters feel the area is safer.

Response: Comment noted.

COMMENTOR 19: Ann Brink

Date: N/A

Comment: Commenter prefers the current lack of large trucks and slower traffic on Clark Avenue. Commenter does not have a hard time backing out of angled parking as some at the meeting claimed.

Response: Comment noted.

COMMENTOR 20: Tyler Verlyh

Date: March 16, 2008



Comment: Commenter agrees with the angled parking on Clark Avenue. Commenter request that the County keep working on OTO as they have been.

Response: Comment noted.

COMMENTOR 21: Anonymous Date: N/A

Comment: Commenter agrees with OTORA efforts to clean up and enhance the town of Orcutt for 5 years.

Response: Comment noted.

COMMENTOR 22: Unknown Date: N/A

Comment: Commenter agrees with the traffic plan and as a pedestrian walking in Orcutt

Response: Comment noted.

COMMENTOR 23: Charlotte Schaaf Date: N/A

Comment: Commenter feels much more comfortable taking her children on walks through Old Orcutt with the traffic moving slower through the town.

Response: Comment noted.

COMMENTOR 24: Anonymous Date: N/A

Comment: Commenter agrees with the traffic study and states that he/she sees no additional traffic on Pacific and Park.

Response: Comment noted.

COMMENTOR 25: Anonymous Date: N/A

Comment: Commenter states that Orcutt is now much better and will become even better.

Response: Comment noted.

COMMENTOR 26: Anonymous Date: N/A

Comment: Commenter states that as a citizen of Orcutt, he/she finds the present state of parking to be very convenient. Commenter feels that the streets are very safe to walk and cross.

Response: Comment noted.

COMMENTOR 27: Anonymous Date: N/A



Comment: Commenter states that we now have 30 mph traffic and fewer accidents. Commenter likes the new traffic plan and the parking.

Response: Comment noted.

COMMENTOR 28: Anonymous Date: N/A

Comment: Commenter states that parking and safety is great with new angled parking.

Response: Comment noted.

COMMENTOR 29: Joanna Fisher Date: N/A

Comment: Commenter states that there are slower speeds along Clark and it is safer for pedestrians. Commenter votes to keep the changes as they are.

Response: Comment noted.

COMMENTOR 30: Amy Lyon Date: N/A

Comment: Commenter states that the parking in Old Orcutt is very convenient and accessible for the public. The streets are quiet and safe for the pedestrians to utilize.

Response: Comment noted.

COMMENTOR 31: Anonymous Date: N/A

Comment: Commenter states that they can safely turn left (from Clark Avenue). New turning lanes work out well.

Response: Comment noted.

COMMENTOR 32: Anonymous Date: N/A

Comment: Commenter states that he/she would like to see more trees along Clark Avenue.

Response: The Streetscape Plan includes provision of more trees along Clark Avenue.

COMMENTOR 33: Anonymous Date: N/A

Comment: Commenter states that the pedestrian friendly Old Town Orcutt plan is exactly what is needed to maintain the flavor Orcutt has and should continue to have.

Response: Comment noted.

COMMENTOR 34: Anonymous Date: N/A



Comment: Commenter does not see as many trucks with the slower speeds and angled parking plan and indicates that this is good for all of us.

Response: Comment noted.

COMMENTOR 35: Anonymous Date: N/A

Comment: Commenter states that we all should work together on new parking lots for the town and need to look to the future.

Response: The parking analysis for the Old Town Orcutt Streetscape Concept Plan indicated that the existing parking supply along the commercial corridors is sufficient to accommodate existing parking demands, with parking space reserve of 19% or more. The parking analysis therefore did not identify the need for, or the location of, parking lots. The traffic study did not include an analysis of future parking conditions.

COMMENTOR 36: Anonymous Date: N/A

Comment: Commenter states that it's a good balance in parking and would like to keep the changes in traffic circulation and parking as it is.

Response: Comment noted.

COMMENTOR 37: Selena Irons Date: N/A

Comment: Commenter states that the angled parking is very convenient and would like the (Streetscape) plan to continue.

Response: Comment noted.

COMMENTOR 38: Jason M Date: N/A

Comment: Commenter states that he has an office on Clark and now he can actually get out of his car without jumping out of the way of traffic. Commenter desires to leave the current roadway layout.

Response: Comment noted.

COMMENTOR 39: R. Lyon Date: N/A

Comment: Commenter states that change to parking and traffic have improved the Orcutt business and community and would like to compliment all who were responsible for the current parking and traffic circulation.

Response: Comment noted.



This concludes our response to the comments provided on the Old Town Orcutt Traffic, Circulation and Parking Study.

Very truly yours,

PENFIELD & SMITH



Dennis J. Lammers, PTP
Associate Transportation Planner

