



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: Public Works
Department No.: 054
For Agenda Of: September 6, 2011
Placement: Administrative
Estimated Tme:
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

FROM: Department Director: Scott D. McGolpin, Director, Public Works, 568-3010
Contact Info: Dacé Morgan, Deputy Director, Transportation, 568-3064

SUBJECT: Parking Restrictions and Establishment of a Crosswalk on Lakeview Road, Fourth Supervisorial District

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: No

Recommended Actions:

That the Board of Supervisors:

- A. Approve and authorize the Chair to execute a Resolution to establish no parking zones on Lakeview Road in the Orcutt area; Fourth Supervisorial District;
- B. Approve and authorize the Chair to execute a Resolution establishing a crosswalk at a location other than a street intersection on Lakeview Road west of Marvin Street in the Orcutt area; Fourth Supervisorial District; and
- C. Approve the filing of a Notice of Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301 (c), pertaining to maintenance and operation of existing facilities, for work to implement these Resolutions.

Summary Text:

The Public Works Department received a request to address the congestion and collisions on Lakeview Road from Orcutt Road to Bradley Road. Public Works performed a traffic study and found current and future average daily traffic (ADT) volumes exceed acceptable values adopted in the County's Circulation Element. The study also indicated vehicles stopping on Lakeview Road to turn left are a primary cause of congestion and collisions. Public Works recommends creation of a center left turn lane on Lakeview Road to reduce congestion and collisions. Creation of the center left turn lane requires restriping of Lakeview Road and elimination of some on-street parking. Public Works staff worked with residents on Lakeview and configured the striping for the center turn lane and bike lanes to minimize the areas where parking would be eliminated.

A request was also received from Lakeview Junior High School asking if the County could improve safety at the marked school crosswalk on Lakeview Road at Marvin Street. Public Works staff reviewed the area in conjunction with the center left turn lane addition and the Department recommends relocating the marked crosswalk approximately 100 feet west of its existing location at Marvin Street. Moving the crosswalk will provide safer crossing conditions because a pedestrian refuge area can be created between the eastbound and westbound lanes. Also, moving the crosswalk closer to the Evergreen Shopping Center may entice more pedestrians to use it rather than crossing at various unmarked midblock locations. Attached are the following resolutions:

ADOPT

No Parking Zone

- On the north side of Lakeview Road from the centerline of State Route 135 to the centerline of Bradley Road.
- On the south side of Lakeview Road from the centerline of State Route 135 to the centerline of Lindalee Street.
- On the south side of Lakeview Road from a point 205 feet west of the centerline of Hillview Road to the centerline of Bradley Road.

Mid Block Crosswalk

- On Lakeview Road running north and south centered at a point 137 feet north of the centerline of Marvin Street.

Background:

Lakeview Road is a two lane collector running east-west in the Orcutt area of the Fourth Supervisorial District. Lakeview Road connects Bradley Road on the east to State Route 135 on the west continuing past State Route 135 becoming Skyway Drive in the City of Santa Maria and connecting to the airport. Properties along Lakeview Road are primarily residential, with homes on the south side fronting Lakeview Road. On the west end of Lakeview Road at Orcutt Road there is commercial development and on the east end by Bradley Road there is a church. Lakeview Road has bike lanes that run the length of the road from Bradley Road to State Route 135.

Public Works staff studied Lakeview Road traffic patterns and found the ADT volume is 11,504 vehicles and the forecasted build-out volume to be 11,700 vehicles. The adopted Orcutt circulation element identifies an ADT volume of 9,300 as level of service C and a design capacity of 11,600 for a two lane road. Current volumes exceed the acceptable level of service C as outlined in the adopted County Circulation Element and are close to exceeding the design capacity for a two lane road.

The collision rate on Lakeview Road is 5.71 collisions per million vehicle miles. The State average collision rate for similar type roads is 1.90 collisions per million vehicle miles. The current collision rate on Lakeview Road exceeds the State average by 301%. Collision patterns indicate approximately 40% of these collisions involved vehicles making left turns from Lakeview Road.

Based on the current volumes and collision patterns, Public Works recommends the installation of a center left turn lane to increase capacity and reduce collisions. Funding is not available to widen Lakeview Road at this time so the left turn lane will be created by restriping the roadway and eliminating some of the on-street parking.

Parking restrictions and marked crosswalks at locations other than street intersections are either established or rescinded based on safety, necessity and how it relates to the use by the community as a whole. All of these factors are weighed by the Public Works Department and any changes recommended are presented to the Board of Supervisors for approval. Parking restrictions may include no parking, time limited parking, loading zones, vehicle height restricted parking, angle parking, handicapped parking or any combination of these restrictions.

These no parking zones are being recommended to accommodate the additional center two-way left turn lane. The marked crosswalk is being recommended to provide a safer and more desirable crossing location for pedestrians.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
General Fund			
State			
Federal			
Fees			
Other: Road Fund	\$1,100.00		\$ -
Total	\$ 1,100.00		\$ -

Narrative:

Approximately \$1,100.00 will be required for sign installation. These funds are available in Department 054, Fund 0015, Org 0400, Program 2340, and Account 7121.

Staffing Impacts:

Legal Positions:

N/A

FTEs:

N/A

Special Instructions:

Please send copies of the executed documents and minute order via interoffice mail to:
Chris Sneddon; Public Works Transportation Engineering Section, 123 E Anapamu St.; ext. 3047
Bert Johnson; Public Works Transportation Engineering Section; 620 W. Foster Road; ext. 8787

Attachments:

- Vicinity Map (1)
- Resolutions (2)
- Notice of Exemption

Authored by:

Bert Johnson, T.E., Traffic Engineering Associate III

CC:

- PW Accounting
- PW Traffic