

SUMMARY

Penfield & Smith, in coordination with the County of Santa Barbara, has prepared the following traffic, circulation and parking study for Old Town Orcutt. The traffic study discusses the existing traffic, circulation and parking conditions within Old Town Orcutt and its immediate surroundings, evaluates future roadway and intersection operations, and outlines potential improvement options where applicable.

Context

In 1997, the Orcutt Community Plan was adopted and identified the revitalization and rehabilitation of Old Town Orcutt as “a commercial center, a mixed-use residential area, and a cultural focus for the Community” as a primary goal. The first step toward achieving this goal was restriping Clark Avenue from Norris Street to Broadway, converting the road from a four lane automobile thruway to a two lane “Main Street” with angled parking.

In 2004, the County changed the zoning overlay in the Old Town area, relaxing the required parking and lot coverage requirements, in order to promote mixed-use development in the hopes of further fostering a more pedestrian oriented environment.

In 2006, the County developed the *Old Town Orcutt Streetscape Concept Plan*. The plan proposes intersection, sidewalk, crosswalk and street furniture improvements on Clark Avenue and Broadway in the Old Town Area and focuses on the following goals:

- Maximizing On-Street Parking;
- Beautifying the Streetscape;
- Improving Safety and Comfort of Pedestrians;
- Maintaining the quality of life in adjacent neighborhoods.

The following traffic analysis evaluates the potential traffic and parking impacts of the implementation of these policies and concepts and identifies potential traffic and parking impacts on Clark Avenue, one of the only regional east/west connections between State Route 1 and U.S. Highway 101, and the adjacent neighborhoods in the Orcutt community.

Study Area

The study area encompasses the *Old Town Orcutt Pedestrian Area*, which generally extends along Clark Avenue from Marcum Street to Norris Street, one half block north and south of Clark Avenue, and one half block east and west along Broadway. To ensure that a clear picture of the traffic and parking conditions in the Old Town Orcutt area is provided, the study area was expanded to State Route 1 to the west, State Route 135 to the east, North Avenue to the north and Union Avenue to the south.

Traffic Study Outline

The traffic study provides an analysis of the study area roadways, followed by an analysis of the study area intersections, for the following traffic conditions:

1. *Existing conditions*;
2. *Cumulative conditions*, which includes the 10-year Orcutt and Santa Maria land use scenario and the area wide street network improvements planned under the 10-year horizon.
3. *Buildout conditions*, which includes buildout of the Land Use Elements contained in the Orcutt Community Plan and the Santa Maria General Plan, and three street network scenarios assuming various area wide roadway network improvements to test the effect of future improvements to traffic flow in the Old Town Orcutt area.

The traffic study further includes an inventory of existing parking supply and demand in Old Town Orcutt and assesses future parking conditions associated with the *Old Town Orcutt Streetscape Concept Plan*. In addition, various traffic and circulation data was collected in the Old Town Orcutt area and evaluated to provide a baseline for future analyses. The following traffic data was evaluated:

1. Vehicle classification data.
2. Vehicle speed data.
3. Vehicle progression data.
4. Origin/destination data.
5. Collision data.

Roadway and Intersection Traffic Analysis Scenarios

The existing conditions analysis includes an evaluation of existing roadway and intersection operations based on Year 2007 traffic volumes and the current street network.

The cumulative conditions analysis assesses roadway and intersection operations based on the City of Santa Maria and Orcutt 10-year land use and street network scenarios.

The buildout condition analysis is comprised of two traffic scenarios. The first buildout traffic scenario assumes area wide street network improvements that are programmed or planned under buildout of the Orcutt and Santa Maria areas. County staff has determined that the proposed land use change of Key Site 22 to allow for increased density (a maximum of 2,000 residential units) is unlikely to occur within the life time of the Orcutt Community Plan. The second buildout scenario therefore includes buildout of Key Site 22 pursuant the current land use policy (which allows for development of a maximum of 60 single family dwellings) and excludes the extension of Union Valley Parkway (UVP) from Blosser Road to State Route 1 through Key Site 22.

The second buildout traffic scenario assumes the proposed land use change for Key Site 22 to allow for increased density (a maximum of 2,000 residential units), and assumes area wide street network improvements that are programmed or planned under buildout of the Orcutt and Santa Maria areas, including the extension of Union Valley Parkway to State Route 1 (see Exhibit 6).

To test the effect of a potential restripe of Clark Avenue within Old Town Orcutt, separate traffic forecasts were developed for each of the future (cumulative and buildout) scenarios discussed above, either assuming that Clark Avenue remains a two-lane facility, conform the design guidelines contained in the *Old Town Orcutt Streetscape Concept Plan*, or that Clark Avenue is restriped to a four lane facility. The traffic scenarios are outlined below:

1. Existing traffic volumes with current roadway network.
2. Cumulative volumes with 10-year horizon street network, with Clark Avenue per *Old Town Orcutt Streetscape Concept Plan*, or a four-lane Clark Avenue.
3. Buildout volumes and buildout street network, with Clark Avenue per *Old Town Orcutt Streetscape Concept Plan*, or a four-lane Clark Avenue.
4. Buildout volumes and buildout street network, including the proposed land use change of Key Site 22 and the extension of UVP, with Clark Avenue per *Old Town Orcutt Streetscape Concept Plan*, or a four-lane Clark Avenue.

Roadway and Intersection Analysis

The following text summarizes the roadway and intersection analyses and provides potential improvements for deficient roadways and intersections in the Old Town Orcutt area.

Existing Conditions

The roadways and intersections in Old Town Orcutt and surroundings currently operate in the LOS A-B range, indicating good progression and acceptable delays. This is supported by subsequent traffic and circulation data collected in Old Town Orcutt, which are discussed further in this report. No improvements are recommended for existing conditions.

Cumulative (10-Year) Conditions

The cumulative (10-Year) traffic conditions analysis indicated that all the roadway segments and intersections would continue to operate acceptably at LOS C or better assuming the cumulative volumes and roadway network. Clark Avenue is expected to operate acceptably with the *Old Town Orcutt Streetscape Concept Plan* improvements in place, or restripe of Clark Avenue in Old Town Orcutt to four lanes. No improvements are recommended for cumulative conditions other than the street network improvements contained in the OTIP or Santa Maria Circulation Element with a 10-year horizon

Buildout Conditions

The first buildout analysis assumed buildout of the Land Use Elements contained in the Orcutt Community Plan and the City of Santa Maria General Plan, and Orcutt Community Plan and City of Santa Maria Circulation Elements, without the extension of Union Valley Parkway from Blosser Road to State Route 1. The analysis indicated that all of the studied roadways and all of the intersections, except the Clark Avenue/Foxenwood Lane intersection, would operate acceptably in the LOS C range or better with either the *Old Town Orcutt Streetscape Concept Plan* improvements in place, or the restripe of Clark Avenue in Old Town Orcutt to four lanes.

Clark Avenue/Foxenwood Lane: The intersection is forecast to operate at LOS D under buildout conditions and Clark Avenue restriped to four lanes in Old Town Orcutt. The delayed approach is the southbound approach, which is controlled by a stop sign. Average delays experienced on the southbound approach are in the LOS D range. It is noted that the roadway and intersection analysis indicated that the intersection is forecast to operate acceptably assuming the Clark Avenue geometry per the *Old Town Orcutt Streetscape Concept Plan*. The analysis shows that when more capacity is provided on Clark Avenue, traffic volumes increase along this east-west corridor.

Due to the proximity of the State Route 135 Southbound Ramps, and overall operational impacts to the State Route 135 Interchange, signalization of the intersection is not recommended. The following measures can be implemented to reduce delays at the intersection;

- Restrict southbound left-turn movements by constructing a raised median on Clark Avenue. Approximately 60 vehicles would be affected by the left-turn restriction. These vehicles would either travel north to Foster Road or turn right onto Clark Avenue and make a U-turn at Norris Street or Twitchell Street.
- Realign Foxenwood Lane to Norris Street and signalize the Clark Avenue/Norris Street - Foxenwood Lane intersection.
- Widen the southbound approach to provide separate left-turn and right-turn lanes. This would allow right-turning vehicles to enter Clark Avenue unobstructed by left-turning vehicles waiting for a gap in traffic on Clark Avenue. It is noted that this improvement would not significantly reduce the overall average delays or level of service.
- Allow LOS D operations for short periods of time.

Buildout Conditions with Key Site 22 Land Use Change and UVP Extension

The second buildout analysis assumed buildout of the respective Land Use Elements, including the proposed land use change of Key Site 22 to maximum 2,000 units, and buildout of the Circulation Elements, including the extension of Union Valley Parkway from Blosser Road to State Route 1. The following section discusses the roadway segments and intersection forecast to operate below Caltrans or County standards under this buildout traffic scenario and provides improvement options.

State Route 1 between Clark Avenue and Black Road: The two-lane highway segment is forecast to operate in the LOS D range assuming the proposed land use change of Key Site 22 to allow up to 2,000 units.

It is noted that the segments of State Route 1 north of Black Road and south of Clark Avenue would operate acceptably under both buildout scenarios. It is also noted that the level of service represents conditions experienced during the peak 15-minute period, as required by Caltrans.

It is recommended that if Key Site 22 is rezoned to allow for increased unit density, project-specific improvements should include widening of State Route 1 along the Key Site 22 frontage to provide additional capacity. The extent of required improvements to mitigate roadway impacts should be outlined in the traffic study for the Key Site 22 Specific Plan, as required by the OCP EIR Mitigation KS22-CIRC-2.

Clark Avenue/Broadway Intersection: The all-way stop controlled intersection of Clark Avenue with Broadway Street would operate at LOS D with *Old Town Orcutt Streetscape Concept Plan* improvements in place and the proposed land use change of Key Site 22 to allow up to 2,000 units. When restriped to four travel lanes, the intersections would operate acceptably. The following measures can be implemented to reduce delays;

- Provide separate turning lanes on the northbound and southbound approaches (Broadway). This would require modification of the proposed sidewalk improvements proposed on the north leg, and formalization of striping on the south leg. This would result in LOS C operations during the peak hour.
- Restripe Clark Avenue to two travel lanes in each direction. As shown in the traffic analysis, this would result in LOS C operations. This improvement would require removal of the existing on-street angled parking spaces adjacent to the intersection.
- Install a traffic signal. This improvement would result in LOS B operations, but may also result in an increase in vehicular speeds on Clark Avenue adjacent to the intersection.

Clark Avenue/Gray Street Intersection: The all-way stop controlled intersection of Clark Avenue with Gray Street would operate at LOS D with *Old Town Orcutt Streetscape Concept Plan* improvements in place and the proposed land use change of Key Site 22 to allow up to 2,000 units. The following measures can be implemented to reduce delays;

- Restripe Clark Avenue to two travel lanes in each direction. As shown in the traffic analysis, this would result in LOS B operations. This improvement would require removal of the existing on-street angled parking spaces adjacent to the intersection.
- Install a traffic signal. This improvement would result in LOS A operations, but may also result in an increase in vehicular speeds on Clark Avenue adjacent to the intersection.

Clark Avenue/Foxenwood Lane: Similarly to the buildout conditions analysis, the intersection is forecast to operate at LOS D under buildout conditions and Clark Avenue restriped to four lanes in Old Town Orcutt. It is noted that the roadway and intersection analysis indicated that the intersection is forecast to operate acceptably assuming the Clark Avenue geometry per the *Old Town Orcutt Streetscape Concept Plan*. The analysis shows that when more capacity is provided on Clark Avenue, traffic volumes increase along this east-west corridor.

The improvement options previously discussed also apply under this buildout scenario;

- Restrict southbound left-turn movements by constructing a raised median on Clark Avenue. Approximately 60 vehicles would be affected by the left-turn restriction. These vehicles would either travel north to Foster Road or turn right onto Clark Avenue and make a U-turn at Norris Street or Twitchell Street.
- Realign Foxenwood Lane to Norris Street and signalize the Clark Avenue/Norris Street - Foxenwood Lane intersection.
- Widen the southbound approach to provide separate left-turn and right-turn lanes. This would allow right-turning vehicles to enter Clark Avenue unobstructed by left-turning vehicles waiting for a gap in traffic on Clark Avenue. It is noted that this improvement would not significantly reduce the overall average delays or level of service.
- Allow LOS D operations for short periods of time.

Parking Analysis

Penfield & Smith conducted hourly parking counts to determine the existing on-street and off-street parking demand in Old Town Orcutt. The existing on-street parking supply within Old Town Orcutt is 780 spaces. The on-street peak demand was 268 occupied spaces on Tuesdays and Wednesdays, for a total parking demand of 34%. The existing off-street parking supply is 349 spaces. The off-street peak demand was 134 occupied spaces on Wednesday, for a peak demand of 38%. This data indicates that sufficient parking capacity exists to accommodate the current on-street and off-street parking demands. The highest on-street parking demand is along Clark Avenue between Gray Street and Broadway Street, with peak occupancy rates from 72 % to 81%, and on Broadway Street south of Clark Avenue, with peak occupancy rates of 45% to 66%. These are the areas with where most retail facilities and restaurants are located. The observed parking demands indicate that sufficient reserve parking supply exists along Clark Avenue and Broadway Street. The minimum parking reserve should be 10% or more to avoid excessive driving around the area by vehicles searching for a parking space.

The Streetscape Concept Plan would further formalize and expand the number of parallel and angled parking spaces along Clark Avenue in Old Town Orcutt. It is expected that the proposed parking supply would be adequate to accommodate parking demands generated by the existing uses and development of known projects within the study area (Key Sites 16, 17 and 18, Orcutt Union Plaza Project).

Table A
Summary of Average Daily Traffic (ADT) Volumes and Roadway Levels of Service
Streetscape Concept Plan

Roadway Segment	Streetscape Concept Plan			
	Existing ADT	Cumulative ADT	Buildout Vol. Buildout Network ADT	Buildout Vol. Buildout Network with KS 22 rezone and UVP Ext. ADT
SR 1 – Clark Ave to Black Rd	3,740/LOS C	5,300/LOS C	6,700/LOS C	8,700/LOS D
SR 1 – Clark Ave to SR 135	2,620/LOS C	3,300/LOS C	4,050/LOS C	5,400/LOS C
Clark Ave – Blosser Rd to Broadway	4,260/LOS A	6,900/LOS A	9,300/LOS A	10,000/LOS A
Clark Ave – Broadway to Dyer St	7,400/LOS A	8,200/LOS A	10,100/LOS B	10,750/LOS B
Clark Ave – Dyer St to Norris St ^a	11,000/LOS B	11,900/LOS A ^b	14,600/LOS A ^b	14,850/LOS A ^b
Broadway – Pinal Ave to SR 135	1,190/LOS A	2,700/LOS A	4,100/LOS A	4,500/LOS A
Broadway – N. Ave to Hartnell Rd	3,500/LOS A	5,100/LOS A	5,550/LOS B	5,550/LOS B
Union Ave – Deyer St to Oak St	210/LOS A	210/LOS A	810/LOS A	810/LOS A
Park Ave – Broadway to Gray St	300/LOS A	300/LOS A	300/LOS A	300/LOS A

^a Existing average daily traffic (ADT) volume on Clark Avenue east of Dyer Street is higher than ADT volume west of Dyer Street due to addition of traffic to/from Orcutt Junior High School, the Orcutt Union School District office and Rice Ranch Road.

^b Assumes increased capacity (1 WB and 2 EB travel lanes) on Clark Avenue between Dyer Street and Norris Street per the *Old Town Orcutt Streetscape Concept Plan*.

Bolded values exceed Caltrans or County level of service standard.

UVP Extension = Union Valley Parkway extended from Blosser Street to State Route 1.

Table B
Summary of ADT Volumes and Roadway Levels of Service
Clark Avenue between Broadway Street and Norris Street Restriped to Four Lanes

Roadway Segment	4-Lane Clark Avenue			
	Existing ADT	Cumulative ADT	Buildout Vol. Buildout Network ADT	Buildout Vol. Buildout Network with KS 22 rezone and UVP Ext. ADT
SR 1 – Clark Ave to Black Rd	3,740/LOS C	5,550/LOS C	7,000/LOS C	9,550/LOS D
SR 1 – Clark Ave to SR 135	2,620/LOS C	3,300/LOS C	4,100/LOS C	5,450/LOS C
Clark Ave – Blosser Rd to Broadway	4,260/LOS A	7,350/LOS A	9,800/LOS B	11,000/LOS C
Clark Ave – Broadway to Dyer St	7,400/LOS A	9,850/LOS A	11,800/LOS A	12,800/LOS A
Clark Ave – Dyer St to Norris St ^a	11,000/LOS B	12,500/LOS A	16,300/LOS A	16,700/LOS A
Broadway – Pinal Ave to SR 135	1,190/LOS A	2,950/LOS A	4,400/LOS A	4,950/LOS A
Broadway – N. Ave to Hartnell Rd	3,500/LOS A	4,400/LOS A	4,850/LOS A	4,950/LOS A
Union Ave – Deyer St to Oak St	210/LOS A	210/LOS A	210/LOS A	210/LOS A
Park Ave – Broadway to Gray St	300/LOS A	300/LOS A	300/LOS A	300/LOS A

^a Existing average daily traffic (ADT) volume on Clark Avenue east of Dyer Street is higher than ADT volume west of Dyer Street due to addition of traffic to/from Orcutt Junior High School, the Orcutt Union School District office and Rice Ranch Road.

Bolded values exceed County LOS C standard.

UVP Extension = Union Valley Parkway extended from Blosser Street to State Route 1.

Table C
Summary of Intersection Levels of Service
Streetscape Concept Plan

Streetscape Concept Plan				
Intersection	Existing AM V/C or Delay/LOS	Existing PM V/C or Delay/LOS	PM Peak Hour Levels of Service	
			Cumulative	Buildout Vol. Buildout Network
				Buildout Vol. Buildout Network with KS 22 rezone and UVP Ext.
SR 1/Black Rd	9.0 sec/LOS A	9.1 sec/LOS A	13.0 sec/LOS B	15.7 sec/LOS C
Clark Ave/SR 1	9.2 sec/LOS A	9.1 sec/LOS A	9.9 sec/LOS A	12.1 sec/LOS B
Clark Ave/Blosser Rd	10.2 sec/LOS B	9.9 sec/LOS A	11.2 sec/LOS B	16.4 sec/LOS C
Clark Ave/Marcum Rd	9.7 sec/LOS A	9.2 sec/LOS A	9.8 sec/LOS A	11.7 sec/LOS B
Clark Ave/Broadway	8.4 sec/LOS A	9.3 sec/LOS A	12.1 sec/LOS B	26.5 sec/LOS D
Clark Ave/First St	10.7 sec/LOS B	9.8 sec/LOS A	10.2 sec/LOS B	11.9 sec/LOS B
Clark Ave/Pacific St	10.2 sec/LOS B	10.0 sec/LOS A	10.3 sec/LOS B	11.9 sec/LOS B
Clark Ave/Gray St	10.1 sec/LOS B	11.6 sec/LOS B	13.2 sec/LOS B	25.4 sec/LOS D
Clark Ave/Deyer St	9.4 sec/LOS A	10.1 sec/LOS B	10.5 sec/LOS B	11.6 sec/LOS B
Clark Ave/Twitchell St	10.0 sec/LOS A	9.5 sec/LOS A	12.9 sec/LOS B	16.3 sec/LOS C
Clark Ave/Norris St	11.5 sec/LOS B	9.8 sec/LOS A	12.1 sec/LOS B	14.5 sec/LOS B
Clark Ave/Foxenwood Ln	15.0 sec/LOS B	14.9 sec/LOS B	16.2 sec/LOS C	22.5 sec/LOS C
Clark Ave/SR 135 SB	0.58/LOS A	0.55/LOS A	0.52/LOS A	0.64/LOS B
Clark Ave/SR 135 NB	0.62/LOS B	0.61/LOS B	0.59/LOS A	0.67/LOS B
Clark Ave/Orcutt Rd	0.66/LOS B	0.65/LOS B	0.67/LOS B	0.75/LOS C

Bolded values exceed Caltrans LOS C to LOS D transition or County LOS C threshold.
V/C Ratio = Volume to Capacity Ratio - the ratio of demand flow compared to capacity of an intersection.

Table D
Summary of Intersection Levels of Service
Clark Avenue between Broadway Street and Norris Street Restriped to Four Lanes

4-Lane Clark Avenue				
Intersection	Existing AM V/C or Delay/LOS	Existing PM V/C or Delay/LOS	PM Peak Hour Levels of Service	
			Cumulative	Buildout Vol. Buildout Network
SR 1/Black Rd	9.0 sec/LOS A	9.1 sec/LOS A	14.2 sec/LOS B	Buildout Vol. Buildout Network with KS 22 rezone and UVP Ext. 16.2 sec/LOS C
Clark Ave/SR 1	9.2 sec/LOS A	9.1 sec/LOS A	9.9 sec/LOS A	11.3 sec/LOS B
Clark Ave/Blosser Rd	10.2 sec/LOS B	9.9 sec/LOS A	11.7 sec/LOS B	19.0 sec/LOS C
Clark Ave/Marcum Rd	9.7 sec/LOS A	9.2 sec/LOS A	10.2 sec/LOS B	12.5 sec/LOS B
Clark Ave/Broadway	8.4 sec/LOS A	9.3 sec/LOS A	11.6 sec/LOS B	18.9 sec/LOS C
Clark Ave/First St	10.7 sec/LOS B	9.8 sec/LOS A	10.5 sec/LOS B	12.0 sec/LOS B
Clark Ave/Pacific St	10.2 sec/LOS B	10.0 sec/LOS A	10.3 sec/LOS B	11.9 sec/LOS B
Clark Ave/Gray St	10.1 sec/LOS B	11.6 sec/LOS B	10.7 sec/LOS B	13.7 sec/LOS B
Clark Ave/Deyer St	9.4 sec/LOS A	10.1 sec/LOS B	10.1 sec/LOS B	10.9 sec/LOS B
Clark Ave/Twitchell St	10.0 sec/LOS A	9.5 sec/LOS A	12.3 sec/LOS B	15.5 sec/LOS C
Clark Ave/Norris St	11.5 sec/LOS B	9.8 sec/LOS A	11.7 sec/LOS B	14.1 sec/LOS B
Clark Ave/Foxenwood Ln	15.0 sec/LOS B	14.9 sec/LOS B	17.1 sec/LOS C	29.4 sec/LOS D
Clark Ave/SR 135 SB	0.58/LOS A	0.55/LOS A	0.52/LOS A	0.71/LOS C
Clark Ave/SR 135 NB	0.62/LOS B	0.61/LOS B	0.62/LOS B	0.72/LOS C
Clark Ave/Orcutt Rd	0.66/LOS B	0.65/LOS B	0.69/LOS B	0.76/LOS C

Bolded values exceed Caltrans LOS C to LOS D transition or County LOS C threshold.
V/C Ratio = Volume to Capacity Ratio - the ratio of demand flow compared to capacity of an intersection.