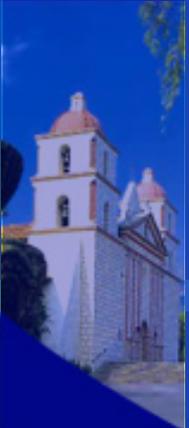




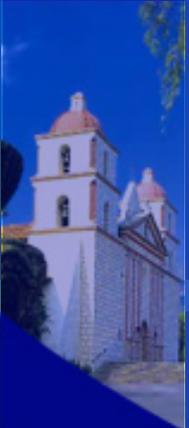
# South Coast 101 HOV Lanes Project Update

Planning Commission  
September 5, 2013



# Hearing Purpose

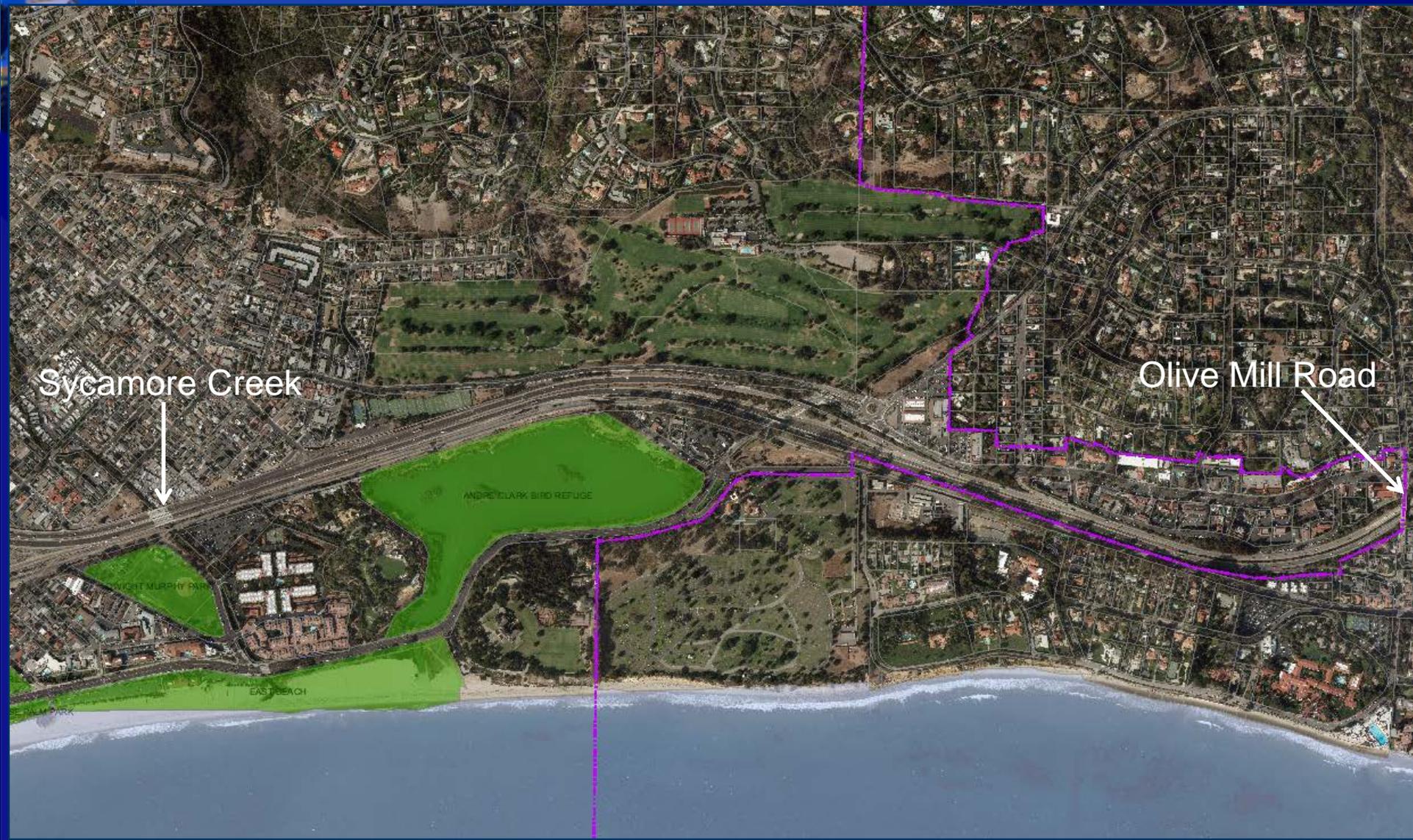
- ◆ Requested from the April PC meeting
- ◆ Receive HOV Project update
- ◆ Discuss permitting, environmental review, and project design & scope
- ◆ Letter to Caltrans District 5 Director in prep for CDP



# Proposed Project

- ◆ Widen remaining four lane section of Highway 101 to six lanes
- ◆ Provide a High Occupancy Vehicle (HOV) lane in both directions



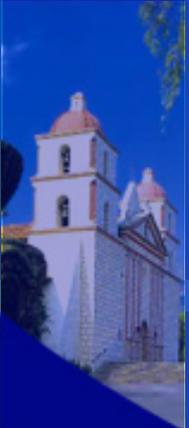


Sycamore Creek



Olive Mill Road





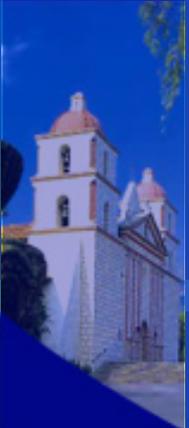
# Required Applications

- ◆ Design Review (ABR & HLC)
- ◆ Coastal Development Permit (PC)



# CDP Approval

- ◆ Project must be found consistent with:
  - California Coastal Act
  - Local Coastal Plan & Implementing Guidelines
    - Highway 101 Santa Barbara Coastal Parkway Design Guidelines



# Environmental Review

- ◆ City is a Responsible Agency
- ◆ PC held two hearings on the DEIR
- ◆ DEIR comment period closed July 9, 2012
- ◆ Caltrans is internally working on responses to comments

# Traffic Analysis

## DEIR Published Data

- ◆ Kittelson Memo
- ◆ Highlights freeway widening effects on freeway and intersections within the City of Santa Barbara

**SC101 HOV Traffic Study**  
**Forecast Operations Report**



EA 05-0N7000  
Contract Number 05A1141 T01



Prepared for:  
**Caltrans District 5**  
**State of California**  
**Department of Transportation**



**SUBMITTED BY**  
**Dowling Associates, Inc.**  
428 J Street, Suite 500  
Sacramento, CA 95831  
Phone: (916) 266-2190  
www.dowlinginc.com  
Contact: Jim Damkowitz



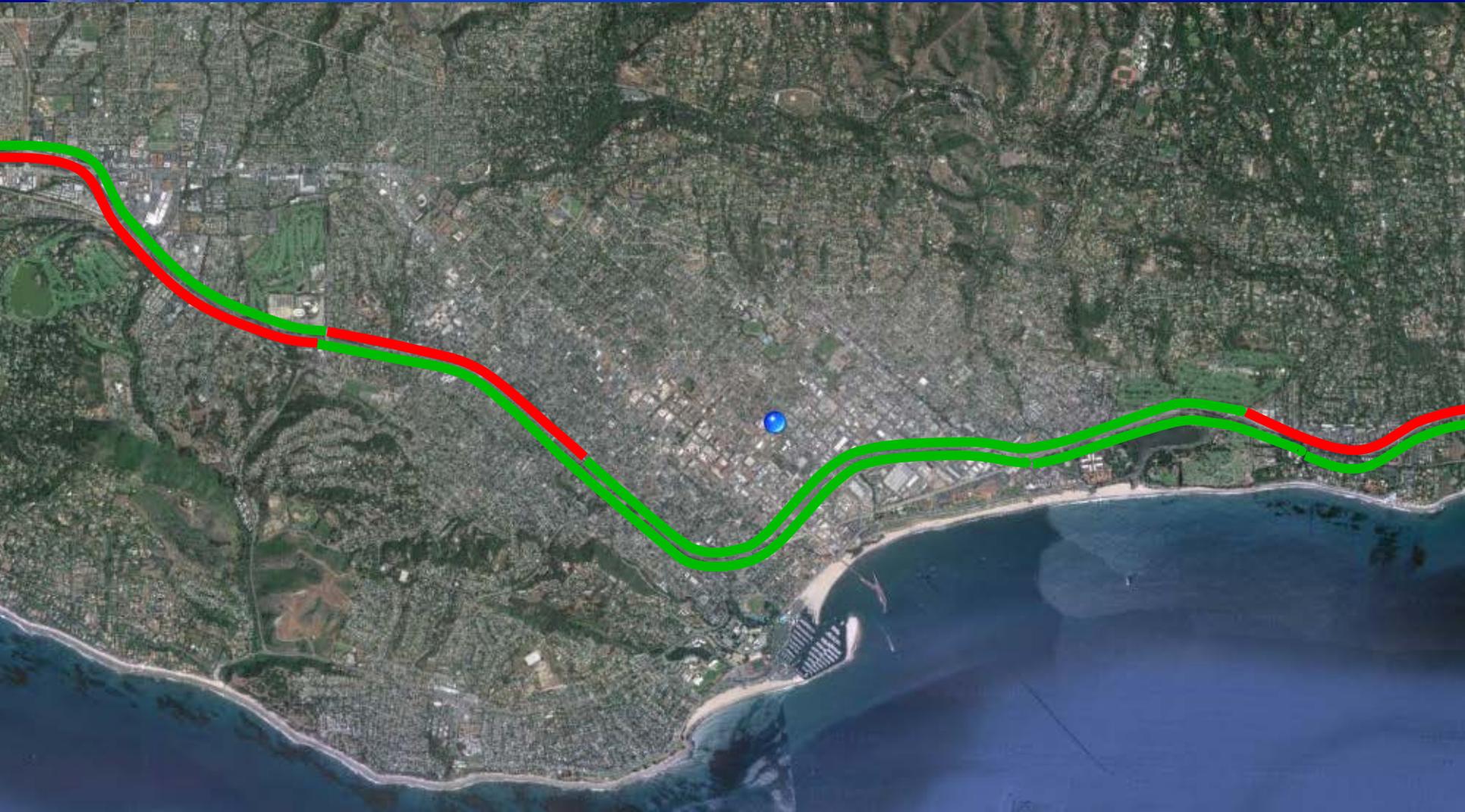
October 19, 2009  
[Amended December 9, 2011]





# Traffic Analysis

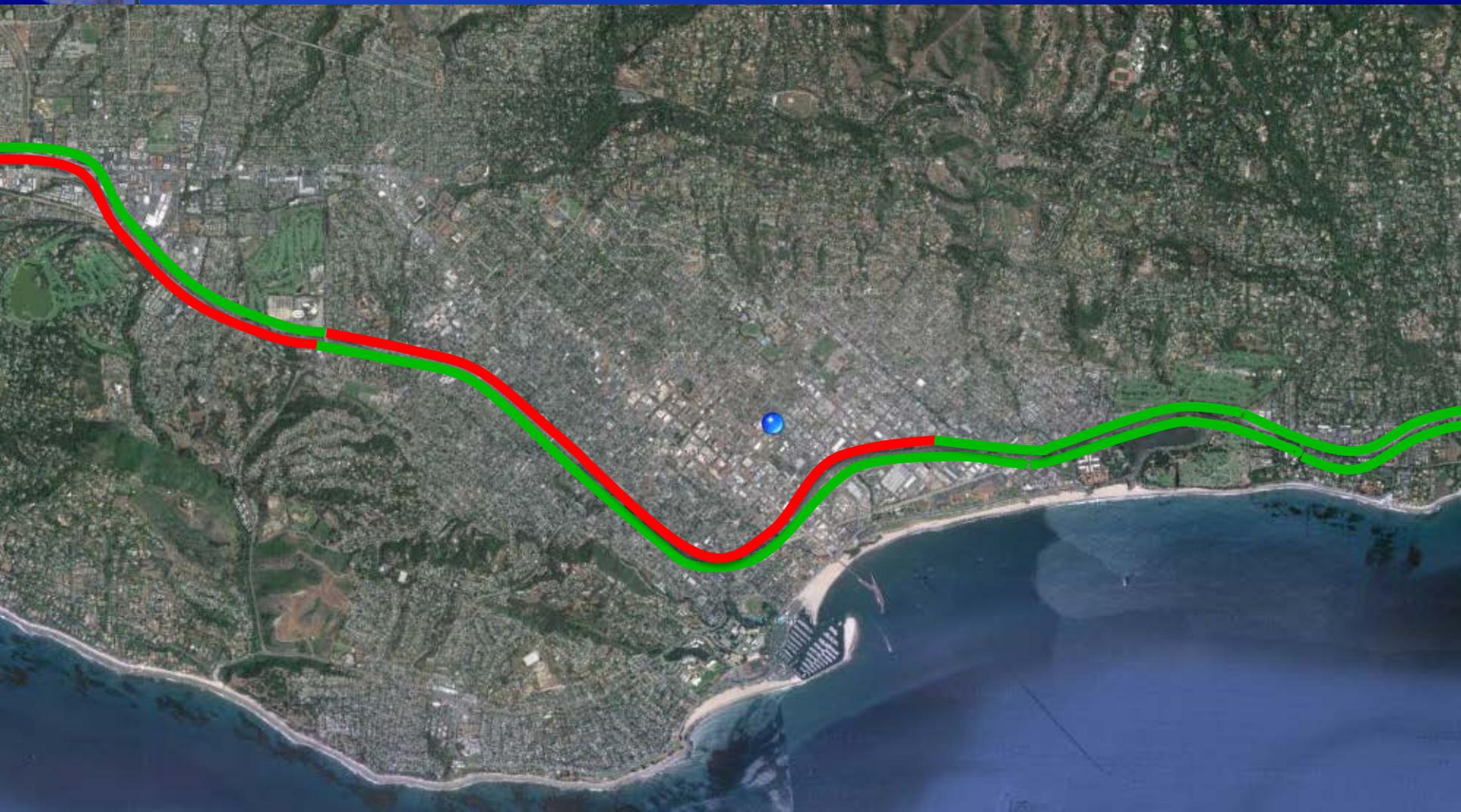
## 2020 AM Peak Hour Flow— No Build





# Traffic Analysis

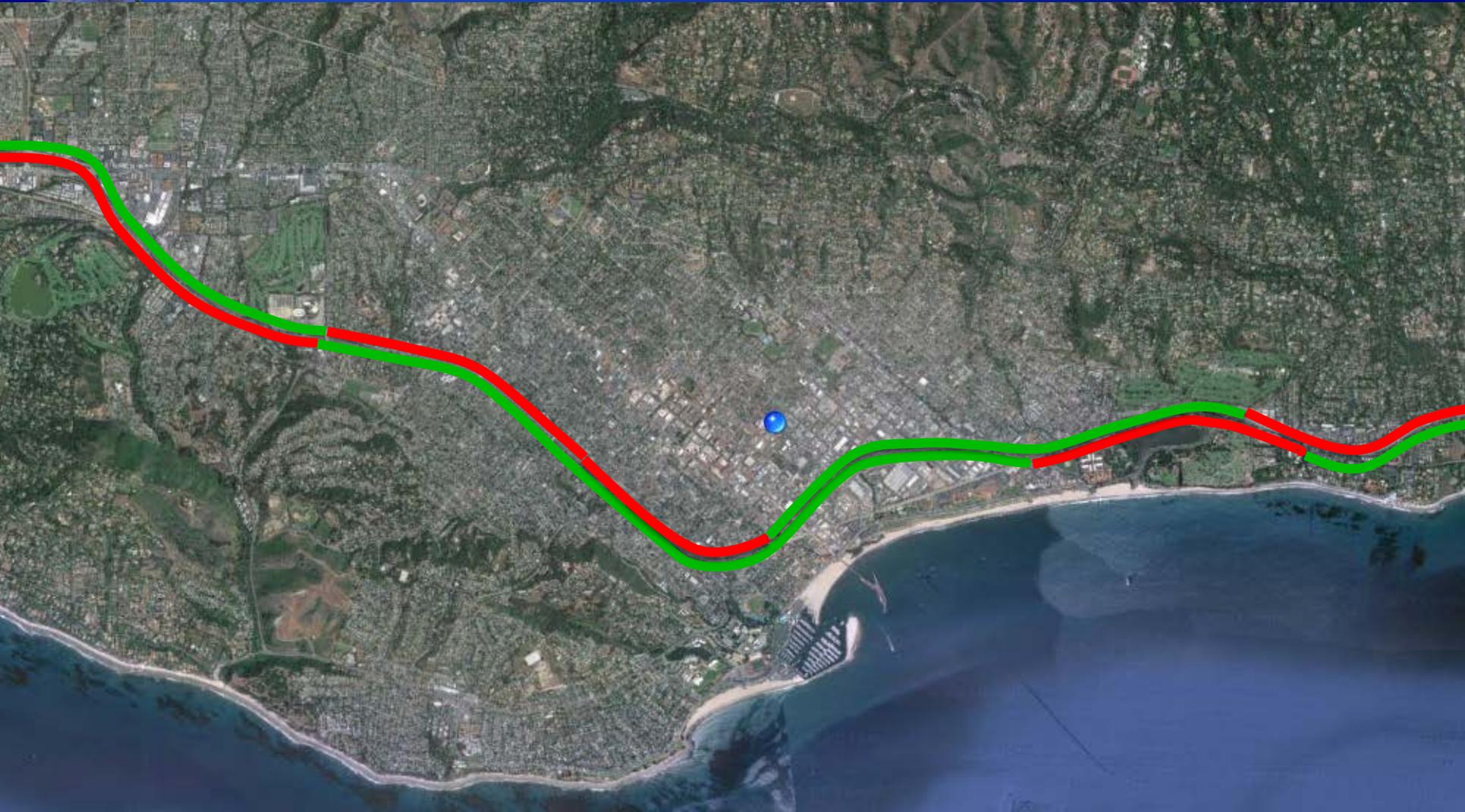
2020 AM Peak Hour Flow - Build





# Traffic Analysis

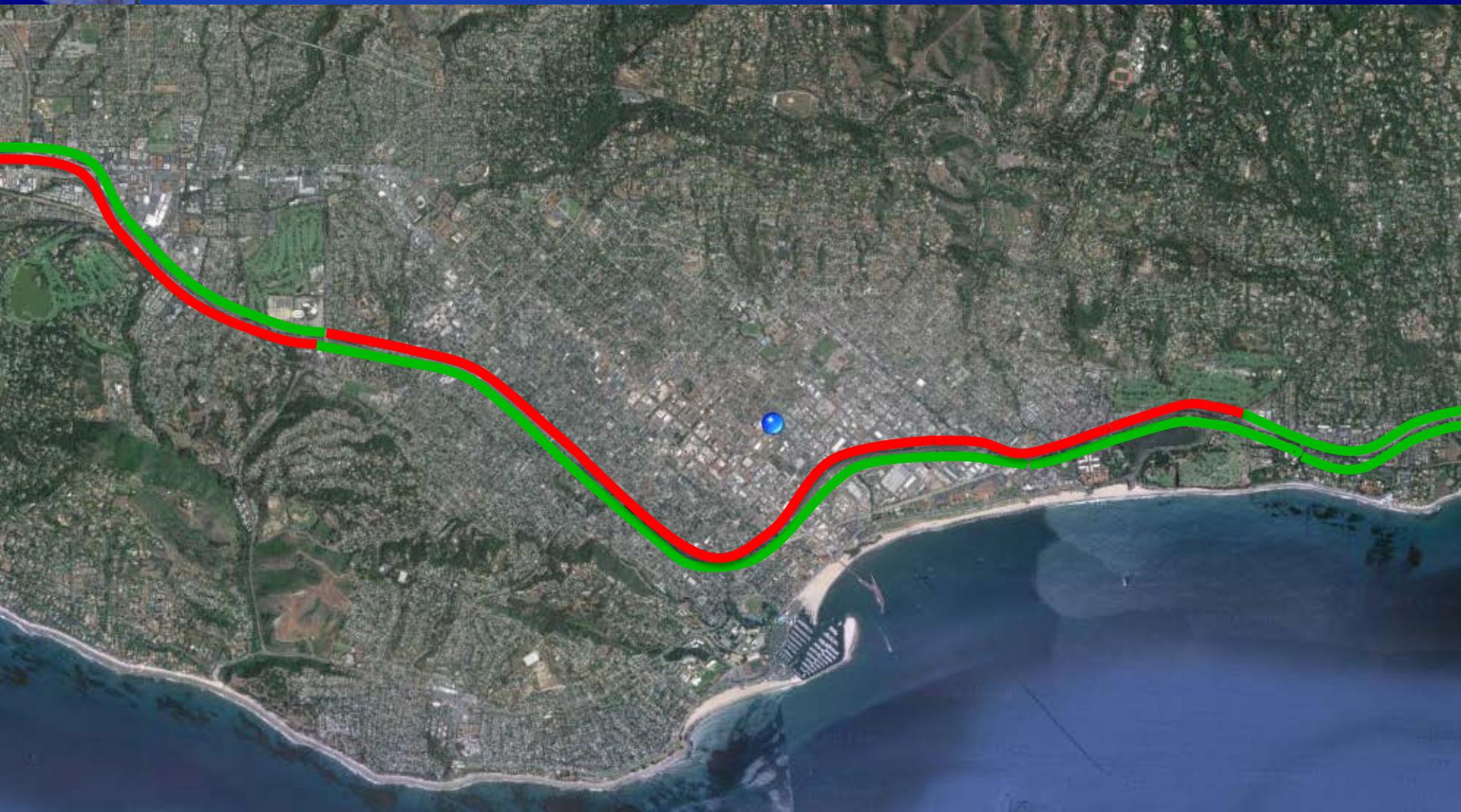
## 2020 PM Peak Hour Flow— No Build





# Traffic Analysis

## 2020 PM Peak Hour Flow - Build





# Traffic Analysis

## Diversion onto/off of City Streets (Table 4)

- ◆ Off City streets:
  - Removal of SB bottleneck
    - Castillo, Garden, Milpas
- ◆ Onto City streets:
  - Increased NB traffic volumes/congestion
    - Cabrillo, Salinas, Milpas, Garden



# Traffic Analysis

## City Intersections

Project-Specific Impacts (Table 5):

- ◆ Milpas Interchange
- ◆ Milpas/Quinientos
- ◆ Castillo Interchange
- ◆ Mission Interchange
- ◆ 154 Interchange



# Traffic Analysis

## City Intersections

### Cumulative Impacts (Table 6):

- ◆ Milpas Interchange
- ◆ Milpas/Quinientos
- ◆ Castillo Interchange
- ◆ Carrillo Interchange
- ◆ Mission Interchange
- ◆ Mission/Castillo
- ◆ 154 Interchange

# Traffic Analysis

## City Freeway Related Intersections

Intersection	Peak Hour	A	B	C	D	E	F	G	H	
		Plan Santa Barbara FEIR					Highway 101 HOV Related			
		2008 Baseline		2030 GP Buildout		Change in Delay or V/C	Change in Delay or V/C	With 101 HOV		
Delay or V/C	LOS	Delay or V/C	LOS	Delay or V/C	LOS					
Olive Mill & Coast Village Road & Southbound Ramps	AM	13sec	B	230 sec	F	+217sec		***	***	
	PM	13sec	B	81 sec	F	+68sec		***	***	
Milpas & Quinientos	PM	0.73	C	0.77	C	+0.09	+0.03	.80	C	
Garden & Gutierrez	PM	0.81	D	0.89	D	+0.09		N/C	N/C	
Garden & Highway 101 NB Ramps	PM	0.75	C	0.78	C	+0.03	+0.01	0.79	C	
Garden & Highway 101 SB Ramps	PM	0.75	C	0.80	C	+0.05	+0.03	0.83	D	
Castillo & Haley	PM	0.78	C	0.83	D	+0.05		N/C	N/C	
Carrillo & Highway 101 Northbound Ramps	AM	0.70	B	0.79	C	+0.09		N/C	N/C	
	PM	0.81	D	0.83	D	+0.02		N/C	N/C	
Carrillo & Highway 101 Southbound Ramps	PM	0.74	C	0.78	C	+0.04	+0.01	0.79	C	
Carrillo & San Andres	PM	0.76	C	0.82	D	+0.6		N/S	N/S	
Mission & Highway 101 Northbound Ramps	AM	0.86	D	0.91	E	+0.5		N/C	N/C	
	PM	0.81	D	0.96	E	+0.15	+0.03	0.99	E	
Mission & Highway 101 Southbound Ramps	AM	0.94	E	0.98	E	+0.04	+0.01	0.99	E	
	PM	0.97	E	1.09	F	+0.12	+0.02	1.11	F	
Mission & Modoc	AM	27sec	C	34 sec	D	+7 sec	+2 sec	36 sec	D	
	PM	29sec	C	34 sec	D	+5sec	+3 sec	37 sec	D	
Las Positas & State Street	PM	0.77	C	0.87	D	+0.10		N/S	N/S	
Calle Real & Highway 101 NB On-Ramp	AM	0.80	C	0.87	D	+0.03	+0.03	0.90	D	
Las Positas & Highway 101 Southbound Ramps	AM	0.81	D	0.90	D	+0.09	+0.01	0.91	E	
	PM	0.95	E	0.98	E	+0.03	+0.01	0.99	E	
Las Positas & Modoc	PM	0.67	B	0.82	D	+0.15	-0.02	.80	C	
Las Positas & Cliff	AM	30sec	D	40 sec	E	+10sec		N/S	N/S	
	PM	23sec	C	32 sec	D	+9sec		N/S	N/S	
Hitchcock & State	PM	0.67	B	0.77	C	+0.10		N/S	N/S	
La Cumbre & State	PM	0.70	B	0.81	D	+0.11		N/S	N/S	
Hope & Highway 101 Northbound Ramps	PM	0.77	C	0.87	D	+0.10		N/C	N/C	

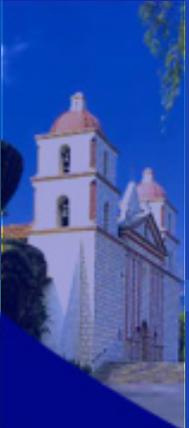


# Traffic Analysis

## City Freeway Related Intersections (Staff Memo – Table 1)

### 2030 Key Impacted Intersections

- ◆ Milpas/Quinientos
- ◆ Garden Interchange
- ◆ Carrillo Interchange
- ◆ Mission Interchange
- ◆ Mission/Modoc
- ◆ Las Positas Interchange
- ◆ Las Positas/Modoc



# Traffic Analysis

## DEIR Reference to Impacts

- ◆ “Some changes to local traffic patterns” (p. 99)
- ◆ DEIR does not include analysis or LOS summary impact tables.



# Traffic Analysis

## PC letter re future CDP:

- ◆ Fully disclose project's significant impacts with proper environmental review.
  - Coastal Commission, Santa Barbara County
  - Re-circulation

# Union Pacific Bridge/ Cabrillo Boulevard



# Union Pacific Bridge/ Cabrillo Boulevard



# Union Pacific Bridge/ Cabrillo Boulevard



# Union Pacific Bridge/ Cabrillo Boulevard



# Union Pacific Bridge/ Cabrillo Boulevard



# Union Pacific Bridge/ Cabrillo Boulevard



# Union Pacific Bridge/ Cabrillo Boulevard



Proposed Southbound Alignment and Ramps

# Union Pacific Bridge/ Cabrillo Boulevard



ment and Ramps



# Union Pacific Bridge/ Cabrillo Boulevard





# Union Pacific Bridge/ Cabrillo Boulevard

## City Requests for Bridge:

- ◆ August/1996 – Council directs SBCAG rep to support “lengthening of bridge” for ped/bike improvements (reaffirmed 9/1997)
- ◆ 12/1998- 6 opt. alts. w/ped/bike improvements
- ◆ 1/2000- Caltrans staff indicates UPRR discourages tunnel alternative.
- ◆ 1/2000- SBCAG Purpose and need statement. Deficiencies include: poor access for all travel modes between waterfront and Lower Eastside/CVR



# Union Pacific Bridge/ Cabrillo Boulevard

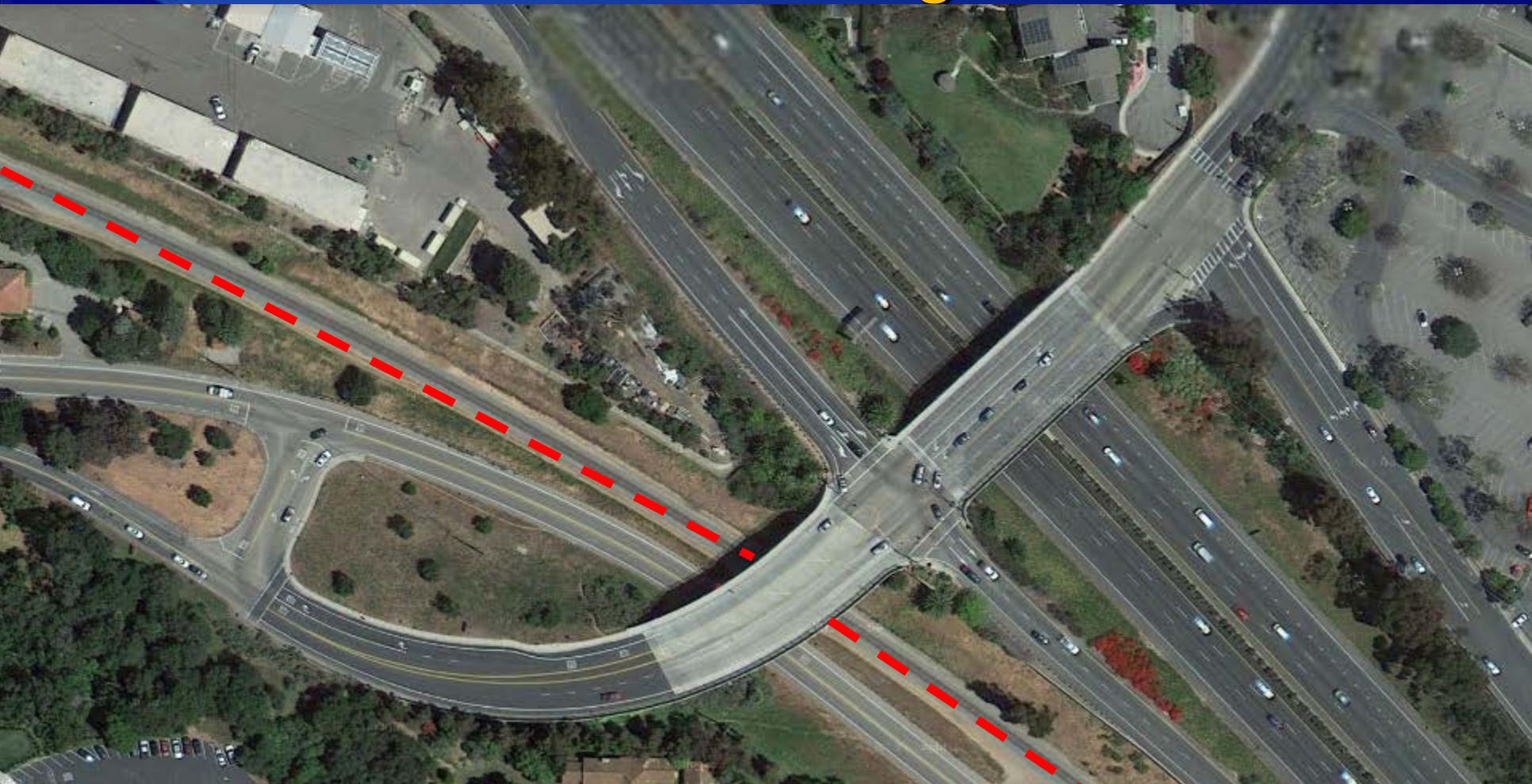
## City Requests for Bridge, cont:

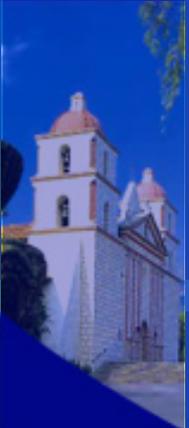
- ◆ 12/2004- PC approves CDP for Operational Improvements with tunnel.
- ◆ 4/2010- UPRR will not allow tunnel
- ◆ 10/2010- update to PC- SBCAG proposes temporary sidewalk.
- ◆ 9/2012- Mayor sends letter to SBCAG requesting the bridge be replaced as a part of HOV project.
- ◆ 4/2012- DEIR letter - Staff and PC request bridge replacement be included in project and EIR



# Union Pacific Bridge

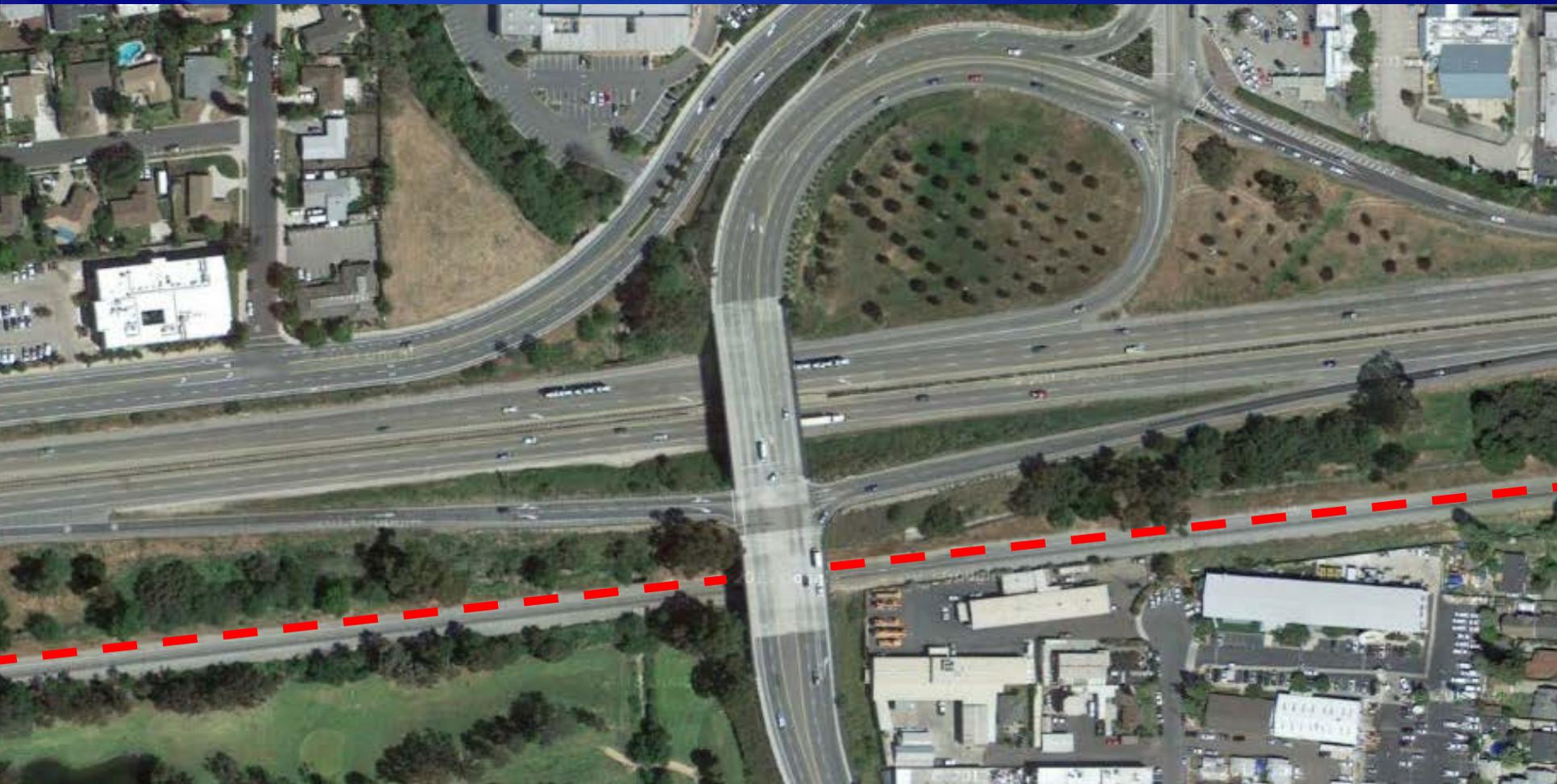
## La Cumbre Interchange:





# Union Pacific Bridge

## Fairview Interchange:





# Union Pacific Bridge/ Cabrillo Boulevard

## PC letter re future CDP:

- ◆ Integrate the Union Pacific Bridge replacement into the HOV Project and Cabrillo Interchange overall. (funding included)

# Cabrillo Boulevard Alternative F-Modified



Proposed Southbound Alignment and Ramps

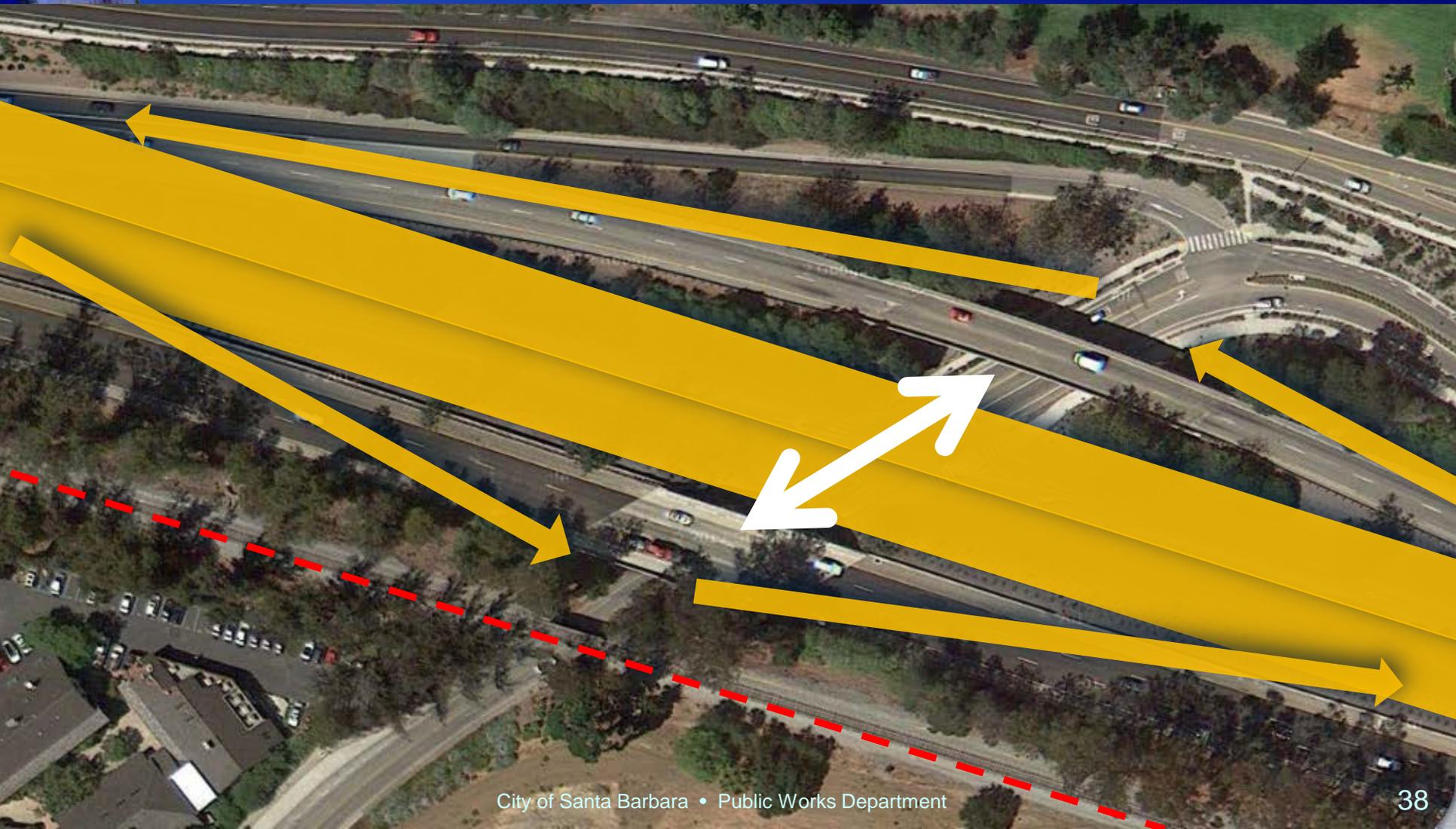
# Cabrillo Boulevard Alternative F-Modified



Proposed Northbound Alignment and Ramps

Proposed Southbound Alignment and Ramps

# Cabrillo Boulevard Alternative F-Modified





# Cabrillo Boulevard Alternative F-Modified

- ◆ No right turn lane provided for SB on-ramp.
- ◆ Short spacing between NB and SB ramps (195')
- ◆ Ped/bike improvements must be accounted for in the design.



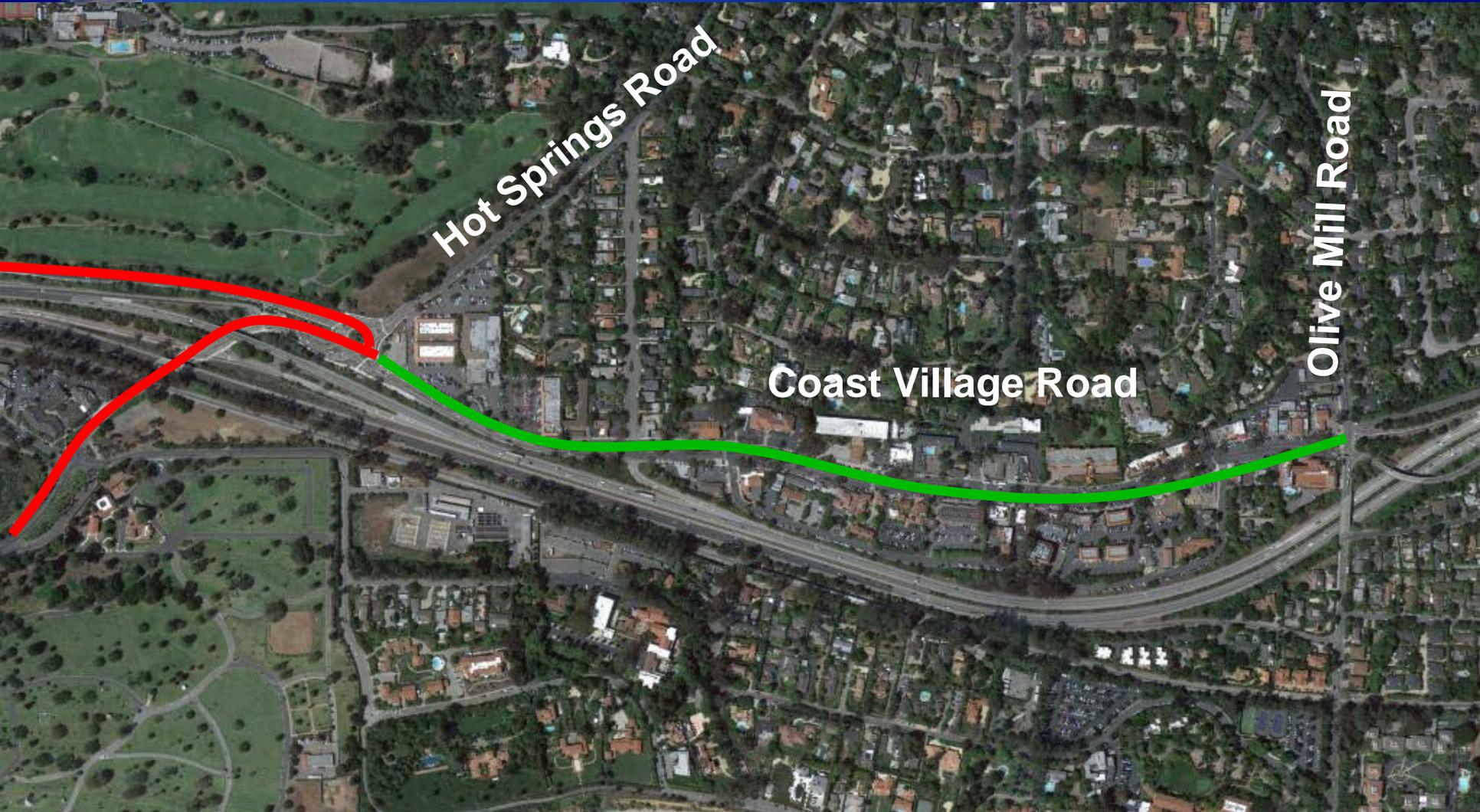
# Cabrillo Boulevard Alternative F-Modified

## PC letter re future CDP:

- ◆ New interchange design should be a LOS C or better during peak hours.

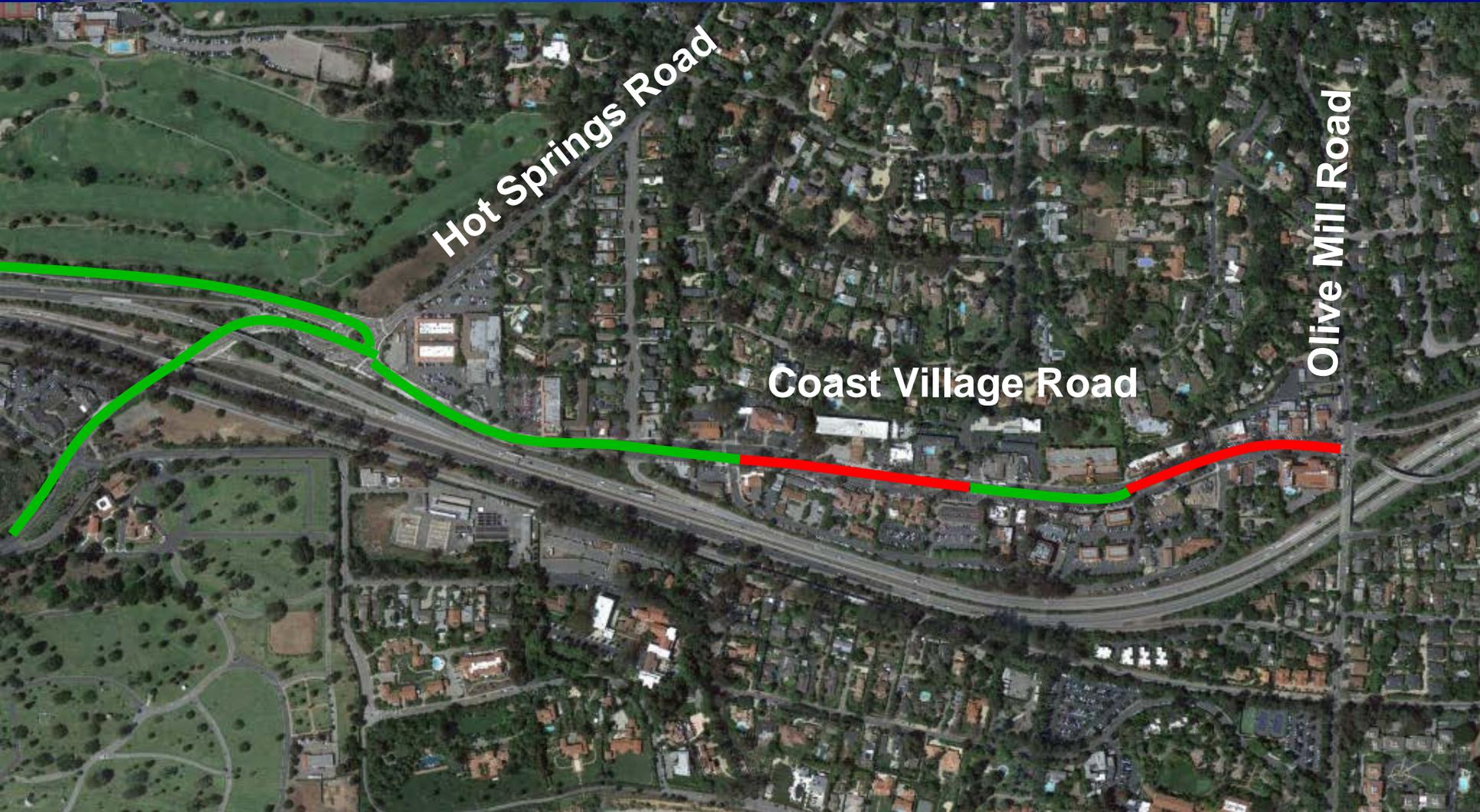


# Olive Mill Roundabout





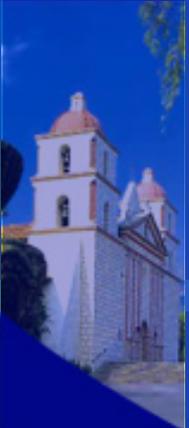
# Olive Mill Roundabout





# Olive Mill Roundabout





# Olive Mill Roundabout

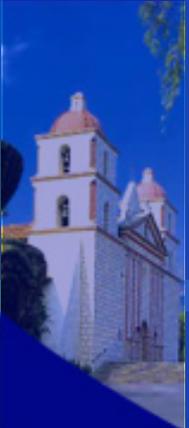
- ◆ Staff requested at first project mtg.
- ◆ PC requested.
- ◆ Santa Barbara County requested.



# Olive Mill Roundabout

## PC letter re future CDP:

- ◆ Re-articulate the need to correct Olive Mill Interchange as a part of the HOV Project.



# Left-side Ramps

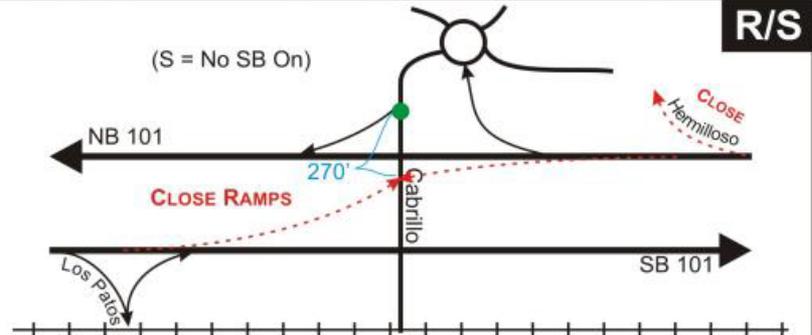
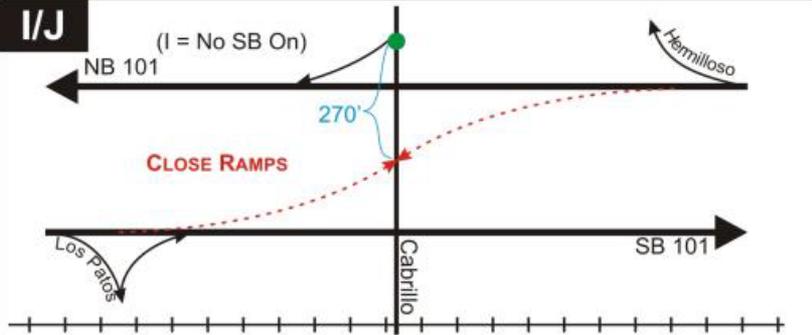
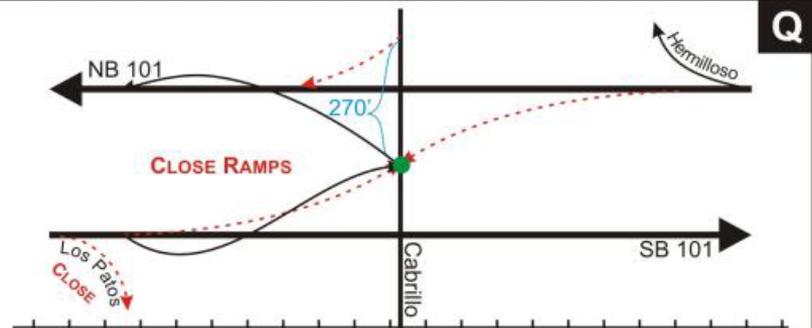
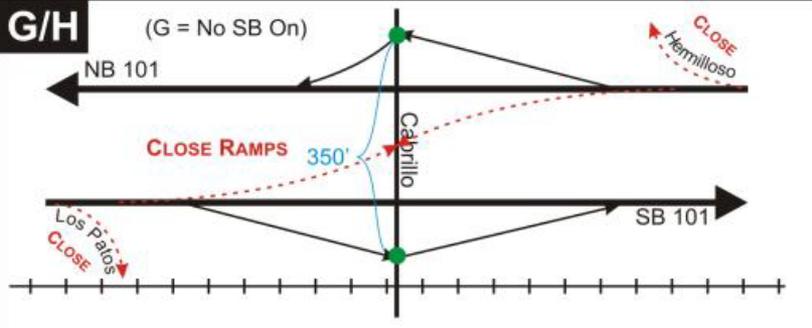
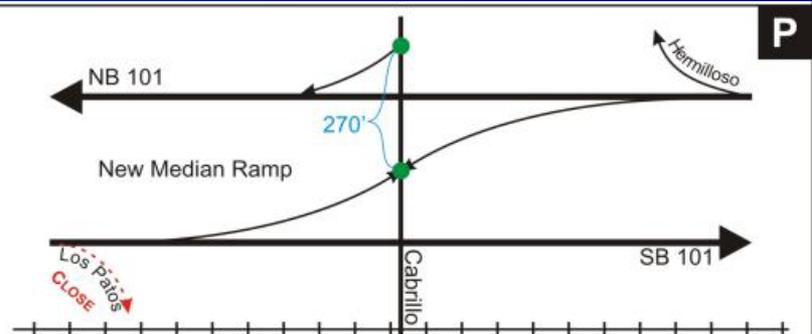
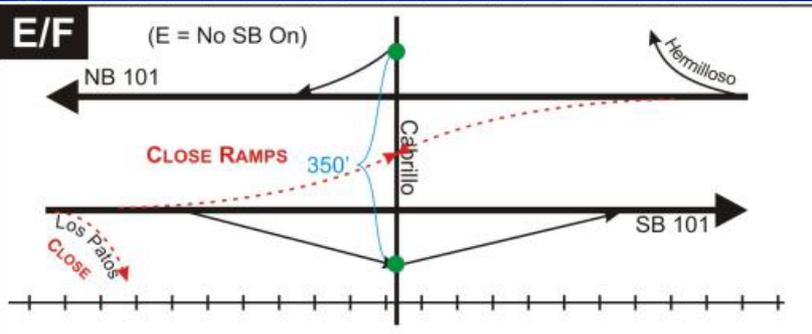
- ◆ May 16 – SBCAG board mtg – Left-ramps are not possible.
- ◆ Mayor's e-mail to the SBCAG board.
- ◆ Not the focus of today's meeting.



# Staff Recommendation

## PC letter:

- ◆ Fully disclose project's significant impacts with a proper environmental review.
- ◆ Integrate Union Pacific Bridge replacement into the project
- ◆ New Cabrillo Interchange should operate at LOS C or better.
- ◆ Improve Olive Mill Interchange as a part of the project.



**LEGEND**

- At Grade Intersection
- Ramp Closure



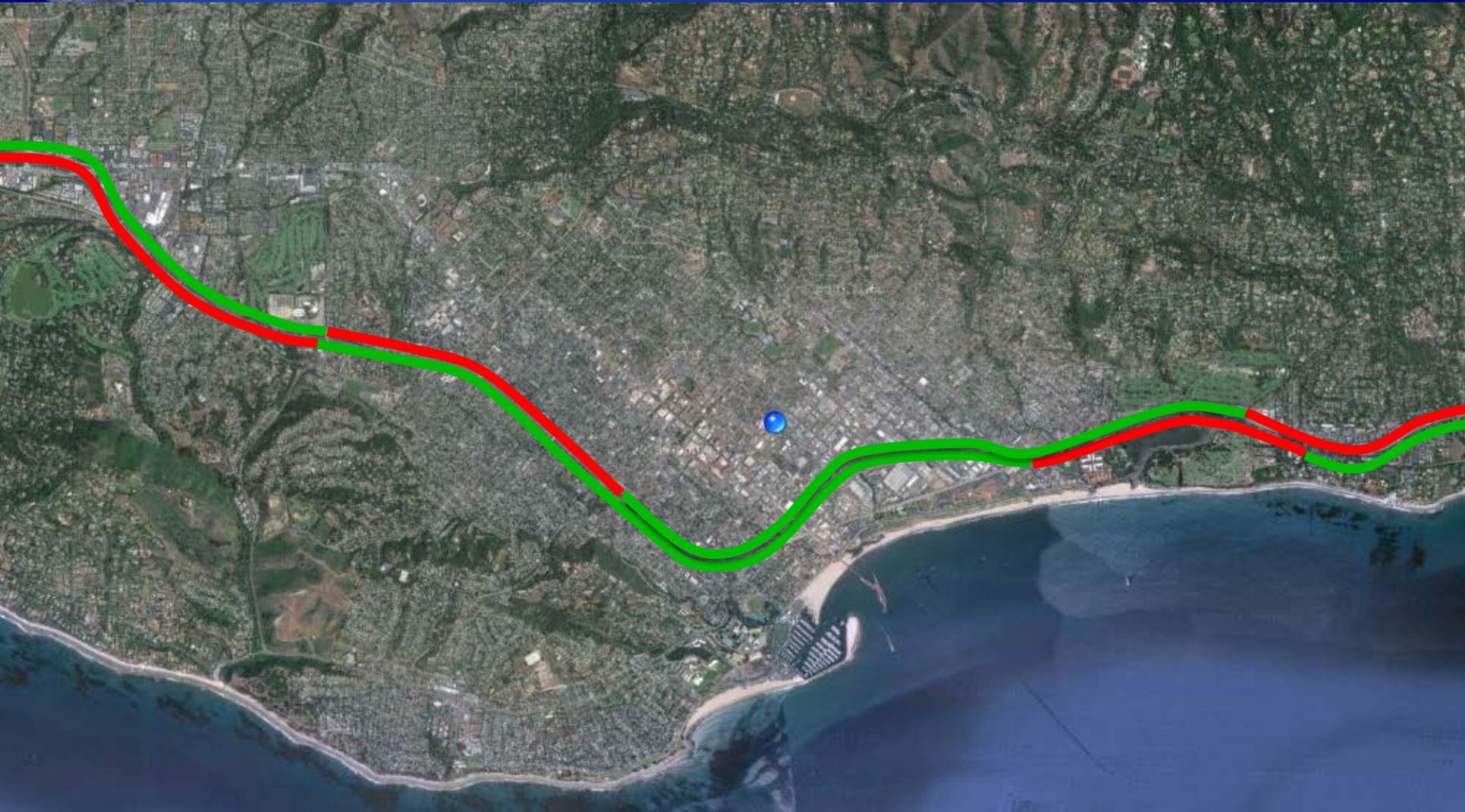
Cabrillo Blvd I/C Traffic Analysis

Layout of Configurations



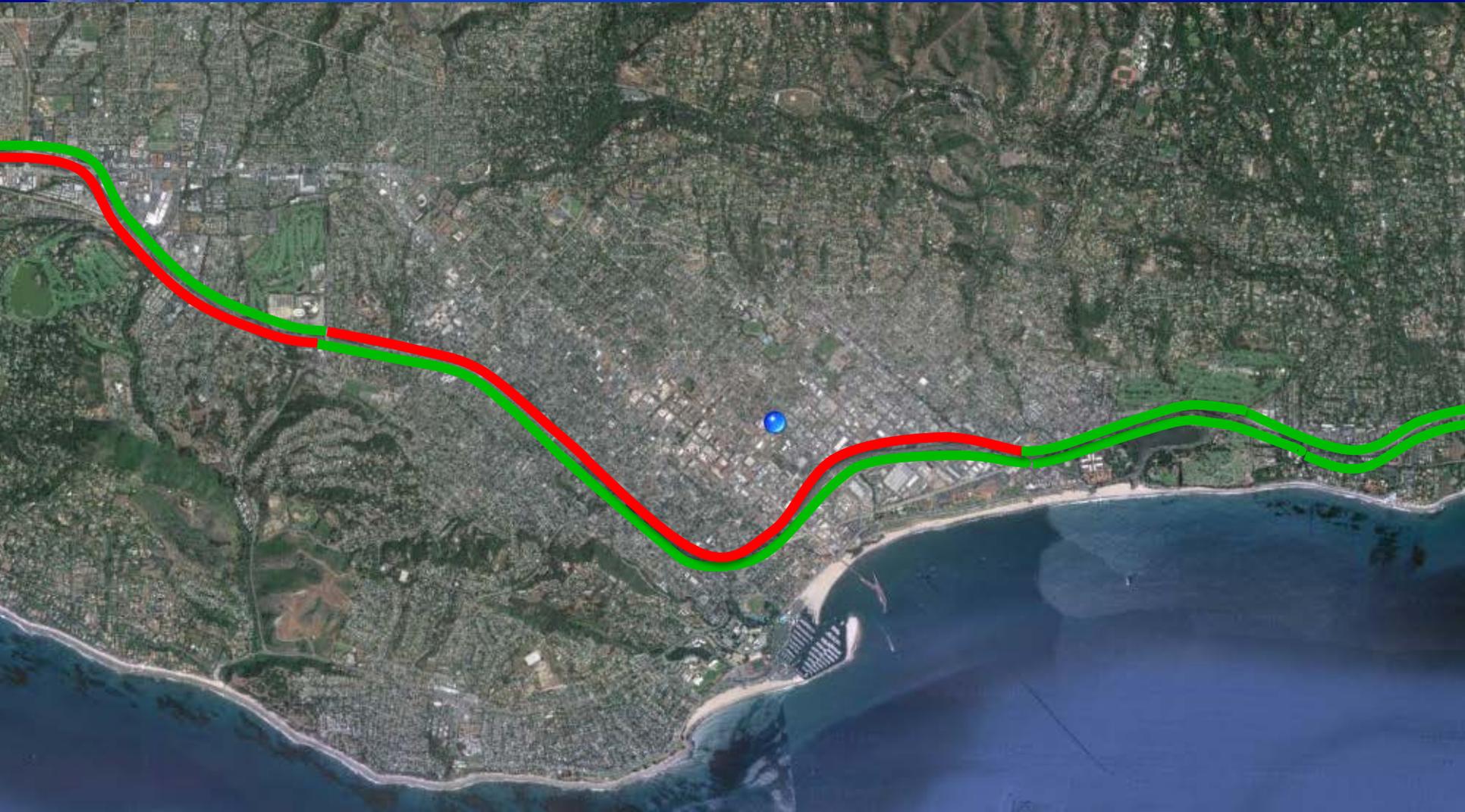
# Traffic Analysis

2040 AM Peak Hour Flow— No Build



# Traffic Analysis

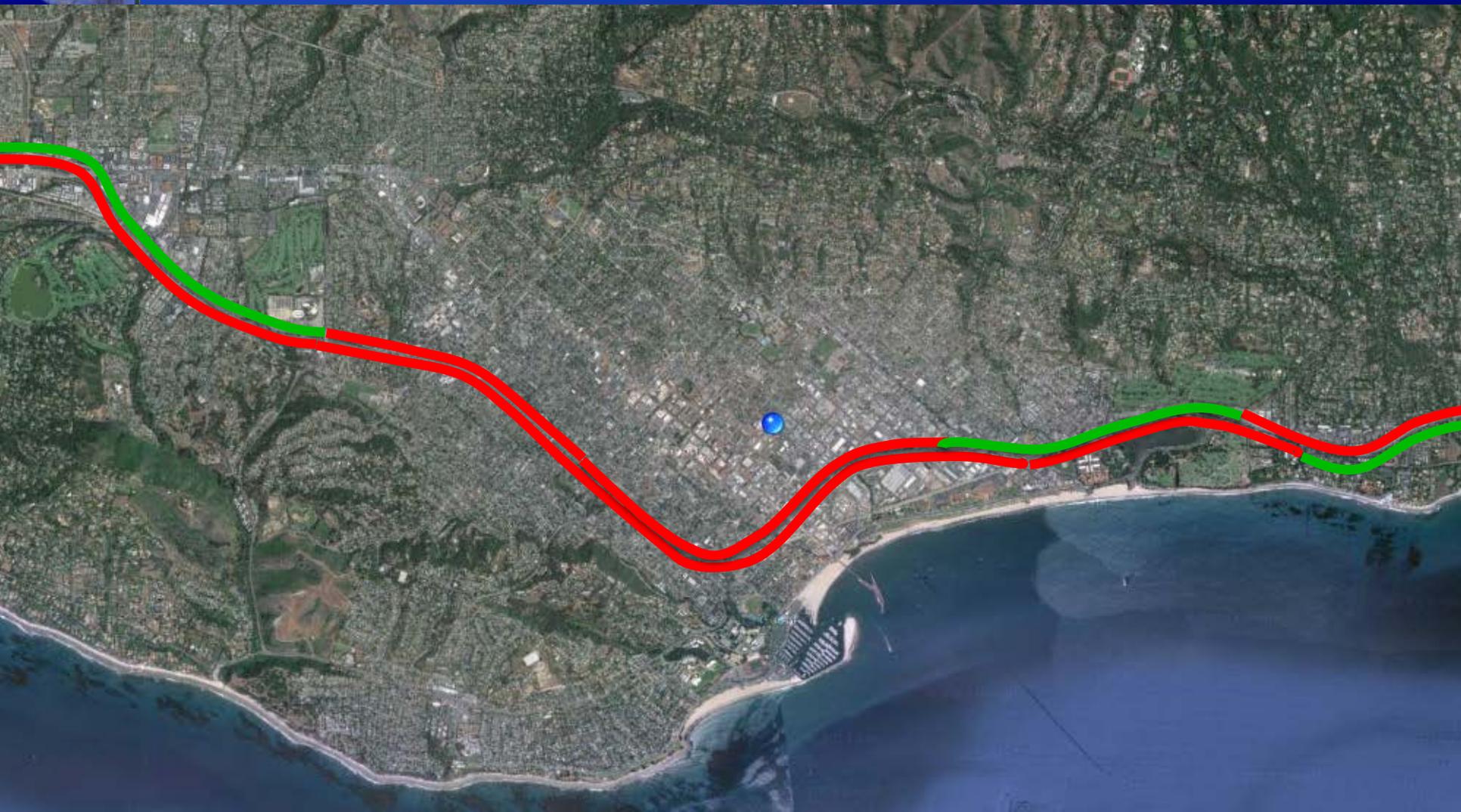
2040 AM Peak Hour Flow - Build





# Traffic Analysis

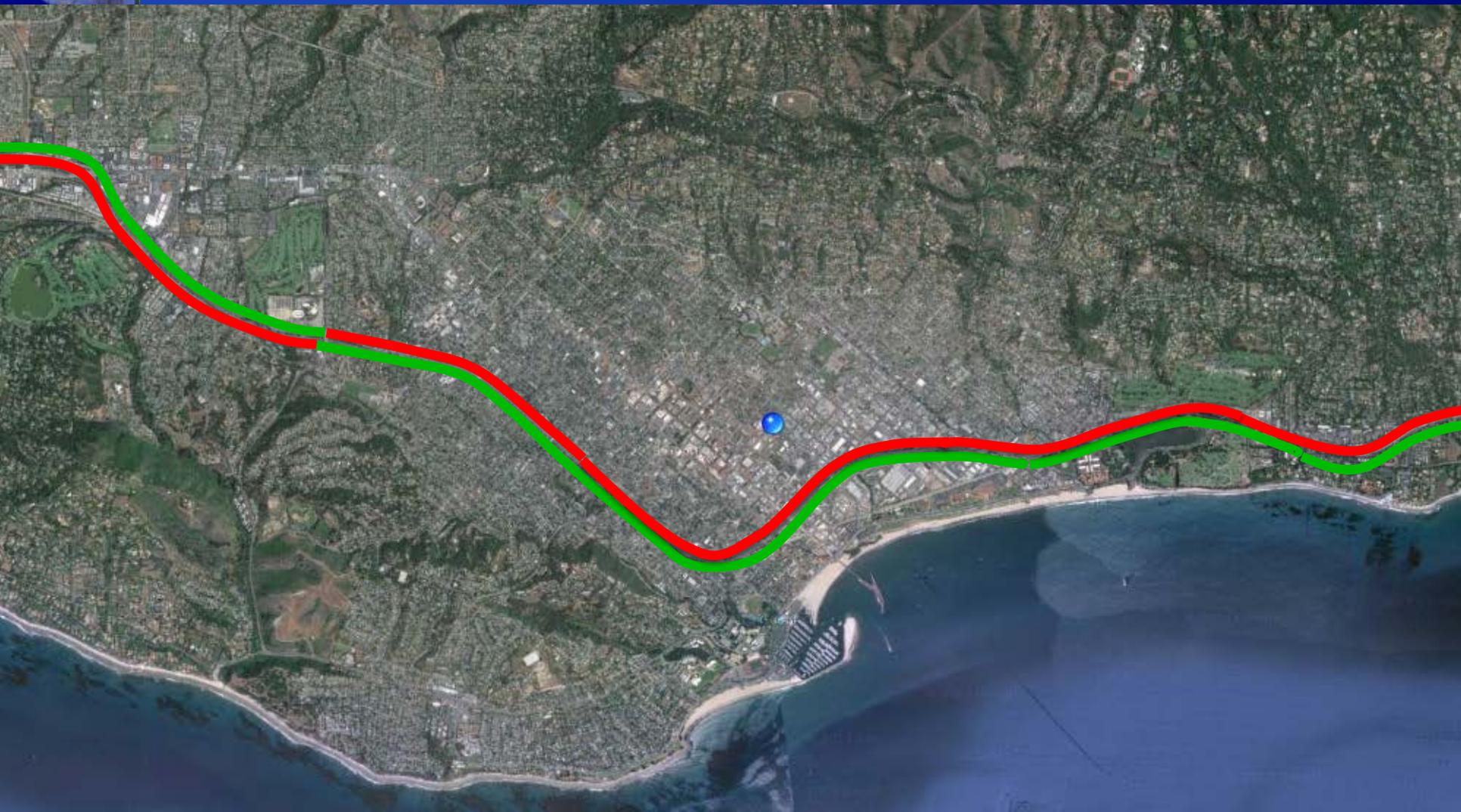
## 2040 PM Peak Hour Flow— No Build





# Traffic Analysis

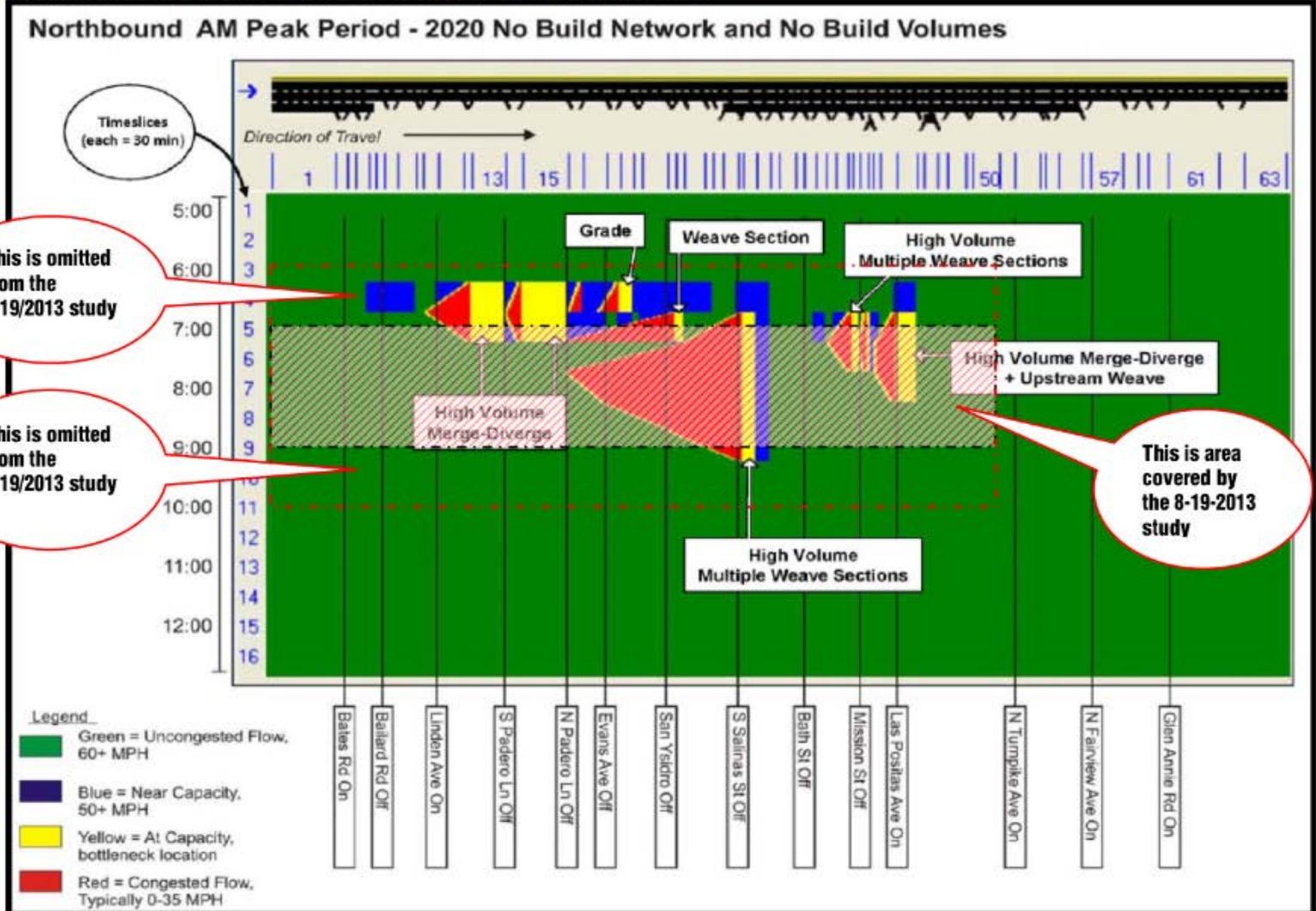
## 2040 PM Peak Hour Flow— Build



# Traffic Analysis

## Caltrans Comment Letter

Figure 14. FREQ 2020 No-Build Forecast: Northbound AM Peak Period



# Traffic Analysis

## Caltrans Comment Letter

Figure 23. FREQ 2040 Build Forecast: Northbound AM Peak Period

### Northbound AM Peak Period - 2040 Build Network, Build Volumes

