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UPDATED TRANSPORTATION AND PARKING CONDITIONS REPORT FOR THE DE LA GUERRA PLAZA MASTER PLAN – CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following updated transportation traffic and parking conditions report for the De La Guerra Plaza Master Plan (the “Project”), located in the City of Santa Barbara. The updated study evaluates current 2021 transportation and parking conditions within the Project study area and provides a comparison to the traffic and parking data collected in June 2019. The study also reviews parking occupancy information for the adjacent City parking lots (Lots 2, 9 and 10) to determine the level of excess parking capacity that currently exists.

2021 VEHICULAR TRAFFIC

Average daily traffic (ADT) counts were conducted on De La Guerra Street just west of Anacapa Street in June of 2021 to determine current traffic flows within the De La Guerra Plaza area since the closure of State Street. The counts were conducted from Friday, July 9 through Monday July 12, 2021 (see attached Figure 1 for count location). The counts also included determining the classification of vehicles in order to quantify the number of delivery trucks accessing the Project area. The 2021 traffic volume data is presented in Table 1.

Table 1
2021 Average Daily Traffic Volumes - De La Guerra Street

Date	Day	Automobiles ADT	Trucks ADT	Total ADT
June 9, 2021	Friday	2,328	59	2,387
June 10, 2021	Saturday	2,469	32	2,501
June 11, 2021	Sunday	2,279	21	2,300
June 12, 2021	Monday	1,892	59	1,951

The data presented in Table 1 show that De La Guerra Street west of Anacapa Street currently carries between 1,950 and 2,500 vehicles per day. On weekdays, approximately 30 delivery trucks (60 ADT) accessed De La Guerra Street and De La Guerra Plaza (the “Plaza Area”). ATE staff also observed that approximately 40%-60% of the vehicles entering De La Guerra Street circled through the plaza and exited due to the lack of available parking spaces.

The traffic count data collected in 2021 was compared to the peak period traffic counts conducted in June 2019 to evaluate the change in traffic that has occurred since the closure of State Street. Table 2 presents the results of the analysis.

Table 2
2019 and 2021 Peak Period Traffic Volume Comparison - De La Guerra Street

7:00 – 9:00 AM Weekday			4:00 – 6:00 PM Weekday			11:00 to 2:00 PM Saturday		
Year 2019	Year 2021	% Change	Year 2019	Year 2021	% Change	Year 2019	Year 2020	%Change
210	86	-59%	394	333	-15%	760	607	-20%

As shown, the closure of State Street reduced the number of vehicles entering and exiting the Plaza Area. The peak period traffic volumes dropped by 60% during the weekday AM period, 15% during the weekday PM period, and 20% during the Saturday period.

ORIGIN AND DESTINATION SURVEYS

Surveys were conducted within the Plaza Area to determine the origins and destinations of the drivers using the parking spaces on De La Guerra Street between Anacapa Street and State Street as well as the De La Guerra Plaza loop. Parking inventories conducted in 2019 showed that there were a total 60 spaces provided in the Plaza Area (these include 31 restricted 75-minute spaces, 18 green 15-minute spaces, 10 yellow loading spaces, and 1 blue ADA space). The origin/destination surveys include the following locations, which are shown on Figure 1.

1. Anacapa Street Corridor
2. El Paseo Midblock
3. City Hall Building
4. News Press Building
5. State Street (South)
6. Restaurants / Shops
7. State Street (North)

The surveys were conducted in July on Thursday and Monday from 10 AM to 2 PM when City Hall was open; and on Friday and Saturday from 3 PM to 6 PM when the State Street corridor was more active.

Table 3 presents the data showing the number of observations of vehicles parking in the Plaza area and the destinations of the trip makers for Weekdays between 10 AM - 2 PM; and Table 4 shows the same data for Friday and Saturday between 3 PM – 6 PM.

Table 3
Weekday Origin and Destination Survey Results

Monday & Thursday																
Day	Time	Anacapa Street		El Paseo Midblock		City Hall		News Press		State St South		Restaurants / Shops		State St North		Total
		Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cars
Mon	10am-2pm	7	3	19	8	25	11	6	3	38	17	10	4	120	53	225
Thurs	10am-2pm	11	4	17	7	28	11	4	2	49	19	18	7	133	51	260
Total	10am-2pm	18	4	36	7	53	11	10	2	87	18	28	6	253	52	485

The data presented in Table 3 show that during the weekdays when City Hall was open, 11% of the trip makers within the Plaza Area went to this building. The data also show that 7%-8% of the trip makers used the midblock crosswalk to access the El Paseo complex. The majority of the remaining trip makers (70%) traveled to and from the State Street corridor.

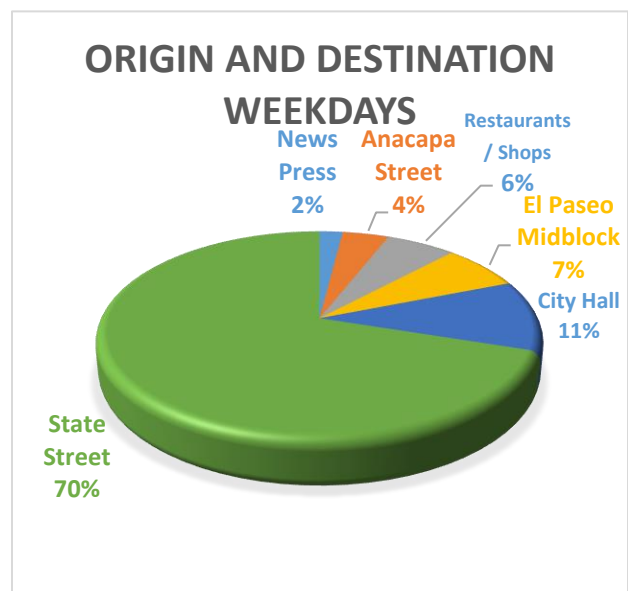
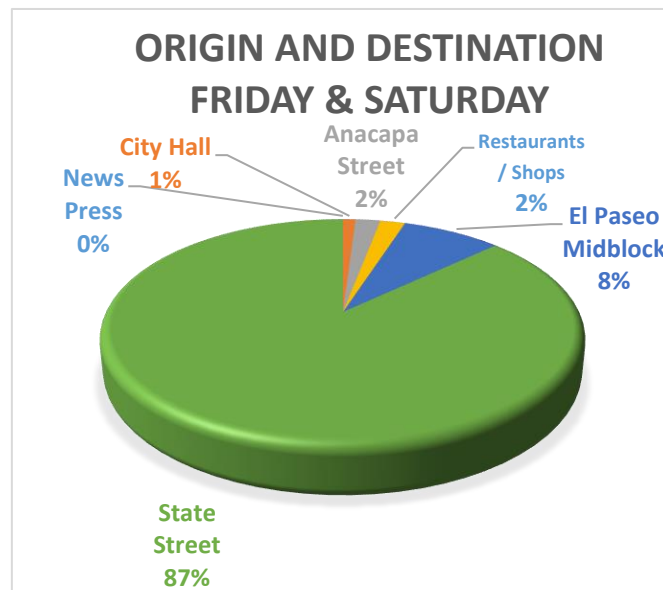


Table 4
Friday and Saturday Origin and Destination Survey Results

Friday & Saturday																
Day	Time	Anacapa Street		El Paseo Midblock		City Hall(a)		News Press		State St South		Restaurants / Shops		State St North		Total
		Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cars	%	Cars
Fri	3pm-6pm	7	3	15	7	4	2	0	0	62	31	5	2	109	54	202
Sat	3pm-6pm	1	1	15	8	0	0	0	0	71	38	4	2	95	51	186
Total	3pm-6pm	8	2	30	8	4	1	0	0	133	34	9	2	204	53	388

(a) Trip makers were not aware that City Hall was closed on Friday.

Table 4 shows that on Friday and Saturday when City Hall was closed, 85%-89% of the trip makers traveled to and from the State Street corridor and 8% went to and from the El Paseo complex. The surveys demonstrate the majority of parking spaces within the Plaza Area are being used by trip makers travelling to and from State Street.



CITY PARKING LOT OCCUPANCIES

Year 2019 (pre Covid 19-pandemic) and 2021 parking lot occupancy data was obtained from the City for the public parking lots that serve the Plaza area. Parking Lots 2, 9 and 10 are located within 1 to 2 blocks of the Plaza area, as shown on Figure 2. Lot 2 contains 559 spaces, Lot 9 contains 228 spaces, and Lot 10 contains 553 spaces for a combined total of 1,380 spaces. The data was analyzed for the month of June which is typically a busy period in the downtown, area and is the month that the original traffic and parking surveys were conducted in the Plaza Area in 2019. The City parking data is broken down into four periods for the week: 1) Monday-Thursday, 2) Friday, 3) Saturday and 4) Sunday. The data was used evaluate to the 2019 and 2021 occupancy levels and available spaces within the parking lots. The parking lot peak occupancies for 2019 and 2021 are presented in Tables 5 and 6, respectively.

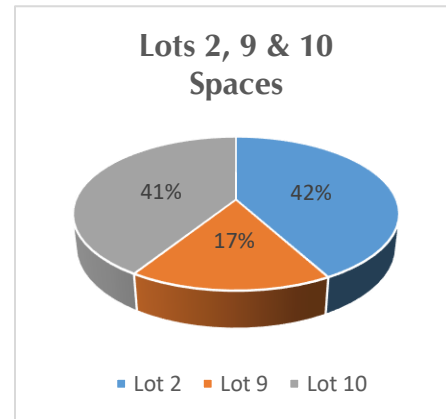


Table 5
Parking Lot Occupancies 2019

Day	Peak Time	Lot 2			Lot 9			Lot 10			Total			
		Cars	Spaces	% Occ	Cars	Spaces	% Occ	Cars	Spaces	% Occ	Cars	Spaces	% Occ	Extra Spaces
Mon-Thurs	2:00	323	559	58%	209	228	92%	282	553	51%	814	1,380	59%	566
Fri	2:00	363	559	65%	214	228	94%	307	553	56%	884	1,380	64%	497
Sat	2:00	347	559	62%	177	228	78%	288	553	52%	812	1,380	59%	568
Sun	2:00	246	559	44%	173	228	76%	160	553	29%	579	1,380	42%	801

The data presented in Table 5 show that the peak parking occupancy period in June 2019 was on Friday between 2:00-3:00 PM. The combined parking lot occupancy in the three lots was 64% with 497 available spaces. It is noted that Lot 9, located one block north of De La Guerra Street, was at 92%-94% occupied on Mondays through Fridays indicating it was essentially fully occupied. Lots 2 and 10 had peak occupancies ranging from 56%-65% during this period.

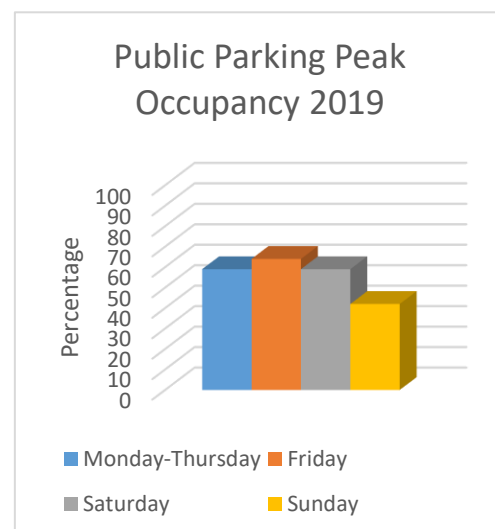
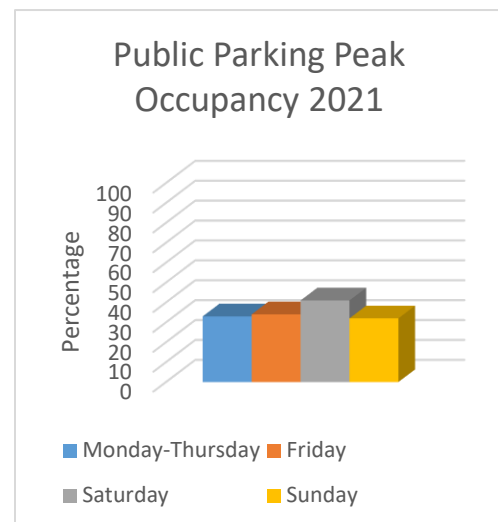


Table 6
Parking Lot Occupancy 2021

Day	Peak Time	Lot 2			Lot 9			Lot 10			Total			
		Cars	Spaces	% Occ	Cars	Spaces	% Occ	Cars	Spaces	% Occ	Cars	Spaces	% Occ	Extra Spaces
Mon-Thurs	1:00	159	559	28%	148	228	65%	149	553	27%	456	1,380	33%	924
Fri	1:00	158	559	28%	149	228	65%	169	553	31%	475	1,380	34%	905
Sat	1:00	179	559	32%	169	228	74%	218	553	39%	565	1,380	41%	815
Sun	2:00	128	559	23%	141	228	62%	167	553	30%	436	1,380	32%	944

The data presented in Table 6 show that the 2021 peak parking occupancies in the lots are significantly lower than the 2019 occupancy levels. The reduced parking demands are related to the economic slow-down caused by the Covid 19 pandemic. The combined parking lot occupancy in the three lots was 41% on Saturday with 815 available spaces. Lot 9 was at 74% occupancy during the peak period, Lot 2 was 32% occupied, and Lot 10 was 39% occupied.



The parking lot peak occupancy data collected in 2021 was compared to the 2019 to evaluate the change in occupancy in these lots since the closure of State Street and the Covid 19 economic slowdown. Table 7 presents the results of the analysis.

Table 7
Parking Lot Peak Occupancy Comparison

Day	2019	2021	Difference
Monday-Thursday	59%	33%	-26%
Friday	64%	34%	-30%
Saturday	59%	41%	-18%
Sunday	42%	32%	-10%

The data presented in Table 7 show that from 2019 to 2021, the peak occupancy dropped 26% on Mondays through Thursdays, dropped 30% on Fridays, dropped 41% Saturdays, and dropped 10% on Sundays. It is anticipated that the 2021 occupancy levels could return to 2019 pre-Covid 19 levels as the business, restaurants, and retail facilities begin to reopen and/or redevelop in the downtown area.

CONCLUSIONS AND SUMMARY

Updated traffic and parking data was collected in the De La Guerra Plaza study area in 2021 to evaluate current conditions after the closure of State Street; and to compare 2021 conditions to 2019 pre-Covid 19 conditions. Average daily traffic counts were conducted on De la Guerra Street just west of Anacapa Street from Friday through Monday in June 2021. The traffic data showed that between 1,950 and 2,500 vehicles traveled to and from the Plaza Area per day, and that approximately 40%-60% of the vehicles that entered De La Guerra Street returned to Anacapa Street without stopping due to the lack of available parking spaces. During weekdays, approximately 30 delivery trucks accessed De La Guerra Street and De La Guerra Plaza.

Origin and destination surveys were conducted that determine where people who parked in the Plaza Area went. The weekday surveys showed that 70% of the trip makers went to State Street, 11% went to City Hall, and 7% went to the El Paseo complex. During Friday and Saturday late afternoons, 87% of the trip makers went to State Street and 8% went to the El Paseo.

The June 2019 and 2021 parking occupancy data provided for City parking Lots 2, 9, and 10, which serve the Plaza Area, showed that peak parking occupancies decreased significantly from 2019 to 2021, likely due to the economic slowdown caused by the Covid-19 pandemic. The 2019 data showed that the peak June occupancy for the three lots occurred on Fridays at 2:00 PM with an overall occupancy of 64% and 497 available spaces.

The traffic and parking survey data indicate that the majority of the trip makers using the parking spaces in the Plaza Area are oriented to State Street. The data also show that the adjacent City parking lots that serve the State Street corridor in this area have more than adequate capacity to absorb the parking demands generated by the 60 spaces in the Plaza Area if it were to be closed to vehicular traffic. The data also show that there is a need to accommodate delivery vehicles in the Plaza Area and that some short-term public parking would be desirable adjacent to City Hall.

This concludes ATE's updated transportation and parking conditions report the De La Guerra Plaza Master Plan.

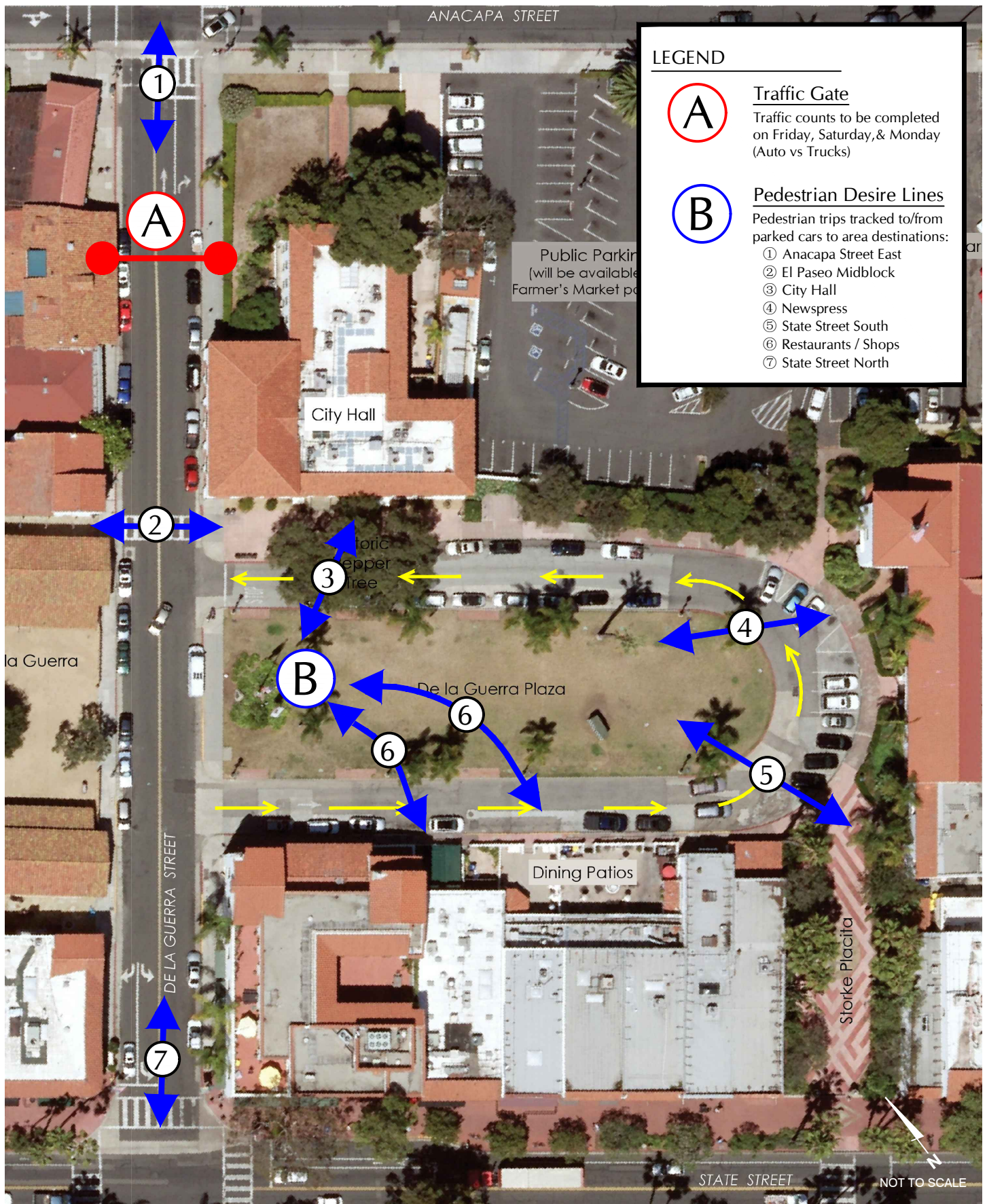
Associated Transportation Engineers

A handwritten signature in black ink, appearing to read "Scott A. Schell". The signature is fluid and cursive, with the first name "Scott" being the most prominent part.

Scott A. Schell
Principal Transportation Planner

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Attachments



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DE LA GUERRA STREET OBSERVATIONS

FIGURE 1

GM - ATE#19014



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DE LA GUERRA PARKING LOT LOCATIONS

FIGURE 2

GM - ATE#19014