
Meeting Minutes

Goleta Ramp Metering Study

Kick-Off Meeting

April 14, 2016, 11:00 a.m. – 12:00 noon

1. Introductions

- Julio Perucho – SBCAG (PM)
- Steve VanDenburgh – SBCAG
- Peter Imhof – SBCAG
- James Winslow – City of Goleta
- Alissa Hummer – UCSB
- Paul McClintic – Caltrans District 5
- Hana Mengsteab – Caltrans District 5
- Jimmy Ochoa – Caltrans District 5
- Jeff Berkman – Caltrans District 5
- Gary Smart – County of Santa Barbara
- Chirag Safi – Kittelson & Associates (Consultant PM)
- Mike Aronson – Kittelson & Associates
- Jim Damkowitch – Kimley-Horn & Associates

2. Project Overview

a. Goals and Objectives

- i. The purpose of the study is to objectively evaluate potential benefits and impacts associated with implementing various ramp metering options.
- ii. SBCAG received a Caltrans Transportation Planning grant to study the potential effectiveness of metering freeway access along US 101 through the City of Goleta and unincorporated eastern Goleta Valley.
- iii. Caltrans indicated that installing ramp meters at the SR 217 on-ramp to southbound US 101 is a SHOPP candidate project. It doesn't have a project initiation document yet.
- iv. SBCAG is undertaking this study to 1) evaluate whether ramp metering is an effective tool to relieve congestion on the mainline US 101 given that widening

is not feasible, 2) gauge potential adverse impacts to transit and the local street network, and 3) where the ramp meters could be installed to achieve system-wide benefits. This study is not intended to be an advocacy process for implementation of ramp metering.

b. Roles and Responsibilities

- i. Kittelson & Associates is the prime consultant for this project and is supported by Wallace Group for cost estimates, Kimley-Horn for travel demand modeling and RGS (Kendall Flint) for public outreach.
- ii. SBCAG is the lead agency and is supported by a Technical Advisory Committee (TAC) consisting of the City of Goleta, Caltrans, UCSB, County of Santa Barbara and SBMTD.
- iii. Caltrans District 5 is managing the grant and will be overseeing the study.
- iv. City of Goleta is interested in discerning possible impacts to local roadways as a result of ramp metering.

c. SBCAG, PDT member and Consultant Expectations

- i. Santa Barbara County indicated that the installation of ramp metering and restriping of on bridge at the Patterson on-ramp to US 101 southbound was conditioned for the Cavaletto Tree Farm project.
- ii. Residential growth is substantial in the vicinity of Los Carneros Road in Goleta.
- iii. The ramp metering study should examine an option of metering upstream ramps with heavy traffic volumes, such as Storke and Los Carneros, to achieve desired operational benefits on US 101 southbound south of SR 217.
- iv. There are bypass routes, such as Patterson and Hollister that could be affected if the flow at the SR 217 on-ramp to southbound US 101 is metered.
- v. Ramp metering could be counter intuitive, and therefore, the study needs to objectively evaluate performance. KAI to develop a methodology memo including performance measures to gain consensus in early stages of the project.
- vi. City of Goleta indicated that although beyond the scope, the study area could be extended further south into Santa Barbara city limits to realize system-wide benefits or dis-benefits. Possible tie into 101 in Motion.
- vii. A successful study would have buy-in from public agencies as well as the public.
- viii. An outcome of this study will be a list of potential ramp metering projects that achieve net benefits.

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- ix. Caltrans indicated that the operational assessment should be conducted without and with HOV bypass lanes at critical ramp locations. The KAI scope includes these analyses.
 - x. UCSB recently did a full set of traffic counts around the campus that could be useful for the study.
- d. Administrative and Communication Protocols
- i. Emails from TAC members should be routed through Julio Perucho, SBCAG.
 - ii. Chirag Safi, consultant PM should be copied on every email between stakeholder and consultant team members, including sub-consultants.
 - iii. Consultant will submit the invoices monthly, along with progress reports.
 - iv. Check-in meeting (conference call) with TAC members will occur monthly.
 - v. SBCAG and the consultant team will check in as needed in between the TAC meetings.
3. Project Scope and Schedule
- i. The Consultant described the tasks and key deliverables. The approved scope of work will be sent to the TAC members.
 - ii. The project is anticipated to run about 14 months. Schedule will be dynamic in nature and equitably adjusted to address unexpected events.
4. Key Issues
- a. Data collection
- i. Volumes, speeds and classification data to be collected at ramps and freeway mainline. Caltrans encroachment permit will be secured early on, which requires 2-3 weeks of processing time.
 - ii. Traffic data collected for the Goleta model update will be used to analyze local roadway and intersection operations.
- b. Analysis tools and methods
- i. FREQ12 for operational evaluation of freeway mainline and ramps.
 - ii. City accepted tools, methods and standards to analyze local roadways and intersections.
 - iii. Performance metrics need to consider impacts on local streets, transit operations.
- c. Transit performance

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- i. Transit, especially express bus services to and from Goleta will be explicitly addressed.
 - ii. Performance measures, such as passenger delays, will be used to determine potential impacts on transit.
- d. Traffic diversion
- i. Traffic diversion to the local streets and intersections will be explicitly addressed.
 - ii. The Goleta travel demand model will be adjusted to best represent ramp metering delays and analyze potential diversion to local streets.
- e. Travel demand modeling and forecasting
- i. The Goleta model is currently being updated. The updated model will be used to forecast future volumes. Two models are available – General plan buildout and horizon year cumulative. It is recommended to use the former for this study, to ensure representation of traffic demands from all potential development.
 - ii. The SBCAG regional travel demand model will be used for growth forecasts at the study area boundaries and for mode choice estimates, including transit ridership.
- f. Public and stakeholder engagement
- i. Two public workshops to be held – one at the beginning and one to present draft findings. Locations TBD.
- g. Any other?

5. Next Steps

- i. Roster of TAC members – SBCAG
- ii. Monthly recurring meetings – SBCAG
- iii. Methodology memo, develop measures of effectiveness – KAI team and SBCAG
- iv. Caltrans encroachment permits and data collection – KAI team
- v. Planning and scheduling 1st public workshop – KAI team and SBCAG
- vi. Updated schedule – KAI team