



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** March 10, 2020

**TO:** Mayor and Councilmembers

**FROM:** Transportation Planning and Parking Division, Public Works Department

**SUBJECT:** Westside And Lower West Neighborhoods Transportation Management Plan

**RECOMMENDATION:** That Council:

- A. Approve the Westside and Lower West Neighborhoods Transportation Management Plan; and
- B. Adopt, by reading of title only, a Resolution of the Council of the City of Santa Barbara Supporting Westside and Lower West Safety Enhancement Infrastructure Improvements, and Directing Staff to Apply for a Grant to Fund Design, Environmental Review, and Construction.

### **EXECUTIVE SUMMARY:**

A Neighborhood Transportation Plan is an effective way to identify community desired improvements and position the City to obtain grant funding for active transportation improvements. The first neighborhood transportation plan for Santa Barbara's Eastside Neighborhood was developed in 2013, with strong community input and involvement. The Eastside Neighborhood Transportation Plan resulted in over \$11.4 million in grant funding. Plan development and implementation also served as a valuable tool to listen to and address neighborhood concerns.

Public Works recently conducted a public process to develop the draft Westside and Lower West Neighborhoods Transportation Management Plan (Plan). Staff is bringing the draft Plan to Council for approval (Attachment 1). This report explains the process that Public Works used to develop the Plan, as well as a brief overview of its contents. Staff is also requesting direction to develop and submit an Active Transportation Grant Application (ATP) to fund eligible transportation improvements included in the Plan.

## **DISCUSSION:**

### The Planning Process

The Public Works Department initiated a bilingual outreach effort for the Westside and Lower West neighborhoods on March 13, 2019, to listen to concerns related to pedestrian, bicycle, and traffic safety. The Westside neighborhood is bounded on the north and east by Highway 101, on the south by West Carrillo Street and the base of the Mesa Hills, and on the west by the base of the hills containing Bel Air Knolls. The Lower West neighborhood is bounded on the north by Carrillo Street, on the south by Montecito Street, on the east by Highway 101, and on the west by Loma Alta Drive and the base of the Mesa Hills. The outreach effort consisted of a Listening Workshop on April 6, 2019, and a follow-up survey along with a City TV segment. This effort yielded input from over 250 individual neighborhoods.

Paralleling the outreach effort, Public Works conducted a Vision Zero Traffic Safety Analysis that analyzed the history of collisions within the neighborhoods to identify locations where future collisions can be prevented. Generally, the collisions were most frequent along Carrillo, Mission, and San Andres Streets, which are also the busiest streets in the neighborhoods. The signalized intersection of Micheltorena and San Andres Streets had the highest number of pedestrian-involved collisions. The San Andres Street corridor has a pattern of collisions effecting bicyclists. In addition, the San Andres Street and Carrillo Street corridors have a concentration of nighttime collisions.

Proposed solutions were presented at an Approach Workshop on June 1, 2019, which were based upon the outcome of the Vision Zero Traffic Safety Analysis and neighborhood input. The goal of an Approach Workshop is to gain neighborhood insights into the proposals in order to fine-tune the proposed solutions. An additional Approach Workshop on January 23, 2020, focused specifically on the Modoc Road corridor between Las Positas Road and Mission Street. The neighborhood identified a need for stronger bicycle and school connections on this portion of Modoc. This section would also connect a larger network of transformative pedestrian and bicycle facilities planned for the Westside, Modoc, and the Las Positas corridors.

On October 24, 2019, the Transportation and Circulation Committee (TCC) found the draft Plan consistent with the City's adopted Circulation Element, Pedestrian Master Plan, Bicycle Master Plan, and Vision Zero Strategy, and recommended forwarding the Plan to Council for approval. On November 11, 2019, the Neighborhood Advisory Council also recommended forwarding the Plan to Council for approval.

On February 27, 2020, staff returned to TCC with the proposed separated bike path along Modoc Road between Las Positas and Mission Streets and a multiuse path along Portesuello between Modoc Road and Gillespie Street, to debrief the feedback of the Approach Workshop and received a recommendation from the TCC on consistency with the Circulation Element, Pedestrian Master Plan, Bicycle Master Plan, and Vision Zero Strategy.

The Plan

The Plan contains a summary of the community outreach efforts and feedback in addition to the Vision Zero Traffic Safety Analysis and the recommended safety countermeasures (Attachment 1). Three emerging themes from the neighborhood input and Vision Zero analysis are included in the Plan:

1. Improvements to make the walking experience safer and more inviting;
2. Neighborhood lighting improvements to enhance the walking, biking, and driving experience; and
3. Bicycle improvements to create safer routes to school and work and close gaps in the bicycle facility network.

From these themes come project priorities. The projects are grouped by projects that are currently underway and funded through construction, projects that have been or will be implemented under the existing Streets Capital Operational Budget, and proposed projects that require funding.

Projects Underway

Three capital infrastructure projects totaling \$6.7 million will be constructed in the Westside and Lower West neighborhoods in the next one to three years that will address the neighborhood’s emerging themes (Page 36 of the Plan) and are summarized below:

Emerging Themes		Funded Projects
Pedestrian Improvements to Enhance Walking Experience	Neighborhood Lighting	<b>Carrillo/San Andres Intersection Safety and Lighting Improvements</b> (drivers and bicyclists also benefit).
	Improvements to Enhance Walking, Biking and Driving Experience	<b>Curb extensions at the intersections of San Pascual and Ortega and Cota Streets</b> (Recently completed)
Bicycle Improvements to Promote Safe Routes to School and Work and Close Gaps in the Bicycle Facility Network		<b>Westside Gap Closure Project.</b> Includes design and construction of a 3.8 mile bike boulevard through Santa Barbara’s Westside neighborhood to Downtown and the Eastside connecting to schools, employment areas, recreation, and public facilities.

The City was awarded an Active Transportation Program grant from the State to construct the Westside Gap Closure Project. The Project application included a bicycle boulevard along Chino Street, which would serve as a safer alternative route for cyclists to San Andres Street, where 33 percent of all Westside bike-involved collisions occurred. During preliminary project design, an in depth traffic analysis of the Westside revealed a significant amount of neighborhood cut-through traffic on Chino Street, and creating a safe cycling route on Chino Street would divert too much traffic to other neighborhood

streets. Through the outreach process, the concept of changing the Project from one bike boulevard on Chino Street to two bike boulevards along Gillespie and San Pascual Streets developed. The new concept of two bike boulevards provides superior safety and connectivity to schools and other cycling routes. In general, the neighborhood supports this change, which will require a request to the state to amend the Westside Gap Closure.

Projects Included in the Streets Operational Budget

There are nine projects reflected in the Plan that are a mix of engineering, maintenance, enforcement, and educational approaches that have been, or will be, funded with the existing Streets Capital operational budget (Page 37 of the Plan) and are summarized below:

Emerging Themes	#	Community and Traffic Safety Needs	Status	Department/Division Responsibility
Improvements to make the walking experience safer and more inviting	1	Ongoing crossing markings and signage	Several markings installed with 2019 Pavement Project. Additional markings and signage is ongoing.	Public Works/Streets Operations and Infrastructure Division
	2	Install red curb at intersections with poor visibility (example: San Andres and Victoria)	Completed at San Andres and Victoria.	Public Works/Streets Operations and Infrastructure Division
	3	Implement a leading pedestrian interval (LPI) at San Andres and Micheltorena Intersection	Completed	Public Works/Streets Operations and Infrastructure Division
	4	Ongoing uplifted sidewalks repairs	Completed along Chino Street corridor in Spring 2019 that also included sidewalk infill. Other locations ongoing.	Public Works/Streets Operations and Infrastructure Division
Neighborhood lighting improvements to enhance walking, biking, and driving experience	5	Trim tree canopy along San Andres between Micheltorena and Carrillo Streets	Completed. Also, ongoing through routine traffic safety site inspections.	Parks and Recreation Department
	6	Send out vegetation letters to property owners where vegetation is obstructing the travel way or intersection visibility	In process.	Public Works/Streets Operations and Infrastructure Division
Other	7	Work with MTD to review bus stop maintenance needs	Anticipated completion in summer 2020.	Public Works/Transportation Planning and Parking and MTD
	8	Additional outreach as needed for infrastructure needs that might impact a particular street or subset of neighborhood.	Ongoing	Public Works/Transportation Planning and Parking
	9	Vision Zero Messaging (Rules of the Road)	Part of Citywide messaging effort in 2020/2021	Public Works/Transportation Planning and Parking

Projects Proposed

The Plan recommends 11 new capital infrastructure projects to address the neighborhoods emerging themes (Page 38 of the Plan) and are summarized on the following page.

Emerging Themes	#	Unfunded Projects
Improvements to make the walking experience safer and more inviting	1	<b>Enhanced Intersections along San Andres Street:</b> Install curb extensions, high visibility crosswalks, and rapid flashing beacons along San Andres Street at the following intersections: Valerio, Arrellaga, Micheltorena, Sola, Victoria, and Anapamu Streets. Install curb extensions at the San Andres / Canon Perdido intersection.
	2	<b>Enhanced Intersections along Chino Street:</b> Install pedestrian refuge islands along four intersections along Chino Street at Arrellaga, Sola, Victoria and Anapamu Streets.
	3	<b>Sidewalk Infill Along Valerio/Calle Canon</b> to include 0.66 miles of sidewalk infill and 11 access ramps.
	4	<b>Sidewalk Infill:</b> Approximately 7,290 linear feet within the Westside neighborhood.
	5	<b>Pedestrian Access Ramps.</b> Install approximately 44 access ramps in the Westside neighborhood.
Neighborhood lighting improvements to enhance walking, biking, and driving experience	6	<b>Install new SoCal Edison Streetlights</b> on existing utility poles.
	7	<b>Install pedestrian scale lighting along San Andres</b>
Bicycle Improvements to Promote Safe Routes to School and Work and Close Gaps in the Bicycle Facility Network	8	<b>Bike lane striping to connect Westside and Lower West Neighborhoods along San Andres Street between Carrillo and Canon Perdido Streets.</b>
	9	<b>Carrillo Multiuse Path from Mercedes to San Andres.</b>
	10	<b>Lower Westside Bicycle Boulevard.</b> A bicycle boulevard would be installed along Canon Perdido Street between San Andres and Wentworth Streets, along Wentworth between Canon Perdido and Coronel, along Coronel between Wentworth and Rancheria, and along Rancheria from Coronel to Montecito Street. Standard signing and striping would only be involved.
	11	<b>Separated bike path along Modoc Road between Las Positas and Mission Streets and a multiuse path along Portesuello between Modoc and Gillespie.</b>

### NEIGHBORHOOD ON-STREET PARKING CONCERNS

On-street parking is a big neighborhood concern, especially near higher density areas. Evening and overnight hours are the most congested times for on-street parking, especially where personal work trucks are parked on-street. While some Westside residents have suggested permit parking restrictions, the Resident Permit Parking Program is designed to limit commercial-related/employee parking in residential areas. The program was not created to relieve parking congestion created solely by increased residential on-street parking demand. Additionally, the City does not currently have parking enforcement officers available after 6 p.m. An entirely new residential parking permit program would need to be created that would either limit work trucks and/or the number of on-street parking permits that could be issued per residence.

### **BUDGET / FINANCIAL INFORMATION:**

Together, the 11 new capital infrastructure projects listed above will cost approximately \$16 million. Securing grant funding is required to accomplish these infrastructure projects. The two likely funding sources are the State's Active Transportation Program (ATP) and Highway Safety Improvement Program (HSIP) for Infrastructure projects that are less than \$400,000 and could potentially qualify for Community Development Block Grant (CDBG) funds and regional Measure A grants through the Santa Barbara County Association of Governments.

### ATP and HISP Grants

The ATP and HSIP programs have grant applications due in June 2020. City staff is requesting that Council adopt a Resolution of Support to apply for an ATP grant that includes:

- High priority pedestrian crosswalk improvements and sidewalk infill identified in the Westside and Lower West Neighborhoods Transportation Management Plan;
- Pedestrian scale sidewalk and crosswalk lighting along San Andres and San Pascual Streets;
- Carrillo Multiuse Path from Mercedes to San Andres;
- Bicycle lane and boulevard improvements in the Lower West neighborhood; and
- A separated bike path along Modoc Road between Las Positas Road and Mission Street and a multiuse path along Portesuello between Modoc Road and Gillespie Avenue.

The HSIP grant is competitive for projects that have a history of severe collisions. Recently, the intersection of Carrillo and San Andres Streets received \$1.8 million for pedestrian and lighting enhancements along the Carrillo corridor with HSIP funding. Accordingly, HSIP funding may be a good funding source for some of the crosswalk safety projects proposed for San Andres Street.

### CDBG and Measure A Funds

The Westside has benefitted in the past from CDBG funding for access ramps and sidewalk infill. Among other City priorities, CDBG funding could be used for some of the lower cost projects. In spring 2019, approximately \$50,000 was granted from the Measure A program for planning, a survey, concept design, and public outreach to explore a multiuse path along Modoc Road in the vicinity of La Cumbre Junior High between Las Positas Road and Mission Street. Measure A is another grant source that could be sought in a few years that could contribute to additional funding for access ramps and sidewalk infill.

### **ENVIRONMENTAL REVIEW:**

The Plan is exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines (Projects Consistent with Community Plan or Zoning) and CEQA Statute (Section 21083.3 of California Public Resources Code), and CEQA Guidelines Section 15301 (Existing Facilities).

**ATTACHMENT:** Westside and Lower West Neighborhoods Transportation Management Plan

**PREPARED BY:** Robert J. Dayton, Transportation Planning and Parking Manager/JWG/mj

**SUBMITTED BY:** Rebecca J. Bjork, Public Works Director

**APPROVED BY:** City Administrator's Office