



City of Santa Barbara
Neighborhood Advisory Council
Staff Report

DATE: November 11, 2019

TO: Neighborhood Advisory Council

FROM: Jessica W. Grant, Supervising Transportation Planner

SUBJECT: Westside and Lower West Neighborhoods Transportation Management Plan

RECOMMENDATION:

That the Neighborhood Advisory Council recommend forwarding the Westside and Lower West Neighborhoods Transportation Management Plan to City Council for approval.

EXECUTIVE SUMMARY:

To improve pedestrian, bicycle, and traffic safety on Santa Barbara's Westside and Lower West Neighborhoods, the Public Works Department conducted Vision Zero analysis as well as a bilingual outreach effort to help the neighborhood identify areas of concern. The Westside and Lower West Neighborhoods Transportation Management Plan (Plan) describes the process in which the neighborhood participated, the input they provided, the Vision Zero analysis, and a safety prioritized action plan. Although not every neighbor of the Westside and Lower West neighborhoods participated, the Plan includes a representative cross section of the neighborhood. The emerging actions require funding and have a funding need of approximately \$16 million. Approximately \$6.8 million of capital infrastructure projects are in design and should be constructed in the Westside and Lower West Neighborhoods within the next 1-3 years.

BACKGROUND:

The Public Works Department initiated a bilingual outreach effort on for the Westside and Lower West neighborhoods on March 13, 2019. The Westside neighborhood is bounded on the north and east by Highway 101; on the south by 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.

Vision Zero is the notion that nobody moving on City streets should be seriously injured or killed. The City Council adopted a Vision Zero Strategy that prioritizes existing collision

patterns that have resulted in death and serious injuries is the highest priority for City resources. A Vision Zero Traffic Safety Analysis was conducted by the Supervising Transportation Engineer who analyzed the Police Department Traffic Collisions Reports within the Westside and Lower West neighborhoods to determine if intersection adjustments and corridor improvements were needed. Safety improvements are implemented using standard traffic engineering practices and do not normally involve neighborhood consensus when there is a demonstrated pattern of collisions at a particular intersection or street corridor. The highest collision areas in the neighborhoods are along San Andres, Carrillo, and Mission Streets.

The Neighborhood Transportation Management Plan (Plan) includes the steps identified in the Vision Zero Traffic Safety analysis. The Plan also addresses neighborhood concerns with engineering, enforcement, and educational approaches.

PLAN COMPONENTS:

The Plan is comprised of three main sections (Attachment 1):

1. Process: This section details how the Plan was implemented, its goals and objectives, and stakeholders.
2. Plan Inputs: The Plan Inputs describes the community outreach efforts and feedback in addition to the Vision Zero Traffic Safety Analysis
3. Plan: The Plan Inputs identifies three main strategies followed by the tasks needed to accomplish each strategy. A funding plan is included for the tasks that cannot be funded by the Streets Capital at this time.

DISCUSSION:

The goal of the Plan is to improve neighborhood livability by addressing pedestrian, bicycle, and traffic safety issues. Taking into consideration the feedback from the Westside and Lower West residents and the City's Vision Zero Traffic Safety Analysis, there are three main strategies to address pedestrian, bicycle, and traffic safety issues in the Westside and Lower West:

1. Improvements to make the walking experience safer and more inviting
2. Neighborhood lighting improvements to enhance walking, biking, and driving experience
3. Bicycle improvements to create safer routes to school and work

The neighborhood's plan has 11 capital infrastructure projects recommended to accomplish these strategies (Page 36 of the Plan). There are 4 capital infrastructure projects that are already funded and will be constructed in the Westside and Lower West neighborhoods in the next 1-3 years that will also meet these strategies (Page 37 of the Plan). There are 10 additional tasks that are a mix of engineering, maintenance, enforcement and educational approaches that will be funded with existing Street Capital and Parking operational budgets (Pages 38-39 of the Plan).

CONSISTENCY WITH TRANSPORTATION POLICIES AND STRATEGIES:

Attachment 2 contains the applicable policies demonstrating compliance with the City's adopted Circulation Element, Pedestrian Master Plan, Bicycle Master Plan and Vision Zero Strategy. On October 24, 2019, the Transportation and Circulation Committee 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 on to City Council for approval.

FUNDING STRATEGIES:

Based on the final approved Plan at City Council, staff will be seeking funding for the capital infrastructure projects that are currently unfunded and represent approximately \$16 million. Historically, the majority of the City's streets capital revenue goes towards maintaining existing City streets. Any funding will directly compete for road maintenance funding unless non-road maintenance grants can be identified. Securing grant funding will be a major focus 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 exceed \$400,000. Infrastructure projects that are \$400,000 or less could potentially qualify for Community Development Block Grant Funds (CDBG) and regional Measure A grants through Santa Barbara County Association of Governments (SBCAG).

The Westside has benefitted in the past from CDBG grant funding for access ramps and sidewalk infill. Recently, the main intersection connecting the Westside and Lower West neighborhoods at Carrillo and San Andres received \$1.8 million for pedestrian enhancements and lighting enhancements along the Carrillo corridor with HSIP funding. This spring, the Measure A grant program approved planning monies for a survey, concept design and public outreach to explore a multiuse path along Modoc Road in the vicinity of La Cumbre Junior High beginning from the intersection of Modoc and Las Positas Roads to the intersection of Modoc and Mission Street.

In spring 2020, there will be a call for projects under the ATP and HSIP programs with grant applications most likely due in June 2020. City Staff is recommending applying for an ATP grant that includes:

- 7 Enhanced intersections and new pedestrian scale lighting improvements along San Andres;
- 4 Enhanced intersections along Chino Street;
- Sidewalk infill along Valerio and Calle Poniente;
- Bicycle lane and boulevard improvements in the Lower West neighborhood; and
- Multiuse Path along Modoc Road between Las Positas and Mission Streets and along Portesuello between Modoc and Gillespie Ave (pending outcome of community support in January 2020).

HSIP funding may also be a good grant source for some of the safety related elements in the infrastructure projects above.

Measure A may be another grant source that will be available in a few years that could contribute to additional funding for access ramps and sidewalk infill.

SUSTAINABILITY IMPACT:

Many of the Plan strategies incorporate infrastructure improvements that enhance the walking and biking experience that are both energy conservation alternatives to driving.

ATTACHMENT:

1. Westside and Lower West Neighborhoods Transportation Management Plan
2. Policy Consistency Analysis

SUBMITTED BY: Jessica W. Grant, Supervising Transportation Planner

APPROVED BY: Mike Wiltshire, Facilities & Energy Manager