



CITY OF SANTA BARBARA
PARKS AND RECREATION COMMISSION REPORT

AGENDA DATE: November 28, 2012

TO: Parks and Recreation Commission

FROM: Transportation Division, Public Works Department

SUBJECT: Cabrillo Boulevard Bridge Replacement Project Beachway Relocation Addendum

RECOMMENDATION: That the Commission review and provide comments to the Planning Commission and City Council on the Cabrillo Boulevard Bridge Replacement Project - Beachway Relocation Addendum.

DISCUSSION:

The Cabrillo Boulevard Bridge Reconstruction Project (Project) at Mission Creek includes the replacement of the existing vehicular bridge, sidewalks, and Beachway bridge. Originally constructed as a two-lane bridge in 1913, the bridge was expanded in 1927 to include two additional lanes and a center turn lane. The beachway portion of the bridge, which is designated for pedestrians and bicycle use, was constructed in 1971. The vehicular bridge needs to be replaced because it is structurally deficient.

The Project was approved by the California Coastal Commission (CCC) on April 9, 2008. Since then, the City has been working with Caltrans to complete the necessary right-of-way agreements to move forward with construction. Construction of the Project is anticipated to begin in the fall of 2013.

The original proposal included relocating the Beachway to a temporary bridge 70 feet to the south, to keep pedestrians/bicyclists and utilities outside the construction zone. As a result of additional cost/benefit and engineering analyses, it was determined that significant cost and schedule savings could be achieved if the temporary Beachway location could be made permanent (Attachment 1: Project Plans - Proposed Plan, Sheet 3). Approximately one month of schedule savings, and \$500,000 of cost savings can be achieved during construction if the Beachway portion of the proposed bridge is relocated. In addition, a permanent relocation of the Beachway is preferred from a circulation safety perspective. The existing convergence of the Beachway with the sidewalk can create hazardous conditions due to a mix fast of moving pedestrians, joggers, and bicyclists with slow moving pedestrians.

In order to modify the Project to permanently relocate the Beachway, it is necessary to modify the Project's permit authorization.

Beachway Location Proposal

In its current configuration, the Beachway merges with the sidewalk that is adjacent to the street as they both cross Mission Creek. This is a very busy area as the sidewalk carries pedestrian traffic from a large parking lot at Garden Street to the popular Stearns Wharf. The sidewalk at the bridge also serves as a loading zone for tourist vehicles and buses. The pedestrian traffic naturally uses the Beachway as it provides the most direct route to Stearns Wharf and the Santa Barbara Arts and Crafts Show that is held on Sundays.

The Beachway is also the first close encounter visitors have with the coastline. Pedestrians frequently walk to the railing to peer at the water and ocean view. Pedestrians are unaware of the high speed of bicycle traffic and tend to sharply turn away from the railing and into the path of cyclists. The typical collision conflict between pedestrians and bicyclists is compounded on Sundays during the Arts and Crafts Show when pedestrians view art displays along the Beachway. The stop-start and erratic movements of the pedestrians cannot be anticipated by cyclists and, as a result, injuries occur between these two user types or when a cyclist tries to avoid a "last second" conflict.

The proposed Beachway location, which moves the facility to the south, would significantly reduce the number of pedestrians using the Beachway and would especially discourage casual pedestrian use by visitors unfamiliar with the area. The City anticipates that proposed changes will also significantly reduce bicycle-pedestrian conflicts and improve the safety of the Beachway facility.

Commission Review

On March 15, 2012, the Planning Commission directed staff to further investigate the relocation of the permanent Beachway Bridge approximately 59 feet to the south, instead of keeping it at the current location that is directly adjacent to the vehicular bridge's sidewalk.

Since then, the Beachway bridge relocation concept has been reviewed by the Historic Landmarks Commission (HLC) on three occasions. On October 24, 2012, HLC continued the Project indefinitely to the Planning Commission with the following positive comments:

1. The project design as proposed is supportable.
2. The majority support vertical rails.
3. Add plinths at end of each span similar to the Sycamore Creek Bridge.

4. Introduce a camber in the profile that is applicable under current code with maximum height not to exceed 24 inches.
5. Applicant stated that lighting would be discussed at a future HLC meeting.

On November 13, 2012, the Beachway bridge relocation concept went before the Arts and Craft Show Advisory Committee as an informational item. An exhibit showing the art space layout concept with the relocated Beachway was presented (Attachment 2). If the Beachway bridge relocation is approved and funded, Public Works staff would continue to work with the Arts and Crafts Show to finalize the layout.

Parks and Recreation Commission review and comments are requested, since the relocated Beachway would be located within City of Santa Barbara park property and the Beachway provides important coastal recreation. These comments will be forwarded to the Planning Commission when the official addendum request is before them in early 2013.

Project Permitting Requirements/Environmental Review

The City is requesting approvals from the following agencies in order to relocate the Cabrillo Beachway:

1. City of Santa Barbara's Historic Landmarks Commission
2. Caltrans
3. City of Santa Barbara Planning Commission
4. California Coastal Commission
5. California Department of Fish and Game
6. Army Corps of Engineers
7. Regional Water Quality Control Board

The environmental impacts of the Beachway are similar to those studied in the current permits, as the Beachway is already permitted at the current location. It is the same functional bridge design but moved 59 feet to the south. It will still have the same substructure and a center piling. The Beachway deck is anticipated to be precast concrete so work in Mission Creek lagoon will be minimal. The only difference from the approved Beachway versus the proposed, is that the bridge has a slightly longer span (148 feet proposed versus 131 feet), a lighter bridge railing, and is narrower (14 feet proposed width versus 18.5 feet approved width). In addition, a temporary Beachway, also included in the current permits, would no longer be needed.

Right of Way

The proposed location of the Beachway Bridge is located entirely in property owned by the City of Santa Barbara, so no action is required. However, the permanent relocation of the franchise owned utilities to the relocated Beachway would require a utility easement in the park land.

Cost and Schedule Savings

Approximately one month of schedule savings, and \$500,000 of cost savings can be achieved during construction if the Beachway portion of the proposed bridge is relocated. If the Beachway is permanently relocated, the one-time construction can also serve to support both a permanent relocation of utilities and the temporary utilities during construction. This concept has many other positive project ramifications on the cost and schedule, resulting in additional Project overhead cost savings.

ATTACHMENTS: 1. Project Plans
2. Art Space Layout Concept

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