



City of Santa Barbara Transportation & Circulation Committee *Staff Report*

DATE: December 13, 2012

TO: Transportation & Circulation Committee (TCC) Members

FROM: Browning Allen, Transportation Manager

SUBJECT: Measure A Cycle 2 Grant Applications

RECOMMENDATION

That the Transportation and Circulation Committee endorse the City of Santa Barbara's Measure A Cycle 2 Pedestrian & Bicycle and Safe Routes to School applications.

SUMMARY

The City of Santa Barbara intends to apply for up to 8 projects to the Measure A Pedestrian & Bicycle and Safe Routes to School subprograms in January and February 2013. All capital projects identified for potential funding in part through Measure A are identified in the City of Santa Barbara Six Year Capital Improvement Program (CIP) and Budget. The following summarizes the Measure A program, City projects identified through the CIP and City funding requests to the Measure A competitive grant program.

BACKGROUND

Voter passage in November 2008 of the Road Repair, Traffic Relief and Transportation Safety Measure (referred to as Measure A), will provide approximately \$1.0 billion for transportation needs over 30 years (from 2010-2040) within Santa Barbara County. The dedicated sales tax revenue generated will help leverage and match an estimated \$500 million in state and federal funds. Measure A went into effect and revenues began to be collected on April 1, 2010. Funds will be spent in accordance with the Investment Plan that was part of the measure.

The Investment Plan calls for the North County and South Coast to each receive 43.3 percent of revenues, estimated at \$455 million in funding over 30 years, for high priority transportation projects and programs that advisory committees in each region have selected to address the current and future needs of that region.

Included in the Measure A South Coast subprograms are the Regional Bicycle and Pedestrian Program and the Safe Routes to School Program. The purpose of the Bicycle and Pedestrian Program is to fund projects that would expand and improve the South Coast's regional bicycle and pedestrian facilities network or programs through a competitive grant process. The purpose of the Safe Routes to School Program is to fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from, and near schools on the South Coast. Types of projects that are eligible to apply

include capital projects, plans, studies or programs. Applicants or implementing agencies may apply for up to 8 projects in each category of funding.

The Investment Plan requires that each jurisdiction spend a minimum percentage of their local street and transportation improvement funds on eligible alternative transportation projects. Any funding a jurisdiction receives from the Regional Bicycle and Pedestrian Program is separate from this requirement and cannot be used to meet these minimum alternative mode percentages.

Eligible applicants include the cities of Carpinteria, Goleta and Santa Barbara and the County of Santa Barbara. School districts, universities, colleges, transit agencies, and Caltrans are eligible to compete for funding with a city or county co-sponsor. A School district, university, college, transit agency or Caltrans may sign the application as an “applicant” with a local agency signature as co-sponsor. Entities other than those listed above, such as a non-profit organization, can coordinate with a local agency to submit an application, but may not sign the application as an “applicant.”

DISCUSSION

The Santa Barbara County Association of Governments (SBCAG) has recently issued a call for projects for Cycle 2 of Measure A grant process. There is \$1.1 million available for each category of bicycle and pedestrian projects, and for safe routes to schools projects. This three year funding cycle includes Fiscal Years 2013/2014, 2014/2015 and 2015/2016.

Staff from Transportation Planning, Traffic Engineering, and Engineering Design have worked together to develop project scopes and estimates. Below is a summary of the projects that the City of Santa Barbara intends to apply for as the projects are currently scoped for pre-applications and the adopted Capital Improvement Pan Project associated with each. Project costs may be slightly adjusted for official applications that are due in January and February 2013. Detailed project descriptions are further below.

Bicycle and Pedestrian Applications

Project	Total Project Cost	Grant Application Amount	Capital Improvement Plan Project
Upper De La Vina Crosswalk Improvements	\$209,000	\$104,500	Traffic Safety and Capacity Improvements
Bicycle Master Plan Update	\$200,000	\$130,000	Not A Capital Project
Alisos Street Sidewalk Infill	\$136,250	\$66,250	Pedestrian Enhancement: Sidewalk Infill Program
Cacique Bridge Design	\$280,111	\$186,740	Bridges: Sycamore Creek Ped-Bike Bridge Replacement at

			Cacique St
Totals	\$825,361	\$487,490	

Safe Routes to School Applications

Project	Total Project Cost	Grant Application Amount	Capital Improvement Plan Project
La Cumbre Road Sidewalk	\$406,500	\$251,500	Pedestrian Enhancement: Sidewalk Infill Program
Franklin Elementary and La Cumbre Jr High Pedestrian Refuge Islands	\$220,250	\$153,250	Pedestrian Enhancements: Pedestrian Refuge Islands
School Route Sidewalk Ramps	\$388,250	\$169,500	Pedestrian Enhancements: Sidewalk Access Ramps
School Pedestrian and Bicycle Safety Marketing	\$100,000	\$75,000	Not a Capital Project
Totals	\$1,115,000	\$649,250	

Detailed Project Descriptions – Bicycle and Pedestrian

Upper De La Vina Crosswalk Improvements

Staff has been performing an inventory of all uncontrolled crosswalks in Santa Barbara, and identifying those which pose the greatest challenge for pedestrian to cross the street. Staff plans to apply for a grant to enhance three locations on Upper De La Vina Street at Samarkand Drive, Calle Laureles, and Arden Street. See *Figure 1*.

Treatments will include installation of pedestrian activated rectangular rapid flashing beacons, at least one pedestrian median refuge island, and modifying pedestrian access ramps to meet ADA requirements.

One crosswalk on De La Vina Street at Vernon Street will not be included in the project due to right of way constraints. This crosswalk will be addressed as part of the Mission Creek bridge replacement project.

Bicycle Master Plan Update

This project is a comprehensive update of the City of Santa Barbara's Bicycle Master Plan. Major efforts will include marketing and outreach to get local and regional input on current and future facilities and programming efforts.

Alisos Street Sidewalk Infill

This project includes missing sidewalk links and access ramps along the west side of Alisos Street between Canon Perdido Street and Ortega Street. The work will also include ADA upgrades, street tree installation, and parkway landscaping. Once complete, there will be continuous sidewalk on the western side of the Alisos Street Corridor.

Cacique Street Bridge Design

This project is located at Cacique Street and Sycamore Creek, which is at the virtual intersection of Cacique and Soledad Streets. This project will design two bicycle and pedestrian bridges over Sycamore Creek. When constructed, the substandard Cacique Street pedestrian bridge will be replaced with a Class I bridge over Sycamore Creek, and will potentially include an additional bridge from Soledad Street to Cacique Street. The design will include improved lighting on the Cacique Street corridor from Salinas Street to Milpas Street, and may also include sidewalk and lighting design for Soledad Street, north of Cacique Street. The City will apply for design funding with Measure A pending outcome of exploration of other upcoming grant opportunities to potentially fund the project.

Detailed Project Descriptions – Safe Routes to School

La Cumbre Road Sidewalk Infill

This project will include construction of missing sidewalk links and ramps on North La Cumbre Road, in the City's jurisdiction and crosswalk improvements at La Colina Road and Calle Cita. The City is exploring working with the County to complete missing sidewalk links on North La Cumbre Road in the County jurisdiction if County funds are available.

Franklin Elementary, La Cumbre Jr. High, and Santa Barbara Academy Crosswalk Improvements

In consultation with the schools and COAST, who perform student traffic safety educational services for the City, several school zone crosswalks have been identified as challenging for students to cross. The project will include mountable median refuge islands at these crossings. Median islands break up crossings into two shorter crossings.

The mountable concept will be forgiving, should motorist drive into the island. A concept of the locations is shown in *Figure 2*, and a map of the locations is shown in *Figure 3 and 4*.

The Fire Department has given their support for the project concept because student safety is involved, and because the mountable concept allows them to pass if the side of the road is blocked.

The School Principals have also given their support of the project.

School Routes Sidewalk Ramps

This project includes construction of approximately 27 sidewalk access ramps near Santa Barbara Junior High School, Santa Barbara High School, and Harding Elementary. The City's large cost share of the project will come from money already budgeted for access ramps, and will be used to leverage the Measure A funds.

School Pedestrian and Bicycle Marketing and Safety

This project will develop safety marketing materials for school aged children and their families to be distributed through the Safe Routes to School Program which may include postcards, racks cards, safety brochures, posters, maps, bike lights, reflective stickers, videos and public service announcements.

BUDGET

To receive matching grant funds these grant application will include in kind design services and funds that are included in the adopted the City's Six Year Capital Improvement Program last adopted January of 2011.

CIRCULATION ELEMENT CONSISTENCY

Goal 2: Strive to achieve equality of convenience and choice among all modes of Transportation.

Policy 2.1 Work to achieve equality of convenience and choice among modes of transportation.

Goal 4: Increase bicycling as a transportation mode.

Policy 4.1 The City shall update and implement the City's Bicycle Master Plan.

Policy 4.5 The City shall actively promote the safe use of bicycles as an efficient and affordable mode of transportation.

Goal 5: Increase walking a other paths of travel.

Policy 5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, school, recreational areas, commercial areas and places of interest.

Policy 5.6 The City shall make street crossings easier and more accessible to pedestrians.

Attachments:

Figure 1 – Upper De La Vina Street Crosswalk Improvement Locations

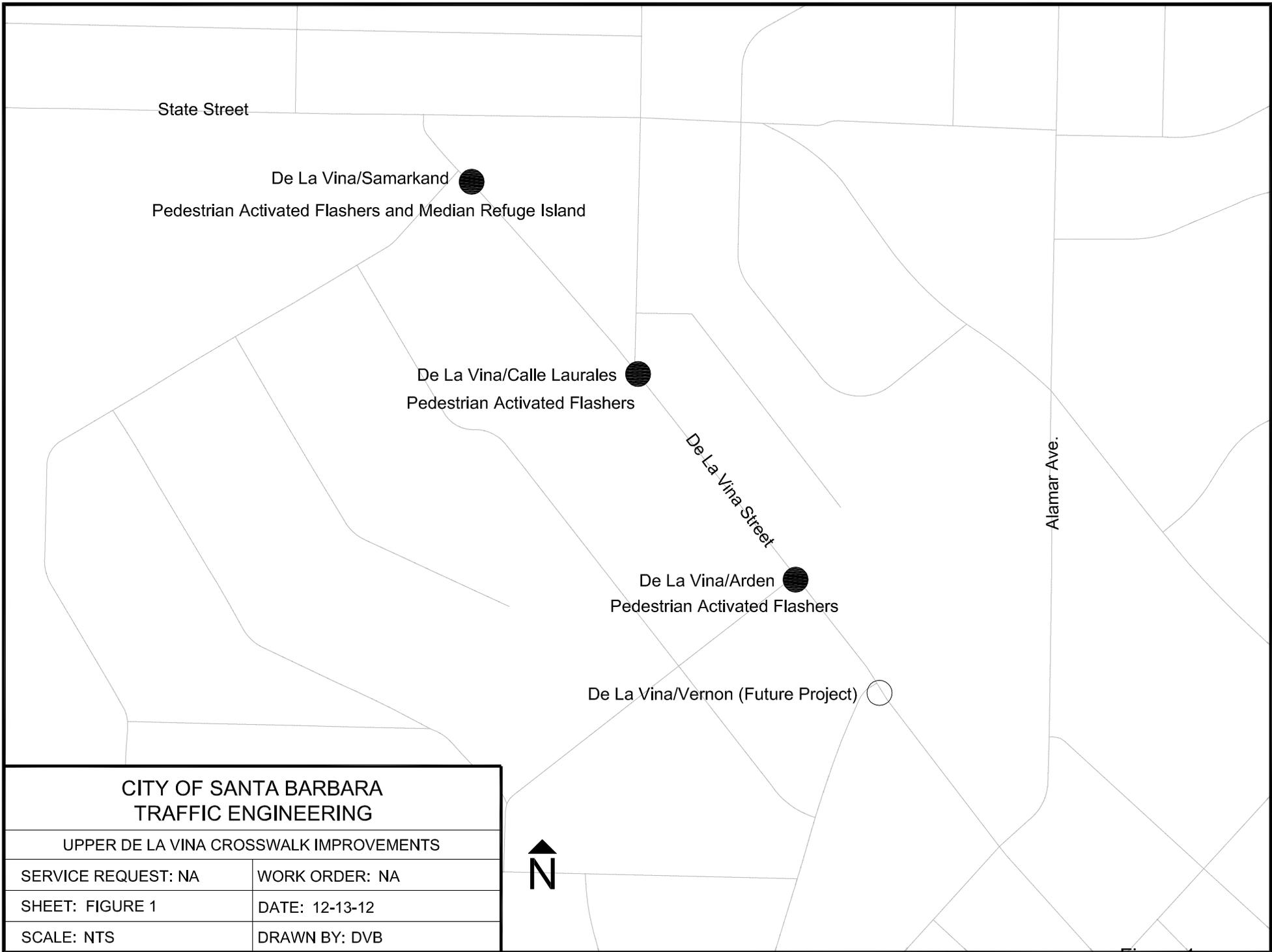
Figure 2 – Pedestrian Median Refuge Island Concept

Figure 3 – East Side Pedestrian Median Refuge Island Locations

Figure 4 – La Cumbre Junior High Pedestrian Median Refuge Island Locations

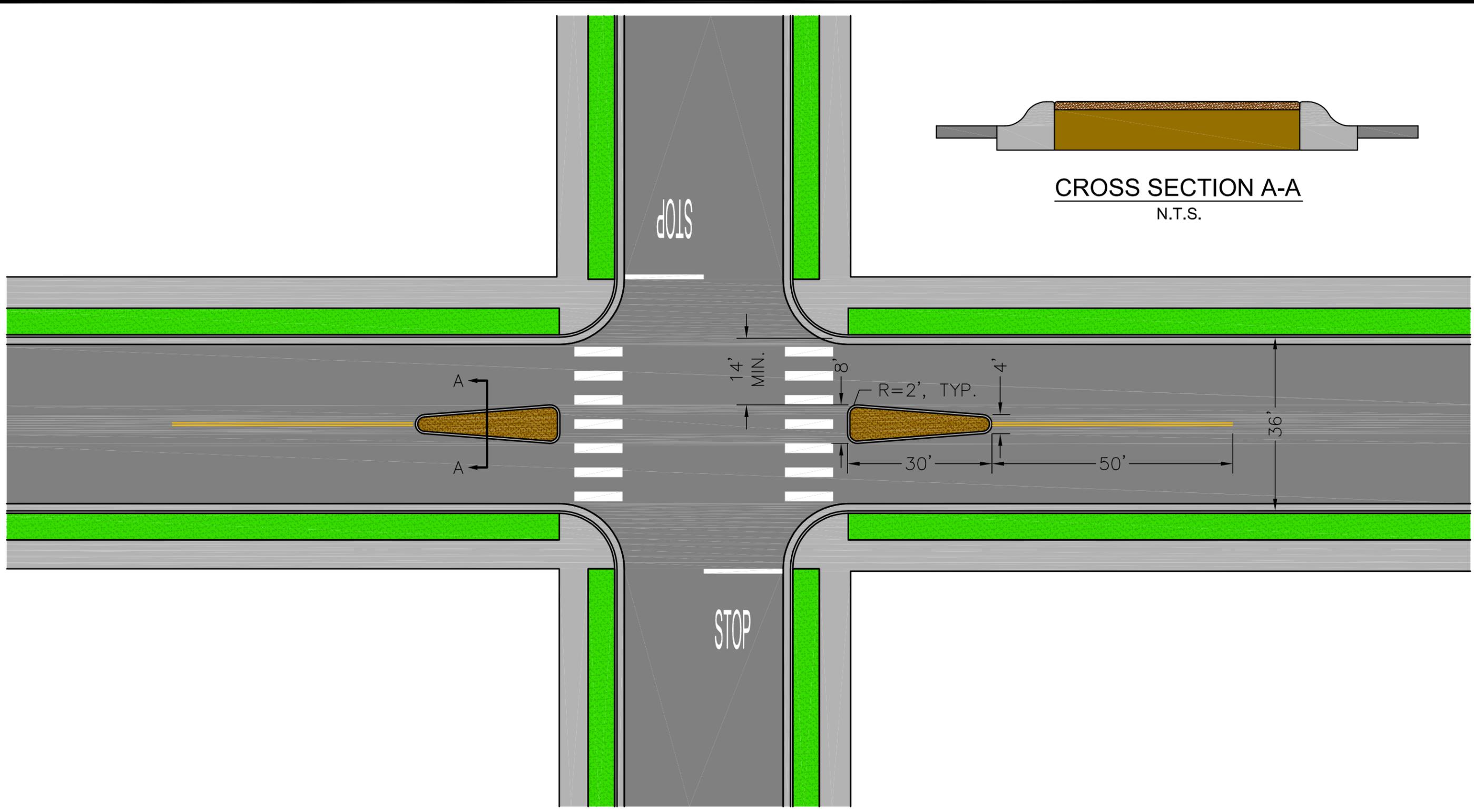
SG/kts

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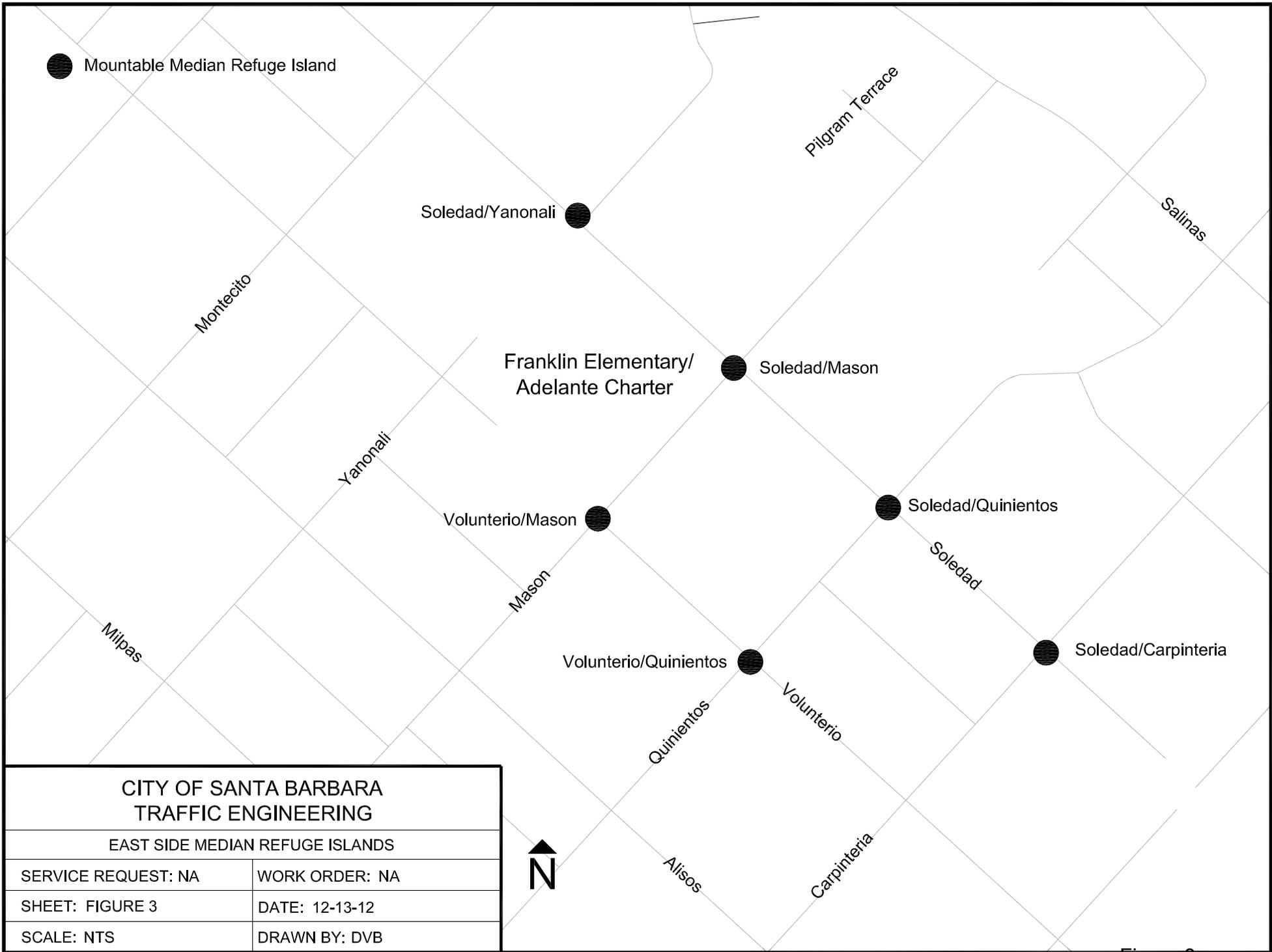
CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
UPPER DE LA VINA CROSSWALK IMPROVEMENTS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: FIGURE 1	DATE: 12-13-12
SCALE: NTS	DRAWN BY: DVB

Figure 1



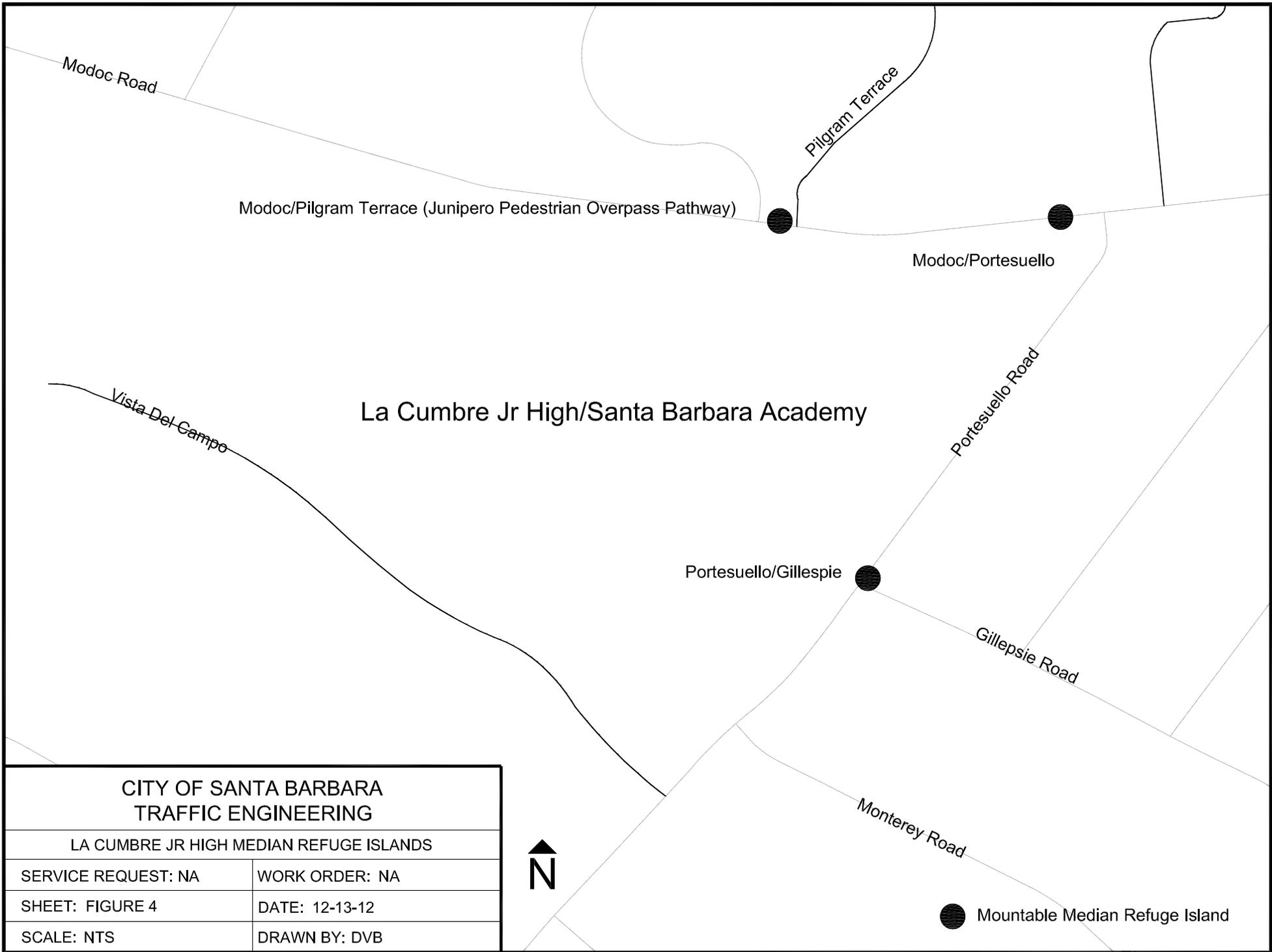
MOUNTABLE PEDESTRIAN MEDIAN REFUGE ISLAND

DATE	12-13-12
DRAWN	MR
BID NO.	N/A
SCALE	1"=20'
SHEET	2 OF 3



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
EAST SIDE MEDIAN REFUGE ISLANDS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: FIGURE 3	DATE: 12-13-12
SCALE: NTS	DRAWN BY: DVB

Figure 3



CITY OF SANTA BARBARA TRAFFIC ENGINEERING	
LA CUMBRE JR HIGH MEDIAN REFUGE ISLANDS	
SERVICE REQUEST: NA	WORK ORDER: NA
SHEET: FIGURE 4	DATE: 12-13-12
SCALE: NTS	DRAWN BY: DVB

Figure 4