



City of Santa Barbara Transportation & Circulation Committee Staff Report

DATE: June 13, 2013

TO: Transportation and Circulation Committee (TCC)

FROM: Browning Allen, Transportation Manager

SUBJECT: Eastside Neighborhood Transportation Management Plan

RECOMMENDATION:

That the Transportation and Circulation Committee (TCC) finds the Eastside Neighborhood Transportation Management Plan (Plan) consistent with the General Plan's Circulation Element and recommends to Council to adopt the Plan.

BACKGROUND:

On September 18, 2012, City Council directed the Transportation Division of the Public Works Department to move forward with the Eastside Neighborhood Transportation Management Planning effort. The Eastside neighborhood is approximately bounded by Canon Perdido to the north, Salinas to the west, Highway 101 to the south and Milpas to the east. Council directed that the Eastside Neighborhood Transportation Management Plan should include a Traffic Safety Analysis.

A Traffic Safety Analysis was conducted by the Supervising Transportation Engineer who analyzed the Police Department Traffic Collisions Reports within the Eastside neighborhood to determine if intersection adjustments were needed. Safety improvements are typically implemented based on standard traffic engineering practices and do not normally involve neighborhood consensus.

A Neighborhood Transportation Management Plan includes the steps taken in a Traffic Safety Improvement Plan, but also attempts to address neighborhood pedestrian quality or comfort. A Neighborhood Transportation Management Plan can address neighborhood concerns with engineering, enforcement and educational approaches.

PLAN COMPONENTS:

The draft Plan is attached for your review. It is comprised of three main sections:

1. Process: This section details how the Plan was activated, its goals and objectives, and stakeholders.
2. Plan Inputs: The Plan Inputs describes the community outreach efforts and feedback in addition to the independent Traffic Safety Analysis
3. Plan: The Plan identifies six 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 Eastside Neighborhood Transportation Management Plan is to improve neighborhood livability by addressing pedestrian and traffic safety issues. Given the feedback from the Eastside residents, there are six main strategies to address pedestrian and traffic safety issues in the Eastside:

1. Improve Street Lighting
2. Enhance Walking Experience
3. Reduce Vehicle Speeds
4. Add Bicycle Amenities
5. Increase Outreach on Rules of the Road (motorists, pedestrians, cyclists)
6. Improve Bus Stops

The neighborhood's plan has twenty-eight (28) tasks recommended to accomplish these strategies and the tasks consist of a mix of engineering, enforcement and educational approaches. Staff is asking the Transportation and Circulation Committee to review these strategies and tasks and determine if they are consistent with the General Plan's Circulation Element.

FUNDING PLAN:

The Neighborhood Advisory Council has been tasked with providing input on the funding plan at their June 12, 2013 meeting. Eighteen (18) of the twenty-eight (28) tasks can be addressed within existing City resources and budget over the next three years. The remaining ten (10) tasks require funding and have a funding need ranging from \$16,549,000 to \$19,013,000. Approximately \$11 million of the funding need is for neighborhood lighting improvements.

Historically, the majority of the City's streets capital revenue goes towards maintaining existing City streets. Any funding for the remaining ten (10) tasks will directly compete for road maintenance funding unless non-road maintenance grants can be identified. Currently, the City's available funding is \$2 million annually on pavement maintenance efforts. Based on the current Pavement Condition Index, maintaining the pavement condition at a standard level of care is estimated to cost approximately \$7 million annually. Securing grant funding will be a major focus to accomplish these tasks.

The two likely funding sources are Community Development Block Grant Funds (CDBG) and Measure A, Safe Routes to School and Bike and Pedestrian Program (Measure A). For Fiscal Year 2013-2014, there were \$449,914 CDBG funds available for capital projects. The City of Santa Barbara and non-project agencies compete for these funds. The Community Development Human Service Committee makes a recommendation to City Council for how the funds should be distributed based on the application and interview process. This year the City successfully obtained \$176,000 from CDBG funds. The Eastside will receive some access ramps and improvements to the Franklin Center from this grant cycle. Given prior CDBG fund allocations, the City is typically awarded approximately half of the available CDBG funds. Over the past decade, the Eastside has really benefitted from this funding source with the many access ramps, bus shelters, sidewalk links that have been installed. Any future Eastside projects would have to compete against nonprofit agency projects and other City nominated projects from other CDBG qualifying neighborhoods. The Neighborhood Advisory Committee makes recommendations on which projects the City should apply for each year. City Council could make an action to designate a certain portion of CDBG funds directly to the Eastside.

The Measure A Grant Program is another likely funding source for right of way infrastructure projects. Every three years, approximately \$4 million is available in the south central coast region. For fiscal year 2013-2014, the City successfully obtained \$675,641 from Measure A for Safe Routes to School and Bike and Pedestrian Projects. The Eastside will benefit from access ramps and pedestrian refuge island installations from this grant cycle. The next available funding from Measure A will not be available until 2016. Future Eastside projects will compete with other needs in the entire City as well as with the other projects from the other south central coast jurisdictions.

Given the approximate \$19,000,000 funding need the City will continually monitor for other grant opportunities that may arise over the next ten years.