



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

**DATE:** October 24, 2019

**TO:** Transportation and Circulation Committee (TCC) Members

**FROM:** Jessica W. Grant, Supervising Transportation Planner

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

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**RECOMMENDATION:**

That the Transportation Circulation Committee find that the Westside and Lower West Neighborhoods Transportation Management Plan is consistent with the City's Vision Zero Strategy, Circulation Element, Pedestrian Management Plan, and Bicycle Master Plan and move the Plan forward to the City Council for consideration.

**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 neighborhoods. 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 one to three years.

**BACKGROUND:**

The Public Works Department initiated a bilingual outreach effort 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's Traffic Collision 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 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 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 neighborhoods:

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.

The neighborhood's plan has 11 capital infrastructure projects recommended to accomplish these strategies (Page 36 of the Plan). There are four capital infrastructure projects that are already funded and will be constructed in the Westside and Lower West neighborhoods in the next one to three 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 Streets 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.

### **FUNDING STRATEGIES:**

Based on the final Plan approved by 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 Streets received \$1.8 million for pedestrian enhancements and lighting enhancements along the Carrillo Street 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 Streets.

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 Street;
- 4 Enhanced intersections along Chino Street;
- Sidewalk infill along Valerio Street and Calle Poniente;
- Bicycle lane and boulevard improvements in the Lower West neighborhood; and
- Multiuse Path along Modoc Road between Las Positas Road and Mission Street and along Portesuello Street between Modoc Road and Gillespie Avenue (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