

**CITY OF SANTA BARBARA
CITY COUNCIL**

Helene Schneider
Mayor
Gregg Hart
Mayor Pro Tempore
Randy Rowse
Ordinance Committee Chair
Dale Francisco
Finance Committee Chair
Frank Hotchkiss
Cathy Murillo
Bendy White



Paul Casey
City Administrator

Ariel Pierre Calonne
City Attorney

City Hall
735 Anacapa Street
<http://www.SantaBarbaraCA.gov>

**MARCH 17, 2015
AGENDA**

ORDER OF BUSINESS: Regular meetings of the Finance Committee and the Ordinance Committee begin at 12:30 p.m. The regular City Council meeting begins at 2:00 p.m. in the Council Chamber at City Hall.

REPORTS: Copies of the reports relating to agenda items are available for review in the City Clerk's Office, at the Central Library, and <http://www.SantaBarbaraCA.gov>. In accordance with state law requirements, this agenda generally contains only a brief general description of each item of business to be transacted or discussed at the meeting. Should you wish more detailed information regarding any particular agenda item, you are encouraged to obtain a copy of the Council Agenda Report (a "CAR") for that item from either the Clerk's Office, the Reference Desk at the City's Main Library, or online at the City's website (<http://www.SantaBarbaraCA.gov>). Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office located at City Hall, 735 Anacapa Street, Santa Barbara, CA 93101, during normal business hours.

PUBLIC COMMENT: At the beginning of the 2:00 p.m. session of each regular City Council meeting, and at the beginning of each special City Council meeting, any member of the public may address the City Council concerning any item not on the Council's agenda. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that public comment is taken up by the City Council. Should City Council business continue into the evening session of a regular City Council meeting at 6:00 p.m., the City Council will allow any member of the public who did not address them during the 2:00 p.m. session to do so. The total amount of time for public comments will be 15 minutes, and no individual speaker may speak for more than 1 minute. The City Council, upon majority vote, may decline to hear a speaker on the grounds that the subject matter is beyond their jurisdiction.

REQUEST TO SPEAK: A member of the public may address the Finance or Ordinance Committee or City Council regarding any scheduled agenda item. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that the item is taken up by the Finance or Ordinance Committee or City Council.

CONSENT CALENDAR: The Consent Calendar is comprised of items that will not usually require discussion by the City Council. A Consent Calendar item is open for discussion by the City Council upon request of a Councilmember, City staff, or member of the public. Items on the Consent Calendar may be approved by a single motion. Should you wish to comment on an item listed on the Consent Agenda, after turning in your "Request to Speak" form, you should come forward to speak at the time the Council considers the Consent Calendar.

AMERICANS WITH DISABILITIES ACT: If you need auxiliary aids or services or staff assistance to attend or participate in this meeting, please contact the City Administrator's Office at 564-5305. If possible, notification at least 48 hours prior to the meeting will usually enable the City to make reasonable arrangements. Specialized services, such as sign language interpretation or documents in Braille, may require additional lead time to arrange.

TELEVISION COVERAGE: Each regular City Council meeting is broadcast live in English and Spanish on City TV Channel 18 and rebroadcast in English on Wednesdays and Thursdays at 7:00 p.m. and Saturdays at 9:00 a.m., and in Spanish on Sundays at 4:00 p.m. Each televised Council meeting is closed captioned for the hearing impaired. Check the City TV program guide at www.citytv18.com for rebroadcasts of Finance and Ordinance Committee meetings, and for any changes to the replay schedule.

ORDER OF BUSINESS

- 12:30 p.m. - Finance Committee Meeting, David Gebhard Public Meeting Room, 630 Garden Street
- 12:30 p.m. - Ordinance Committee Meeting, Council Chamber
- 2:00 p.m. - City Council Meeting

FINANCE COMMITTEE MEETING - 12:30 P.M. IN THE DAVID GEBHARD PUBLIC MEETING ROOM, 630 GARDEN STREET (120.03)

Subject: Approval Of Rate Notices For Wastewater And Solid Waste (120.03)

Recommendation: That the Finance Committee provide direction to staff regarding any changes to the proposed Fiscal Year 2016 utility rates.

ORDINANCE COMMITTEE MEETING - 12:30 P.M. IN THE COUNCIL CHAMBER (120.03)

Subject: Ordinance Establishing Speed Limits (120.03)

Recommendation: That the Ordinance Committee:

- A. Forward to Council for introduction An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.60 of the Municipal Code by Revising Section 10.60.015, Establishing Prima Facie Speed Limits on Certain Portions of Las Positas Road, Cliff Drive, Cabrillo Boulevard, Bath Street, Calle Real, Castillo Street, Chapala Street, Milpas Street, Salinas Street, State Street, and Valerio Street; and
- B. Forward to Council for introduction An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.20 of the Municipal Code by Revising Sections 10.20.020 and 10.20.025 Pertaining to Speed Zoning Adjacent to Children's Playgrounds, and Adding Section 10.20.040 Pertaining to Extended Speed Zoning Near Schools.

REGULAR CITY COUNCIL MEETING – 2:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CEREMONIAL ITEMS

1. **Subject: Proclamation Declaring March 17, 2015, As Arbor Day (120.04)**

CHANGES TO THE AGENDA

PUBLIC COMMENT

CONSENT CALENDAR

2. **Subject: Minutes**

Recommendation: That Council waive further reading and approve the minutes of the regular meetings of February 24 and March 3, 2015, and the special meetings of February 28, March 2, and March 5, 2015.

3. **Subject: Request To Increase Purchase Order For Additional Parking Equipment At Stearns Wharf (570.03)**

Recommendation: That Council increase Purchase Order No. 31501229 with Sentry Control Systems by \$25,000 for a new purchase order total of \$109,500 for Skidata Parking Revenue Control Equipment on Stearns Wharf.

CONSENT CALENDAR (CONT'D)

4. Subject: Contract For Construction Of Low Impact Development Demonstration Streets, Sidewalks, And Alleys Project - Phase I (530.04)

Recommendation: That Council award a contract with Brough Construction, Inc., in their low bid amount of \$1,053,780 for construction of the Low Impact Development Demonstration Streets, Sidewalks, and Alleys Project - Phase I, Bid No. 3738, and authorize the Public Works Director to execute the contract and approve expenditures up to \$105,378 to cover any cost increases that may result from contract change orders for extra work and differences between estimated bid quantities and actual quantities measured for payment.

5. Subject: Adoption Of Water Rate Increases For Fiscal Year 2016 (540.01)

Recommendation: That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Establishing Certain City Fees Effective for Fiscal Year 2016, Beginning July 1, 2015, and Rescinding Resolution No. 14-048 and Portions of Resolution No. 14-045.

6. Subject: Parma Park Trust Funds For The Maintenance Of Parma Park (570.05)

Recommendation: That Council increase appropriations by \$74,349 in the Parks and Recreation Department Fiscal Year 2015 Miscellaneous Grants Fund for maintenance of Parma Park.

NOTICES

7. The City Clerk has on Thursday, March 12, 2015, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.
8. A City Council site visit is scheduled for Monday, March 23, 2015, at 1:30 p.m. to the property located at 2559 Puesta Del Sol (Museum of Natural History), which is the subject of an appeal hearing set for March 24, 2015, at 2:00 p.m.

This concludes the Consent Calendar.

REPORT FROM THE FINANCE COMMITTEE

REPORT FROM THE ORDINANCE COMMITTEE

CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS

PUBLIC WORKS DEPARTMENT

- 9. Subject: Status Of Highway 101 High Occupancy Vehicle (HOV) Project, Union Pacific Bridge Replacement And Olive Mill Road Interchange Improvements (530.04)**

Recommendation: That Council receive a status report and presentation on the South Coast Highway 101 High Occupancy Vehicle (HOV) Lane Project and related projects, including the Union Pacific Bridge Replacement at Cabrillo Boulevard and the Olive Mill Interchange Improvements.

- 10. Subject: Six-Year Capital Improvement Program - Fiscal Years 2016 Through 2021 (230.01)**

Recommendation: That Council receive the Six-Year Capital Improvement Program for Fiscal Years 2016 through 2021.

COUNCIL AND STAFF COMMUNICATIONS

COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS

CLOSED SESSIONS

- 11. Subject: Conference With City Attorney - Pending Litigation (160.03)**

Recommendation: That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed. The pending litigation is *Rolland Jacks, et al., v. City Of Santa Barbara*, SBSC Case No. 1383959.

Scheduling: Duration, 15 minutes; anytime

Report: Possible report

CLOSED SESSIONS (CONT'D)

12. Subject: Conference With City Attorney - Pending Litigation (160.03)

Recommendation: That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed. The pending litigation is *Frank Banales, Sebastian Aldana Jr., Jacqueline Inda, Cruzito Herrera Cruz, and Benjamin Cheverez, v. City of Santa Barbara, et al.*, SBSC Case No. 1468167.

Scheduling: Duration, 15 minutes; anytime

Report: None anticipated

ADJOURNMENT

To Monday, March 23, 2015, at 1:30 p.m. at 2559 Puesta Del Sol (Museum of Natural History). (See Agenda Item No. 8)

CITY OF SANTA BARBARA

FINANCE COMMITTEE

MEETING AGENDA

DATE: March 17, 2015

TIME: 12:30 P.M.

PLACE: David Gebhard Public Meeting Room
630 Garden Street

Dale Francisco, Chair

Bendy White

Gregg Hart

Paul Casey

City Administrator

Robert Samario

Finance Director/

Acting Assistant City Administrator

ITEMS TO BE CONSIDERED:

1. **Subject: Approval Of Rate Notices For Wastewater And Solid Waste**

Recommendation: That the Finance Committee provide direction to staff regarding any changes to the proposed Fiscal Year 2016 utility rates.



CITY OF SANTA BARBARA

FINANCE COMMITTEE AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Finance Committee

FROM: Water Resources Division, Public Works Department
Administration Division, Finance Department

SUBJECT: Approval Of Rate Notices For Wastewater And Solid Waste

RECOMMENDATION:

That the Finance Committee provide direction to staff regarding any changes to the proposed Fiscal Year 2016 utility rates.

DISCUSSION:

Staff is recommending increases in wastewater and solid waste collection fees for Fiscal Year 2016. Proposition 218, approved by California voters in 1996, requires that property owners be notified of planned rate increases and that a public hearing be held prior to the adoption of rate increases. Rate increases can be adopted unless a majority of property owners submit a written protest. Accordingly, a Notice of Public Hearing will be included with utility bills sent to City utility customers during March and April 2015.

Wastewater Rates

For wastewater service, an across-the-board increase of 5.5% is proposed for monthly base charges and unit rates. The increase for the maximum bill to a single-family residential customer would be \$2.37 per month, from \$43.00 to \$45.37. No incremental commercial monthly rate increases are proposed beyond the across-the-board 5.5% increase in Fiscal Year 2016.

The proposed rate increases for wastewater service are consistent with the City's wastewater fund 10-year financial plan which will be presented to City Council in June for acceptance as part of the 2016 budget and rate setting process to support the ongoing operation, maintenance, rehabilitation, and improvement of the water and wastewater systems. A principal goal of the plan is to ensure adequate financial resources are available to perform required maintenance and replacement of capital facilities, as needed, to avoid the higher costs and other impacts associated with

deferred maintenance, such as cost escalation, damage to other infrastructure from pipe ruptures, and extended customer outages.

Solid Waste Collection Fees

Staff proposes the following changes to the Fiscal Year 2016 rate schedule:

1. Consumer Price Index Adjustment: An increase of 0.25% to all customer classes, tied to the Consumer Price Index (CPI) is proposed to fund Environmental Services Division operations and to compensate MarBorg Industries, the City's contracted hauler, pursuant to its contract with the City.
2. Tipping Fee Increases: An increase of 0.5% to all customer classes is needed to cover increases to the "tipping fees" charged at the processing and disposal sites that receive the City's solid waste.
3. Re-Balance Cost of Multi-Unit Residential Trash Containers: Similar to Fiscal Year 2015, staff recommends adjusting the cost of carts, cans, and dumpsters in the Multi-Unit Residential sector on a revenue-neutral basis. Currently, the rate for cart and can service is 6% less per gallon than for equivalent dumpster service. This pricing imbalance financially incentivizes customers to subscribe to carts and cans even if dumpster service would better meet the customer's needs. Dumpsters accommodate bulky materials, can consolidate multiple carts and cans on space-constrained property, and are necessary to comply with state recycling mandates and the City's own franchise agreement.

When presenting the new rate structure to the Solid Waste Ad Hoc Committee and to the City Council in 2013, staff highlighted this discrepancy and was directed to gradually correct it. While dumpster customers will experience a small rate decrease, staff is proposing to re-balance the cart and can rate such that no Multi-Unit Residential customer receives more than a total 2% increase to their monthly bill due to this factor.

PREPARED BY: Chris Toth, Wastewater System Manager
Matt Fore, Environmental Services Manager

SUBMITTED BY: Rebecca J. Bjork, Public Works Director
Robert Samario, Acting Assistant City Administrator/Finance Director

APPROVED BY: City Administrator's Office

CITY OF SANTA BARBARA

ORDINANCE COMMITTEE MEETING

MEETING AGENDA

DATE: March 17, 2015
TIME: 12:30 p.m.
PLACE: Council Chambers

Randy Rowse, Chair
Frank Hotchkiss
Cathy Murillo

Office of the City
Administrator

Office of the City
Attorney

Kate Whan
Administrative Analyst

Ariel Pierre Calonne
City Attorney

ITEM FOR CONSIDERATION

Subject: Ordinance Establishing Speed Limits

Recommendation: That the Ordinance Committee:

- A. Forward to Council for introduction, An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.60 of the Municipal Code by Revising Section 10.60.015, Establishing Prima Facie Speed Limits on Certain Portions of Las Positas Road, Cliff Drive, Cabrillo Boulevard, Bath Street, Calle Real, Castillo Street, Chapala Street, Milpas Street, Salinas Street, State Street, and Valerio Street; and
- B. Forward to Council for introduction, An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.20 of the Municipal Code by Revising Sections 10.20.020 and 10.20.025 Pertaining to Speed Zoning Adjacent to Children's Playgrounds, and Adding Section 10.20.040 Pertaining to Extended Speed Zoning Near Schools.



CITY OF SANTA BARBARA

ORDINANCE COMMITTEE AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Ordinance Committee

FROM: Engineering Division, Public Works Department

SUBJECT: Ordinance Establishing Speed Limits

RECOMMENDATION: That the Ordinance Committee:

- A. Forward to Council for introduction An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.60 of the Municipal Code by Revising Section 10.60.015, Establishing Prima Facie Speed Limits on Certain Portions of Las Positas Road, Cliff Drive, Cabrillo Boulevard, Bath Street, Calle Real, Castillo Street, Chapala Street, Milpas Street, Salinas Street, State Street, and Valerio Street; and
- B. Forward to Council for introduction An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.20 of the Municipal Code by Revising Sections 10.20.020 and 10.20.025 Pertaining to Speed Zoning Adjacent to Children's Playgrounds, and Adding Section 10.20.040 Pertaining to Extended Speed Zoning Near Schools.

DISCUSSION:

Changes to 10.60.015 – Schedule of Speed Limits

California Vehicle Code (CVC) Section 40802 prohibits the enforcement of speed limits on non-local streets using radar unless the speed limit is justified by a current Engineering and Traffic Survey ("ETS"). Therefore, any non-local street in California must have an ETS in order to establish a radar enforceable speed limit. Local streets and non-local streets are illustrated in the California Road Functional Classification System Map. A copy of the California Road Classification System Map is shown in Attachment 1.

The City currently has 71 established speed zones supported by an ETS. The ETS must be updated every seven (7) years, and the resulting speed limit concluded by that survey is entered into the Santa Barbara Municipal Code (SBMC) in order for the speed limits to be legally enforceable by radar. Based on the prevailing speeds measured as part of an ETS, existing speed limits have to be periodically updated in order to reflect current driving conditions. In 2014, a number of ETS were updated and due to the

result of those surveys, several speed limits within the City have to be updated, requiring Council action.

In addition, the limits of a number of existing speed zones listed in the SBMC are either out of date or do not reflect practical road conditions. Consequently, the SBMC must be updated to reflect proper ends of speed zones.

Attachment 2 specifically lists each change and provides the basis for each modification to Section 10.60.015 of the SBMC. Included in this list:

- One speed limit increase (Cabrillo Boulevard)
- Three speed limit decreases (Bath Street, Calle Real, Castillo Street)
- Four new speed zones (two on Cliff Drive, two on Las Positas Road)

Changes to 10.20.020 and 10.20.025 – Children’s Playground Speed Zoning

CVC Section 22357.1 allows local jurisdictions to establish 25mph speed limit zones adjacent to children’s playground areas. Presently, Santa Barbara has the following two zones that apply

1. Shoreline Drive adjacent to Shoreline Park from sunrise to sunset.
2. Cabrillo Boulevard adjacent to Chase Palm Park from sunrise to sunset.

Based on an ETS, along with consulting the Santa Barbara Police Department (SBPD), the following modifications are appropriate to each specific speed zone:

1. The 25mph playground zone on Shoreline Drive should be extended from La Marina to Loma Alta to aid SBPD enforcement efforts.
2. The 25mph playground zone on Cabrillo Boulevard adjacent to Chase Palm Park should be eliminated and replaced with a full-time 30mph speed limit, which better reflects the current roadway and driving conditions.

CVC 22357.1 allows for the establishment of a local ordinance granting an agency’s staff ministerial authority to establish or remove playground zones based on proper traffic investigations. Staff recommends this change to the SBMC so that playground speed limits can be quickly and appropriately adjusted, in order to aid SBPD traffic safety enforcement efforts.

Addition of 10.20.040 – Extended School Zone Speed Limit Zoning

CVC Section 22352, establishes a prima-facie speed limit of 25mph when approaching or passing school buildings or grounds, for a distance up to 500 feet from the grounds. CVC Section 22358.4, permits local jurisdictions to extend the 25mph school speed limit zone up to 1000 feet away from school grounds with the establishment of a local ordinance. School zone speed limits are only enforceable when school aged children are present.

Based on consultation with the SBPD, extending certain zones in the City would improve their school zone safety enforcement efforts.

The school speed limit zone extensions are proposed for the following locations:

1. Laguna Street, near Roosevelt Elementary (Mission Street).
2. Anacapa Street, near Notre Dame School (Micheltorena Street).
3. Flora Vista Drive, near Monroe Elementary.

ATTACHMENT(S):

1. California Road Functional Classification System Map
2. Speed Survey Table
3. Ordinance Amending Chapter 10.60 of the Municipal Code
4. Ordinance Amending Chapter 10.20 of the Municipal Code

PREPARED BY: Derrick Bailey, Supervising Transportation Engineer/mj

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office

California Road Classification System Map

All roads shown in color (non-grey) are considered non-local and require an Engineering and Traffic Survey to establish a speed limit.



ORDINANCE COMMITTEE DISCUSSION DRAFT 03/17/15
SHOWING CHANGES FROM CURRENT CODE
NEW PROVISIONS SHOWN IN UNDERLINE
DELETIONS SHOWN IN ~~STRIKETHROUGH~~

ORDINANCE OF THE COUNCIL OF THE CITY
OF SANTA BARBARA AMENDING CHAPTER
10.60 OF THE MUNICIPAL CODE BY REVISING
SECTION 10.60.015, ESTABLISHING PRIMA
FACIE SPEED LIMITS ON CERTAIN PORTIONS
OF LAS POSITAS ROAD, CLIFF DRIVE,
CABRILLO BOULEVARD, BATH STREET,
CALLE REAL, CASTILLO STREET, CHAPALA
STREET, MILPAS STREET, SALINAS STREET,
STATE STREET, AND VALERIO STREET

THE CITY COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS
FOLLOWS:

SECTION 1. Chapter 10.60 of the Santa Barbara Municipal Code is revised to read as
follows:

10.60.015 Streets of Modified Speed Limits.

In accordance with Section 10.20.015 and when properly sign posted, the prima
facie speed limit on the following streets, or portions of streets, shall be as follows:

55 miles per hour:

LAS POSITAS ROAD – Cliff Drive to a point 870-feet north of Las Positas Place

45 miles per hour:

CALLE REAL - Las Positas Road to Hitchcock Way
HOLLISTER AVENUE - Fairview Avenue to the westerly City limits
MODOC ROAD - Las Positas Road to westerly City limits
OLD COAST HIGHWAY - Harbor View Drive to Hot Springs Road

40 miles per hour:

~~CALLE REAL – Pueblo Street to Las Positas Road~~
CALLE REAL - Hitchcock Way to La Cumbre Road
CARRILLO STREET - San Andres Street to La Coronilla Drive
CLIFF DRIVE – Loma Alta Drive to Las Positas Road
MEIGS ROAD - Cliff Drive to La Coronilla Road

35 miles per hour:

ALAMAR AVENUE - Foothill Road to State Street
ALSTON ROAD - City limits to Eucalyptus Hill Road
BARKER PASS ROAD - Eucalyptus Hill Road to the northerly City limits
CABRILLO BOULEVARD - Calle Cesar Chavez Ninos Drive to US Highway 101
CLIFF DRIVE (SR 225) - Westerly City limits to Las Positas Road
FAIRVIEW AVENUE - Placencia Street to Calle Real, those portions within the City limits
HOPE AVENUE - State Street to Pueblo Avenue
HOPE AVENUE - Calle Real to State Street
LA CUMBRE ROAD - Via Lucero to northerly City limits
LA COLINA ROAD - La Cumbre Road to Verano Drive
LAS POSITAS ROAD – US Highway 101 to State Street to a point 870-feet north of Las Positas Place
LOMA ALTA DRIVE - Cliff Drive (SR 225) to Shoreline Drive
MEIGS ROAD - Cliff Drive to Salida Del Sol
MODOC ROAD - Mission Street to Las Positas Road
OLD COAST HIGHWAY - Salinas Street to Harbor View Drive
SHORELINE DRIVE - Castillo Street to La Marina
STATE STREET - Mission Street to the westerly City limits
VERONICA SPRINGS ROAD - Those portions within the City limits
YANONALI STREET – ~~Salsipuedes~~ Calle Cesar Chavez Street to Garden Street

30 miles per hour:

ALAMAR AVENUE - De La Vina Street to Junipero Street
ALAMEDA PADRE SERRA - Los Olivos Street to Sycamore Canyon Road
ALAMEDA PADRE SERRA - Sycamore Canyon Road to Eucalyptus Hill Road
ANACAPA STREET - Arrellaga Street to Constance Avenue
ANAPAMU STREET - Santa Barbara Street to Milpas Street
BATH STREET - US Highway 101 northbound offramp to Mission Street ~~to Quinto Street~~
CABRILLO BOULEVARD – Castillo Street to Calle Cesar Chavez
CALLE REAL – Pueblo Street to Las Positas Road
CANON PERDIDO STREET - Santa Barbara Street to Milpas Street
CASTILLO STREET – ~~Montecito Street to Junipero Street~~ Cabrillo Boulevard to Mission Street
CHAPALA STREET – ~~US Highway 101~~ Gutierrez Street to Alamar Avenue
CLIFF DRIVE – Montecito Street to Loma Alta Drive
CLINTON TERRACE - Samarkand Drive to Tallant Road
COAST VILLAGE ROAD - Olive Mill Road to Cabrillo Boulevard
CONSTANCE AVENUE - State Street to Garden Street
DE LA GUERRA STREET - Santa Barbara Street to Milpas Street
DE LA VINA STREET - State Street to Micheltorena Street
DE LA VINA STREET - Micheltorena Street to Haley Street

GARDEN STREET - Micheltorena Street to Junipero Street

30 miles per hour (Cont'd):

HITCHCOCK WAY - Calle Real to State Street
LA CUMBRE ROAD - Southerly City limits (US Highway 101) to Via Lucero
LOMA ALTA DRIVE – Coronel Street to Canon Perdido Street
MILPAS STREET - Anapamu Street to ~~Mason Street~~ Cabrillo Boulevard
MIRAMONTE DRIVE - Carrillo Street to Via Del Cielo
ONTARE ROAD - Sunset Drive to Foothill Road
SALINAS STREET - US Highway 101 to ~~Mason Street~~ Sycamore Canyon Road
SAMARKAND DRIVE - De La Vina to Clinton Terrace
SAN PASCUAL STREET - Canon Perdido Street to Coronel Place
SAN ROQUE ROAD - Foothill Road to State Street
SANTA BARBARA STREET - Anapamu Street to Constance Avenue
SHORELINE DRIVE - Salida Del Sol to La Marina
STATE STREET – ~~Micheltorena~~ Victoria Street to Mission Street
TREASURE DRIVE - Tallant Road to Calle Real
VERANO DRIVE - Primavera Road to southerly City limits
YANONALI STREET - Garden Street to State Street

25 miles per hour:

ANACAPA STREET - Arrellaga Street to US Highway 101
BATH STREET – Mission Street to Quinto Street
CARPINTERIA STREET - Milpas Street to Salinas Street
CARRILLO STREET – Chapala Street to San Andres Street
CASTILLO STREET – Mission Street to Pueblo Street
COTA STREET – Santa Barbara Street to Alameda Padre Serra
GUTIERREZ STREET – Santa Barbara Street to Alameda Padre Serra
HALEY STREET – Chapala Street to Milpas Street
MICHELTORENA STREET – San Andres Street to California Street
MISSION STREET – Robbins Street to Anacapa Street
ONTARE ROAD - State Street to Sunset Drive
PUESTA DEL SOL - Alamar Avenue to easterly City limits
SAN ANDRES STREET - Mission Street to Canon Perdido Street
VALERIO STREET – ~~Robbins~~ Gillespie Street to westerly cul-de-sac

(Ord. 5563, 2011; Ord. 5530, 2010; Ord. 5491, 2009; Ord. 5466, 2008; Ord. 5251, 2002; Ord. 5194, 2001; Ord. 5157, 2000; Ord. 5127, 1999; Ord. 4988, 1996; Ord. 4958, 1996; Ord. 4875, 1994; Ord. 4818, 1993; Ord. 4769, 1992; Ord. 4734, 1991; Ord. 4660, 1990; Ord. 4566, 1989; Ord. 4527, 1988; Ord. 4516, 1988; Ord. 4486, 1987; Ord. 4398, 1986; Ord. 4384, 1986; Ord. 4367, 1985; Ord. 4341, 1985; Ord. 4322, 1985; Ord. 4309, 1984; Ord. 4290, 1984; Ord. 4267, 1984; Ord. 4248, 1984; Ord. 4233, 1983; Ord. 4232, 1983; Ord. 4069, 1980; Ord. 3787, 1975; Ord. 3775, 1975; Ord.

3697, 1974; Ord. 3629, 1974; Ord. 3628, 1974; Ord. 3611, 1973; Ord. 3551, 1972; Ord.
3457, 1970; Ord. 3429, 1970;
Ord. 3348, 1969; Ord. 3299, 1968; Ord. 3294, 1968; Ord. 3208, 1967; Ord. 3168, 1966;
Ord. 2713, 1959; prior Code
§31.121.)

ORDINANCE COMMITTEE DISCUSSION DRAFT 03/17/15
 SHOWING CHANGES FROM CURRENT CODE
 NEW PROVISIONS SHOWN IN UNDERLINE
 DELETIONS SHOWN IN ~~STRIKETHROUGH~~

ORDINANCE OF THE COUNCIL OF THE CITY
 OF SANTA BARBARA AMENDING CHAPTER
 10.20 OF THE MUNICIPAL CODE BY REVISING
 SECTIONS 10.20.020 AND 10.20.025
 PERTAINING TO SPEED ZONING ADJACENT
 TO CHILDREN'S PLAYGROUNDS, AND ADDING
 SECTION 10.20.040 PERTAINING TO
 EXTENDED SPEED ZONING NEAR SCHOOLS

THE CITY COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS
 FOLLOWS:

SECTION 1. Chapter 10.20 of the Santa Barbara Municipal Code is revised to read as follows:

10.20.015 Speed Zoning on Other than State Highways.

Pursuant to Section 22357 and 22358 of the Vehicle Code, the City Council hereby determines, upon the basis of engineering and traffic investigation, that a speed greater than 25 miles per hour would be reasonable and safe upon the streets designated in Section 10.60.015 of this Code which are otherwise subject to a prima facie speed limit of 25 miles per hour under the said Vehicle Code, and that the maximum limit of 55 miles per hour is more than is reasonable and safe upon the streets designated in Section 10.60.015, which are otherwise subject to a maximum speed limit of 55 miles per hour under the said Vehicle Code. The Public Works Department is hereby authorized and directed to establish appropriate signs giving notice of the prima facie speed limits established by Section 10.60.015. (Ord. 4069, 1980.)

~~**10.20.020 Speed Restriction on Street Adjacent to a Children's Playground (Shoreline Park).**~~

~~Pursuant to Section 22357.1 of the California Vehicle Code the prima facie speed limit on Shoreline Drive between La Marina and the westerly terminus of Shoreline Park shall be twenty five (25) miles per hour, every day, from sunrise to sunset. (Ord. 4804, 1993.)~~

~~**10.20.025 Speed Reduction on Street Adjacent to a Children's Playground (Chase Palm Park).**~~

~~Pursuant to Section 22357.1 of the California Vehicle Code, the prima facie speed limit on Cabrillo Boulevard between Garden Street and Calle César Chávez shall be twenty five (25) miles per hour, every day, from sunrise to sunset. (Ord. 5054, 1998.)~~

10.20.020 Speed Zoning on Streets Adjacent to Children’s Playgrounds

Pursuant to Section 22357.1 of the Vehicle Code of the State of California, the City Council hereby authorizes the Public Works Department to set a prima facie speed limit of 25 mph on any street, other than a State highway, adjacent to any children’s playground in a public park, but only during particular hours or days when children are expected to use the facilities. Upon investigation and determination that a prima facie speed limit of 25 mph is appropriate, the Public Works Department is hereby authorized and directed to post playground, speed limit and hours of operation signs adjacent to such playgrounds. When said signs are erected giving notice thereof, the prima facie speed limit of 25 mph shall be in effect.

10.20.030 Speed Restrictions - Bridges and Structures.

Whenever the Council finds on the basis of an engineering investigation, the maximum speed, not less than five (5) miles per hour, which can be maintained with safety on any bridge or elevated structure within the City, and a public hearing is held as provided in Section 516(22404) of the Vehicle Code, the Council may make its order in writing determining such maximum speed and the City Transportation Engineer shall erect and maintain signs specifying such maximum speed in the manner provided by law. (Ord. 2713 §1(part), 1959; prior Code §31.44.)

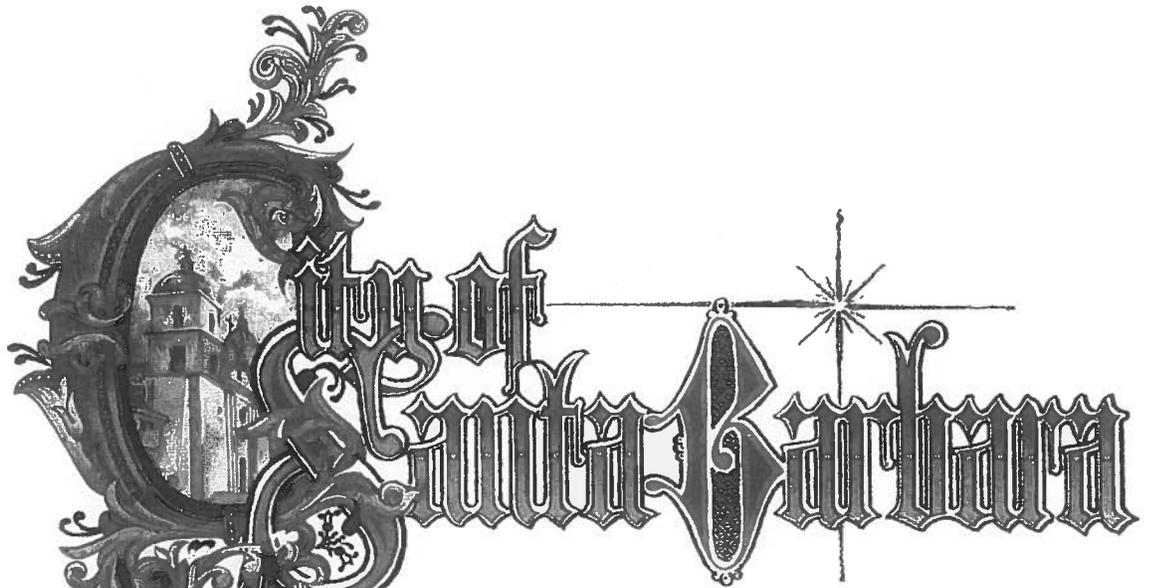
10.20.040 Extended School Zone Speed Zoning

Pursuant to Section 22358.4 of the Vehicle Code of the State of California, the City Council hereby authorizes the Public Works Department to extend the length of the prima facie school zone speed limit of 25 mph, established by Section 22352 of the Vehicle Code of the State of California, from 500-feet to 1000-feet from the edge of the school grounds. Upon investigation and determination that a prima facie speed limit of 25 mph is appropriate, the Department is hereby authorized and directed to post school zone warning signs and speed limit signs. When said signs are erected giving notice thereof, the prima facie speed limit of 25 mph shall be in effect while children are going to or leaving the school, either during school hours or during the noon recess period.

Speed Survey Table

Speed Zone	Speed Zone Limits	Existing/New Speed Limit	Reason for Change to SBMC 10.60.015
Las Positas Road	Cliff Drive to a point 870-feet north of Las Positas Place.	Exist.: n/a New: 55mph	New speed limit established as a result of SR 225 relinquishment.
Cliff Drive	Loma Alta Drive to Las Positas Road	Exist.: n/a New: 40mph	New speed limit established as a result of SR 225 relinquishment.
Cabrillo Boulevard	Calle Cesar Chavez to US Highway 101	Exist.: 35 and n/a New: 35mph	Cabrillo Boulevard between Calle Cesar Chavez and Ninos Drive has never been entered into the SBMC. Based on the Engineering and Traffic Survey (E & TS), a speed limit of 35mph is appropriate. No change in the speed limit between Ninos Drive and US Highway 101.
Las Positas Road	State Street to a point 870-feet north of Las Positas Place	Exist.: 35 and n/a New: 35mph	New speed limit established as a result of SR 225 relinquishment. No change to speed limit between US Highway 101 and State Street.
Yanonali Street	Calle Cesar Chavez to Garden Street	Exist.: 35mph New: 35mph	SBMC did not reflect the name change of Calle Cesar Chavez from Salsipuedes Street. No speed limit change.
Bath Street	US Highway 101 northbound off ramp to Mission Street	Exist.: 30mph New: 30mph	Bath Street north of Mission Street, removed from this segment. No speed limit change between US Highway 101 and Mission Street.
Cabrillo Boulevard	Castillo Street to Calle Cesar Chavez	Exist.: n/a, 25mph New: 30mph	Cabrillo Boulevard, west of Garden Street, has never been entered into the SBMC. Cabrillo Boulevard between Garden Street and Calle Cesar Chavez is currently a 25mph playground zone (daytime hours only, undefined at night). Based on an E & TS, and consultation with the Police Department, this speed limit is too low for roadway conditions. A full time 30mph speed limit is appropriate.
Calle Real	Pueblo Street to Las Positas Road	Exist.: 40mph New: 30mph	The updated E & TS indicates a speed limit of 30mph is appropriate.

Castillo Street	Cabrillo Boulevard to Mission Street	Exist.: n/a, 30mph New: 30mph	Castillo Street between Cabrillo Boulevard and US Highway 101 has never been entered into the SBMC. A new speed limit of 30mph is appropriate based on the E & TS. No speed limit change between US Highway 101 and Mission Street.
Chapala Street	Gutierrez Street to Alamar Avenue	Exist.: 30mph New: 30mph	Change the end point of this speed zone from US Highway 101 to Gutierrez Street. This has not been updated since the at grade intersection at US Highway 101 was eliminated. No speed limit change.
Cliff Drive	Montecito Street to Loma Alta Drive	Exist.: n/a New: 30mph	New speed limit established as a result of SR 225 relinquishment.
Milpas Street	Anapamu Street to Cabrillo Boulevard	Exist.: n/a, 30mph New: 30mph	Milpas Street between Mason Street and Cabrillo Boulevard has never been entered into the SBMC. Based on the E & TS, and speed limit of 30mph is appropriate for the entire length of Milpas Street.
Salinas Street	US Highway 101 to Sycamore Canyon Road	Exist.: n/a, 30mph New: 30mph	Salinas Street between Mason Street and Sycamore Canyon Road (five points) has never been entered into the SBMC. Based on the E & TS, a speed limit of 30mph is appropriate for the entire length of Salinas Street.
State Street	Victoria Street to Mission Street	Exist.: n/a, 30mph New: 30mph	State Street between Victoria Street and Micheltoarena Street has never been entered into the SBMC. Based on the E & TS, a speed limit of 30mph is appropriate for State Street between Mission Street and Victoria Street.
Bath Street	Mission Street to Quinto Street	Exist.: 30mph New: 25mph	Based on the E & TS, a speed limit reduction from 30mph to 25mph is appropriate.
Castillo Street	Mission Street to Pueblo Street	Exist.: 30mph New: 25mph	Based on the E & TS, a speed limit reduction from 30mph to 25mph is appropriate.
Valerio Street	Gillespie Street to westerly cul-de-sac	Exist.: n/a, 25mph New: 25mph	The block of Valerio Street between Robbins Street and Gillespie Street has never been entered into the SBMC. Based on the E & TS, a speed limit of 25mph is appropriate.



PROCLAMATION
ARBOR DAY
March 17, 2015

WHEREAS, Arbor Day Observances are held in California and in the City of Santa Barbara throughout the month of March; and

WHEREAS, the City of Santa Barbara has been designated a "Tree City USA" for 35 years by the National Arbor Day Foundation; and

WHEREAS, the City of Santa Barbara is proud of its more than 100 years of horticultural heritage and the health and diversity of its urban forest; and

WHEREAS, the City of Santa Barbara maintains over 40,000 open space, park, and street trees and recognizes the importance of professional tree care and annual tree planting programs to sustain a livable community; and

WHEREAS, Santa Barbara Beautiful contributes to the health of the City's urban forest through support for the street tree planting program; and

WHEREAS, Santa Barbara Beautiful is celebrating the 50th anniversary of their incorporation in 2015; and

WHEREAS, City of Santa Barbara and Santa Barbara Beautiful collaborate with local elementary schools to plant trees in observance of Arbor Day;

NOW, THEREFORE, I, HELENE SCHNEIDER, by virtue of the authority invested in me as Mayor of the City of Santa Barbara, California, do hereby acknowledge and proclaim March 17, 2015, as ARBOR DAY in the City of Santa Barbara and recognize the value that trees provide in enhancing the quality of our lives.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Santa Barbara, California, to be affixed this 17th day of March 2015.



HELENE SCHNEIDER
MAYOR



CITY OF SANTA BARBARA CITY COUNCIL MINUTES

REGULAR MEETING February 24, 2015 COUNCIL CHAMBER, 735 ANACAPA STREET

CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 2:00 p.m. (The Finance and Ordinance Committees, which ordinarily meet at 12:30 p.m., did not meet on this date.)

PLEDGE OF ALLEGIANCE

Mayor Schneider.

ROLL CALL

Councilmembers present: Dale Francisco, Frank Hotchkiss, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: Gregg Hart.

Staff present: City Administrator Paul Casey, City Attorney Ariel Pierre Calonne, Deputy City Clerk Deborah L. Applegate.

ITEMS REMOVED FROM CONSENT CALENDAR

8. Subject: Appropriation Of Community Development Block Grant Funds For Youth Apprenticeship And Santa Barbara Arts Alliance Programs (610.05)

Recommendation: That Council increase appropriations and estimated revenues in the Fiscal Year 2015 Parks and Recreation Department General Fund in the amount of \$15,000 for two Community Development Block Grant (CDBG) awards.

11. Subject: Set A Date For Public Hearing Regarding Single Family Design Board's Project Design Approval for 1912 Mission Ridge Road (640.07)

Recommendation: That Council:

- A. Set the date of March 3, 2015, at 2:00 p.m. for hearing the appeal filed by Susan M. Basham of Price, Postel & Parma, LLP of the Single Family Design Board's Project Design Approval for project owned by Craig Morrison and located at 1912 Mission Ridge Road, Assessor's Parcel No.: 019-083-021, A-1 Zone; Application No. MST2014-00585. This project proposes a 22 square foot first-floor addition and a 530 square foot second-floor addition to an existing 2,146 square foot one-story, single-family residence with an attached 658 square foot garage. The proposal includes one new uncovered parking space, a 194 square foot covered patio at the entry, a 158 square foot second-story deck, a raised pool and surrounding deck, and interior remodel work. It also includes permitting an "as-built" air conditioning condenser unit, relocation of the pool equipment enclosure, and a new driveway and pedestrian gate; and
- B. Set the date of March 2, 2015, at 1:30 p.m. for a site visit to the property located at 1912 Mission Ridge Road.

Motion:

Councilmembers White/Hotchkiss to continue Item Nos. 8 and 11.

Vote:

Unanimous voice vote. (Absent: Councilmember Hart)

Amended Motion:

Councilmembers White/Hotchkiss to set the date of Item 11 to March 10, 2015.

Vote:

Unanimous voice vote. (Absent: Councilmember Hart)

PUBLIC COMMENT

Speakers: Michael Baker, United Boys and Girls Clubs; Melody Joy Baker; David Daniel Diaz; Clint Orr; John Webby; Tom Widroe, Santa Barbara City Watch; Phil Walker; Kenneth Loch; Trevor Martinson; William Connell, Veteran's Tax and Fee Exemption; Jeffrey David.

CONSENT CALENDAR (Item Nos. 1 - 7, 9 - 10, 12 - 13)

The title of the ordinance related to the Consent Calendar item was read.

Motion:

Councilmembers White/Francisco to approve the Consent Calendar as recommended.

Vote:

Unanimous roll call vote. (Absent: Councilmember Hart)

1. Subject: Minutes

Recommendation: That Council waive further reading and approve the minutes of the regular meetings (cancelled) of January 20, and February 17, 2015, the regular meetings of January 27, February 3, and February 10, 2015, and the special meeting of January 26, 2015.

Action: Approved the recommendation.

2. Subject: Adoption Of Ordinance For Access License And Lease Agreement With High Sierra Grill Santa Barbara, Inc. (330.04)

Recommendation: That Council adopt, by reading of title only, An Ordinance Of The Council Of The City Of Santa Barbara Approving And Authorizing the Airport Director To Execute A Ten-Year Access License And Lease Agreement, With Three Five-Year Options, With High Sierra Grill Santa Barbara, Inc., A California Corporation, For 79,752 Square Feet Of Land, Including 8,695 Square Feet Of Building 252, At 521 Norman Firestone Road, At The Santa Barbara Airport, Effective Upon The Earlier Of The Completion Of City Improvements Or Nine Months After The License Commencement Date, For A Monthly Rental Of \$12,694.

Action: Approved the recommendation; Ordinance No. 5682; Agreement No. 25,105.

3. Subject: January 2015 Investment Report (260.02)

Recommendation: That Council accept the January 2015 Investment Report.

Action: Approved the recommendation (February 24, 2015, report from the Finance Director).

4. Subject: Purchase Order For UCP / Work, Incorporated (570.03)

Recommendation: That Council find it in the City's best interest to waive the formal bid procedure as authorized by Municipal Code Section 4.52.070 (L), and authorize the General Services Manager to issue a purchase order to UCP / Work, Incorporated for janitorial services at the Waterfront Department for Fiscal Year 2016 in an amount not to exceed \$291,066 and for Fiscal Year 2017 in an amount not to exceed \$307,541.

Action: Approved the recommendation (February 24, 2015, report from the Waterfront Director).

5. Subject: Contract For Design Of Cacique And Soledad Pedestrian/Bicycle Bridges And Corridor Improvements Project (530.04)

Recommendation: That Council:

- A. Authorize the Public Works Director to execute a City Professional Services contract with Bengal Engineering, Inc., in the amount of \$442,702 for design services of the Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements Project, and authorize the Public Works Director to approve expenditures of up to \$44,270 for extra services of Bengal Engineering, Inc., that may result from necessary changes in the scope of work;
- B. Appropriate \$86,972 from Streets Capital Fund Reserves to cover the City's costs associated with the design phase; and
- C. Increase appropriations and estimated revenues related to the Active Transportation Program Grant by \$400,000 in the Fiscal Year 2015 Streets Grant Fund for the Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements Project.

Action: Approved the recommendations; Agreement No. 25,106 (February 24, 2015, report from the Public Works Director).

6. Subject: Rejection Of Community Development Block Grant Westside Center Bathroom Renovation Project Bids (610.04)

Recommendation: That Council reject the bids for the construction of the Community Development Block Grant Westside Center Bathroom Renovation Project, Bid No. 3769, and authorize the Public Works Director to re-bid the project.

Action: Approved the recommendation (February 24, 2015, report from the Public Works Director).

7. Subject: Approval Of Amendments To The Agreements For An Energy Efficiency Revolving Fund Study (630.06)

Recommendation: That Council:

- A. Authorize the Public Works Director to amend the Professional Services Agreement for an Energy Efficiency Revolving Fund Study between the Cadmus Group and the City of Santa Barbara extending the agreement completion date for an additional year; and
- B. Authorize the Public Works Director to negotiate and execute an amendment to agreement with Southern California Edison (SCE) for Energy Efficiency Revolving Fund Study Award.

Action: Approved the recommendations; Agreement Nos. 24,967.01 and 24,968.01 (February 24, 2015, report from the Public Works Director).

9. Subject: Amendment To Agreement With Collision And Injury Dynamics, Inc. For Consulting Services Relating To *Delgadillo v. City Of Santa Barbara* (160.01)

Recommendation: That Council authorize the City Attorney to execute an amendment to the agreement for consultant/expert witness services (Contract No. 21400161) with Collision and Injury Dynamics, Inc., to amend the Compensation and Costs provision, increasing the contract amount by \$54,751.80, from \$15,000 to \$69,751.80.

Action: Approved the recommendation; Agreement No. 25,107 (February 24, 2015, report from the City Attorney).

10. Subject: Donation From The Van Donge Family For The Police Memorial Statue Project (520.04)

Recommendation: That Council accept a donation of \$5,000 from the Van Donge family for the Police Department's Memorial Statue Project; and increase appropriations and estimated revenues by \$5,000 in the Police Department Miscellaneous Grants Fund.

Action: Approved the recommendation (February 24, 2015, report from the Chief of Police).

12. Subject: Set A Date For Public Hearing Regarding Appeal Of Historic Landmarks Commission Approval For 1320 Olive Street (640.07)

Recommendation: That Council:

- A. Set the date of April 7, 2015, at 2:00 p.m. for hearing the appeal filed by Mindy Wolfe, et. al., of the Historic Landmarks Commission's Project Design Approval of an application for property owned by Brian McInerney and located at 1320 Olive Street, Assessor's Parcel No. 029-091-034, R-3 Limited Multiple-Family Zone, General Plan Designation: Medium-High Density Residential (15-27 Dwelling Units/Acre). The project proposes construction of a new 1,820 square-foot, two-story duplex building on the northern side of the property, under the Average Unit Density (AUD) Program. New construction will be comprised of a 544 square-foot one-bedroom unit above a 400 square-foot two-car garage, and an attached two-story, 684 square-foot one-bedroom unit with a one-car carport. The lot is currently developed with a 1,785 square-foot, one-story duplex building which will remain with no alterations; this existing building is a contributing resource to the potential Bungalow Haven Historic District. The proposal will result in a total of four residential units and four parking spaces. The project also addresses violations identified in a Zoning Information Report; and
- B. Set the date of April 6, 2015, at 1:30 p.m. for a site visit to the property located at 1320 Olive Street. (Cont'd)

12. (Cont'd)

Action: Approved the recommendation.

NOTICES

13. The City Clerk has on Thursday, February 19, 2015, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

This concluded the Consent Calendar.

PUBLIC HEARINGS

14. Subject: Request For Designation Of 6100 Hollister Avenue (Direct Relief) As A Community Benefit Project (610.04)

Recommendation: That Council find the proposed development of 6100 Hollister Avenue for Direct Relief, a Community Benefit Project pursuant to Santa Barbara Municipal Code §28.85.020.A.1, allocate 80,000 square feet of nonresidential floor area to the project, and reserve an additional 30,000 square feet for future development from the Community Benefit Project category.

Documents:

- February 24, 2015, report from the Community Development Director.
- Affidavit of Publication.
- PowerPoint presentation prepared and made by Staff.

Public Comment Opened:
2:07 p.m.

Speakers:

- Staff: Kathleen Kennedy, Associate Planner.
- Members of the Public: Suzanne Elledge, Suzanne Elledge Planning & Permitting Services; Thomas Tighe, President/CEO of Direct Relief.

Public Comment Closed:
2:45 p.m.

Motion:

Councilmembers Murillo/Hotchkiss to approve the staff recommendation.

Vote:

Majority voice vote (Absent: Councilmember Hart).

COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS

Information:

- Councilmember Murillo reported on her attendance at the following meetings: 1) the joint meeting of the Santa Barbara Youth Council and What Is Love; 2) the Library Board; and 3) the New Zoning Ordinance Committee. She reported that a new Wells Fargo bank opened on Milpas Street and commented on a demonstration that took place in front of the Eastside business, Taqueria El Bajio, on Milpas Street by PODER (People Organizing for the Defense and Equal Rights of Santa Barbara Youth).
- Councilmember White reported on his attendance at the following meetings: 1) Council Infrastructure Subcommittee; 2) Courthouse Legacy Foundation; 3) the New Zoning Ordinance Committee.
- Councilmember Hotchkiss commented on his attendance at the Airport Commission meeting and commented on the two hour documentary of the history of aviation produced by Tony Ruggieri of City T.V.
- Councilmember Rowse reported on his visit to the Eastside business, Taqueria El Bajio and thanked the public for showing their support and echoed his disapproval of the recent protest and activities.
- Mayor Schneider reported on her recent meeting at the Coastal Commission Hearing where the City received an unanimous vote from the commission for permitting the Desalination Plant and commended the Public Works and City Attorney staff for their hard work. She also reported on her attendance at The United Way Annual VITA (Volunteer Income Tax Assistance) event.

RECESS

The Mayor recessed the meeting at 3:05 p.m. in order for the Council to reconvene in closed session for Agenda Item No. 15.

CLOSED SESSIONS

15. Subject: Conference With City Attorney - Pending Litigation (160.03)

Recommendation: That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed. The pending litigation is *Frank Banales, Sebastian Aldana Jr., Jacqueline Inda, Cruzito Herrera Cruz, and Benjamin Cheverez, v. City of Santa Barbara, et al.*, SBSC Case No.1468167.

Scheduling: Duration, 15 minutes; anytime

Report: None anticipated

Documents:

February 24, 2015, report from the City Attorney.

(Cont'd)

15. (Cont'd)

Time:

3:05 p.m. – 4:21 p.m. Councilmember Hart was absent.

Recess: 3:05 p.m. – 4:21 p.m.

Announcement:

City Attorney Calonne reported that Council voted unanimous (6:0 Hotchkiss/Francisco, Absent: Councilmember Hart) to enter into a settlement agreement with *Frank Banales, Sebastian Aldana Jr., Jacqueline Inda, Cruzito Herrera Cruz, and Benjamin Cheverez, v. City of Santa Barbara, et al.*, SBSC Case No.1468167. The Mayor's signature on the settlement agreement is subject to further assurances from the Plaintiff which is subject to approval from the City attorney.

ADJOURNMENT

Mayor Schneider adjourned the meeting at 4:28 p.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA
CITY CLERK'S OFFICE

HELENE SCHNEIDER
MAYOR

ATTEST:

DEBORAH L. APPLGATE
DEPUTY CITY CLERK



CITY OF SANTA BARBARA CITY COUNCIL MINUTES

SPECIAL MEETING February 28, 2015 FAULKNER GALLERY, CENTRAL LIBRARY, 40 E. ANAPAMU

CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 9:03 a.m.

ROLL CALL

Councilmembers present: Frank Hotchkiss, Cathy Murillo, Bendy White, Mayor Schneider.

Councilmembers absent: Dale Francisco, Gregg Hart, Randy Rowse.

Staff present: City Administrator Paul Casey, City Attorney Ariel Calonne, City Clerk Services Manager Gwen Peirce.

PUBLIC COMMENT

No one wished to speak.

NOTICES

The City Clerk has on Thursday, February 19, 2015, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

WORK SESSIONS

Subject: Public Hearing On Proposal To Establish District Boundaries (110.03)

Recommendation: That Council:

- A. Open a public input process on the establishment of district elections; and
- B. Hold a public hearing pursuant to California Elections Code Section 10010 to consider a proposal to establish district boundaries.

Documents:

- PowerPoint presentation prepared and made by Staff.
- Draft Plans to divide the City into 6 geographical zones and public comment forms prepared by the consultant. (Cont'd)

Subject: Public Hearing On Proposal To Establish District Boundaries (Cont'd)

Speakers:

- Staff: Administrative Services Director Kristine Schmidt, City Attorney Ariel Calonne.
- National Demographics Corporation: President Douglas Johnson.
- Members of the Public: Barry Cappello; Hillary Blackerby; Susan Shank, League of Women Voters; Mary O’Gorman; Diane Fox; Dick Flacks, CAUSE; Robert Burke; Greg Freeland, CAUSE; Lucas Zucker, CAUSE; Matthew Kramer; Sharon Byrne; Shane Stark; Bonnie Raisin; Mickey Flacks; Lindsay Baker; Lanny Ebenstein; Joie McKay.

Discussion:

City Attorney Calonne provided a history of the current District Election process, including an explanation of the lawsuit, *Banales, et.al. v. The City of Santa Barbara*. He gave an overview of the civic engagement process that the City is undertaking and provided the key points of the settlement agreement with the plaintiffs in the case. Douglas Johnson explained the process and requirements for drawing district boundaries, and outlined what criteria can be considered when creating districts. He provided instructions on how to utilize the online districting tool, where users can use existing templates or start from scratch to draw their own proposed district boundary maps and submit them for consideration. Questions from the public were answered.

ADJOURNMENT

Mayor Schneider adjourned the meeting at 11:22 a.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA
CITY CLERK'S OFFICE

HELENE SCHNEIDER
MAYOR

ATTEST: _____
GWEN PEIRCE, CMC
CITY CLERK SERVICES MANAGER



CITY OF SANTA BARBARA CITY COUNCIL MINUTES

SPECIAL MEETING JOINT CITY COUNCIL AND SANTA BARBARA CITY COLLEGE BOARD OF TRUSTEES March 2, 2015

SANTA BARBARA CITY COLLEGE, 721 CLIFF DRIVE, ROOM A-211

CALL TO ORDER

City College Board President Marianne Kugler called the joint meeting of the Council and the Board of Trustees to order at 4:01 p.m.

ROLL CALL

Councilmembers present: Dale Francisco, Frank Hotchkiss, Gregg Hart, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: None.

Staff present: City Administrator Paul Casey, City Attorney Ariel Calonne.

Board Members present: Jonathan Abboud, Marty Blum, Marsha Croninger, Veronica Gallardo, Dr. Peter O. Haslund, Craig Nielsen, President Marianne Kugler.

Board Members absent: None.

Staff present: Superintendent/President and Clerk of the Board of Trustees Dr. Lori Gaskin.

PUBLIC COMMENT

No one indicated a desire to speak.

NOTICES

The City Clerk has on Thursday, February 26, 2015, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

PRESENTATIONS

Subject: Recommendations From City College Neighborhood Task Force

Recommendation: That Council and the Santa Barbara City College Board of Trustees receive a presentation of recommendations from the College's Neighborhood Task Force.

Documents:

- February 23, 2015, Report from the Santa Barbara City College Neighborhood Task Force.
- PowerPoint Presentation prepared and made by Daniel Iacofano, MIG, Inc.

Speakers:

- Santa Barbara City College: Daniel Iacofano, MIG, Inc., on behalf of SBCC; Superintendent/President Gaskin.
- City of Santa Barbara Staff: Police Chief Camerino Sanchez, Community Development Director George Buell, City Attorney Ariel Calonne, City Administrator Paul Casey.
- Members of the Public: Mark Taylor, Beebe Longstreet, Dianna Bottoms.

Discussion:

Mr. Iacofano provided an overview of the key aspects of the report, and the recommendations from the Task Force. The key issues that were highlighted included party disturbances, rude and illegal behavior by students, pedestrian safety, traffic congestion, parking issues, overcrowded housing, and zoning limitations. He outlined the recommendations, which fell into seven major categories: Noise Abatement, Neighborhood Quality of Life, Traffic and Transportation, Code of Conduct, Housing, On-going Issue Management and Communications, Follow-up Actions. Mr. Iacofano spoke at length about a proposed noise abatement ordinance that was modeled on the California Polytechnic State University's Noise Abatement Ordinance, and the Council directed staff to prepare a noise abatement ordinance to be considered by Council at a future meeting. Councilmembers' questions were answered.

The Board of Trustees meeting was adjourned at 5:34 p.m.

ADJOURNMENT

Mayor Schneider adjourned the City Council meeting at 5:34 p.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA
CITY CLERK'S OFFICE

HELENE SCHNEIDER
MAYOR

ATTEST:

GWEN PEIRCE, CMC
CITY CLERK SERVICES MANAGER



CITY OF SANTA BARBARA CITY COUNCIL MINUTES

REGULAR MEETING March 3, 2015 COUNCIL CHAMBER, 735 ANACAPA STREET

CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 2:01 p.m. (The Finance Committee met at 12:30 p.m. The Ordinance Committee, which ordinarily meets at 12:30 p.m., did not meet on this date.)

PLEDGE OF ALLEGIANCE

Mayor Schneider.

ROLL CALL

Councilmembers present: Dale Francisco, Gregg Hart, Frank Hotchkiss, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: None.

Staff present: City Administrator Paul Casey, City Attorney Ariel Pierre Calonne, Deputy City Clerk Susan Tschech.

CEREMONIAL ITEMS

1. **Subject: Employee Recognition - Service Award Pins (410.01)**

Recommendation: That Council authorize the City Administrator to express the City's appreciation to employees who are eligible to receive service award pins for their years of service through March 31, 2015.

Documents:

March 3, 2015, report from the Administrative Services Director.

Speakers:

Staff: City Administrator Paul Casey, Award Recipients David Aguilar, Tivo Gonzalez, Jose Marquez.

(Cont'd)

1. (Cont'd)

By consensus, the Council approved the recommendation and the following employees were recognized:

15-Year Pin

Linda Tuomi, Office Specialist II, Police Department
Aundray Richey, Senior Streets Maintenance Worker, Public Works Department
Juan Salcedo, Senior Streets Maintenance Worker, Public Works Department
Jeffery Miller, Senior Grounds Maintenance Worker, Parks and Recreation Department
Stephen Williams, Grounds Maintenance Worker II, Parks and Recreation Department
Tracy Lincoln, Airport Operations Manager, Airport Department

20-Year Pin

John Franklin, Fire Engineer, Fire Department
Michael De Ponce, Fire Battalion Chief, Fire Department
Michael Hoose, Fire Captain, Fire Department
Michael Myers, Fire Captain, Fire Department

25-Year Pin

Robert Hazel, Fire Captain, Fire Department
James Pflieger, Police Lieutenant, Police Department

30-Year Pin

David Aguilar, Fire Captain, Fire Department
Thomas Eccles, Police Officer, Police Department
Primitivo Gonzalez, Lead Equipment Technician, Public Works Department

35-Year Pin

Mark Alvarado, Equipment Operator, Parks and Recreation Department

PUBLIC COMMENT

Speakers: Wayne Scoles; Clint Orr; Kenneth Loch; Tom Widroe, City Watch; Phil Walker; Jose Arturo Gallegos; Michael Baker.

CONSENT CALENDAR (Item Nos. 2 – 6)

Motion:

Councilmembers Rowse/White to approve the Consent Calendar as recommended.

Vote:

Unanimous voice vote.

2. Subject: Minutes

Recommendation: That Council waive further reading and approve the minutes of the special meeting of February 18, 2015.

Action: Approved the recommendation.

3. Subject: Approval Of Preferential Parking For Santa Barbara Old Town Trolley (550.01)

Recommendation: That Council approve an application for preferential parking by the Santa Barbara Old Town Trolley Company until such time that the City Council terminates the privilege, the applicant no longer meets the requirements of Santa Barbara Municipal Code 10.44.250, or Santa Barbara Municipal Code 10.44.250 is revised, whichever occurs first.

Action: Approved the recommendation (March 3, 2015, report from the Public Works Director).

4. Subject: Professional Services Agreement with Godbe Research (530.01)

Recommendation: That Council:

- A. Approve and authorize the City Administrator to negotiate and execute a not-to-exceed \$36,000 contract for professional services with Godbe Research to conduct a comprehensive opinion poll related to a possible revenue generating ballot measure; and
- B. Direct the Infrastructure Council Committee to work with staff and the consultant to develop the poll and report back by May 2015.

Speakers:

- Members of the Public: Tom Widroe, City Watch.
- Staff: City Administrator Paul Casey.

Action: Approved the recommendations; Contract No. 25,110 (March 3, 2015, report from the City Administrator).

NOTICES

- 5. The City Clerk has on Thursday, February 26, 2015, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.
- 6. A City Council site visit is scheduled for Monday, March 9, 2015, at 1:30 p.m. to the property located at 1912 Mission Ridge Road, which is the subject of an appeal hearing set for March 10, 2015, at 2:00 p.m.

This concluded the Consent Calendar.

REPORT FROM THE FINANCE COMMITTEE

Finance Committee Chair Dale Francisco reported that the Committee met to hear a Staff report on the status of revenues and expenditures in relation to budget for the six months ended December 31, 2014. The Committee forwarded Interim Financial Statements covering this six-month period as well as proposed mid-year adjustments to the Fiscal Year 2015 budget to the full Council (Agenda Item No. 8).

MAYOR AND COUNCIL REPORTS

7. Subject: Interview And Possible Appointment For Vacancy On Single Family Design Board (140.05)

Recommendation: That Council hold an interview, and possibly appoint, the applicant for the unscheduled vacancy on the Single Family Design Board.

Documents:

March 3, 2015, report from the Administrative Services Director.

Speakers:

Applicant: Joseph Moticha.

Motion:

Councilmembers White/Hart to appoint Joseph Moticha to fill the vacancy for a licensed architect on the Single Family Design Board.

Vote:

Unanimous voice vote.

CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS

FINANCE DEPARTMENT

8. Subject: Fiscal Year 2015 Mid-Year Review (230.04)

Recommendation: That Council:

- A. Hear a report from staff on the status of revenues and expenditures in relation to budget for the six months ended December 31, 2014;
- B. Accept the Fiscal Year 2015 Interim Financial Statements for the Six Months Ended December 31, 2014; and
- C. Approve the proposed mid-year adjustments to Fiscal Year 2015 appropriations and estimated revenues as detailed in the attached schedule of Proposed Mid-Year Adjustments.

(Cont'd)

8. (Cont'd)

Documents:

- March 3, 2015, report from the Acting Assistant City Administrator/Finance Director.
- PowerPoint presentation prepared and made by Staff.

Speakers:

Staff: Accounting Manager Julie Nemes, Community Development Director George Buell.

Motion:

Councilmembers White/Hart to approve recommendations B and C.

Vote:

Unanimous voice vote.

Councilmember Francisco left the meeting at 3:04 p.m. and returned at 3:09 p.m.

PUBLIC WORKS DEPARTMENT

9. Subject: Capital Improvement Projects: Second Quarter Report For Fiscal Year 2015 (230.01)

Recommendation: That Council receive the City's Capital Improvement Projects Second Quarter Report for Fiscal Year 2015.

Documents:

- March 3, 2015, report from the Public Works Director.
- PowerPoint presentation prepared and made by Staff.

Speakers:

- Staff: Assistant Public Works Director/City Engineer Pat Kelly.
- Members of the Public: Bonnie Raisin.

By consensus, the Council received the report and their questions were answered.

COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS

Information:

- Councilmember Hotchkiss commented on the civic engagement workshop regarding district elections which was held on February 28.

(Cont'd)

Information (Cont'd):

- Councilmember Murillo reported on the following meetings: 1) the joint meeting of Council and the Santa Barbara City College Board of Trustees regarding recommendations from the College's Neighborhood Task Force; 2) a meeting of the Santa Barbara City College Transitions Program for people coming out of the criminal justice system; and 3) a meeting of the Parks and Recreation Commission regarding a proposed expansion of off-leash dog areas.
- Councilmember White commented on recent community meetings held to present information about the campaign to repair and improve the City's infrastructure; he also remarked on the joint meeting with the Santa Barbara City College Board of Trustees.
- Councilmember Rowse reported on a meeting of the Downtown Organization's safety committee related to police presence in the downtown area.
- Mayor Schneider reviewed statistics compiled in the "Point In Time" report pertaining to the area's homeless population.

RECESS

The Mayor recessed the meeting at 3:55 p.m. in order for the Council to reconvene in closed session for Item No. 10. She stated that no reportable action is anticipated.

CLOSED SESSIONS

10. Subject: Conference With City Attorney - Pending Litigation (160.03)

Recommendation: That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed. The pending litigation is Debra A. Corral, et al., v. City of Santa Barbara, et al., SBSC Case No. 1466439.

Scheduling: Duration, 15 minutes; anytime

Report: None anticipated

Documents:

March 3, 2015, report from the City Attorney.

Time:

3:55 p.m. – 4:30 p.m.

No report made.



CITY OF SANTA BARBARA CITY COUNCIL MINUTES

SPECIAL MEETING March 5, 2015 COUNCIL CHAMBER, 735 ANACAPA STREET

CALL TO ORDER

Mayor Helene Schneider called the meeting to order at 9:02 a.m.

PLEDGE OF ALLEGIANCE

Mayor Schneider.

M

ROLL CALL

Councilmembers present: Frank Hotchkiss, Cathy Murillo, Randy Rowse, Bendy White, Mayor Schneider.

Councilmembers absent: Councilmember Francisco, Hart.

Staff present: City Administrator Paul Casey, City Attorney Ariel Pierre Calonne, Deputy City Clerk Deborah L. Applegate.

Councilmember White arrived at 9:12 a.m.

The Planning Commission meeting was called to order, and the meeting continued in joint session.

Planning Commissioners present: John Campanella, Jay Higgins, Michael Jordan, Sheila Lodge, Deborah Schwartz, Addison Thompson.

Planning Commissioners absent: June Pujo.

PUBLIC COMMENT

Speakers:

- Historic Landmarks Commission: Barry Winick, Vice Chair.
- Members of the Public: Lee Moldauer, Citizen's Planning Association.

NOTICES

The City Clerk has on Thursday, February 26, 2015, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

WORK SESSIONS

Subject: Joint Council And Planning Commission Work Session: Planning Division Workload And Program Activities (650.01)

Recommendation: That Council hold a joint work session with the Planning Commission to receive status reports, provide direction to staff, and discuss major work program activities in the Planning Division, including: Long Range Planning and General Plan Implementation; Zoning Information and Enforcement; Design Review and Historic Preservation; and Development and Environmental Review.

Documents:

- March 5, 2015, report from the Community Development Director.
- PowerPoint presentation prepared and made by Staff.

Speakers:

Staff: City Planner Bettie Weiss, Senior Planner II Renee Brooke, Project Planner Irma Unzueta.

Discussion:

City Planner Bettie Weiss discussed the activities of the Planning Division highlighting accomplishments, major work underway, and various city planning efforts over the next five years. Renee Brooke and Irma Unzueta discussed the Housing Element implementation and long term planning. Ms. Brooke stated that implementation priorities in the coming year will focus on an Updated Bonus Density Ordinance, Average Unit Density Program Monitoring, Multi-Unit & Mixed Use Design Guidelines, Zoning Standards and Preserving Rental Units. Councilmembers and Planning Commissioners discussed the items, made comments, and their questions were answered.

The Planning Commission meeting was adjourned at 11:13 a.m.

ADJOURNMENT

Mayor Schneider adjourned the meeting at 11:13 a.m.

SANTA BARBARA CITY COUNCIL

SANTA BARBARA
CITY CLERK'S OFFICE

HELENE SCHNEIDER
MAYOR

ATTEST: _____
DEBORAH L. APPLGATE
DEPUTY CITY CLERK



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: Business Services Division, Waterfront Department

SUBJECT: Request To Increase Purchase Order For Additional Parking Equipment At Stearns Wharf

RECOMMENDATION:

That Council increase Purchase Order No. 31501229 with Sentry Control Systems by \$25,000 for a new purchase order total of \$109,500 for Skidata Parking Revenue Control Equipment on Stearns Wharf.

BACKGROUND:

On November 18, 2014 City Council found it in the City's best interest to waive the formal bid procedure as authorized by Municipal Code Section 4.52.070(k), and authorized the General Services Manager to issue a purchase order to Sentry Control Systems for Skidata parking revenue control equipment for Stearns Wharf in an amount not to exceed \$84,500.

DISCUSSION:

In order to optimize the efficiency of the new Stearns Wharf parking equipment, staff recommends that a single exit column be installed. Currently, no exit column exists and patrons must pull up to the parking kiosk, hand their parking stub to the attendant, and either pay the correct fee or wait for the gate to open if no fee is required. During busy times of the day, this can cause a significant back-up of vehicles attempting to exit Stearns Wharf and can create safety hazards at the two Wharf crosswalks. Installing an exit column will allow patrons to insert their parking stub into the column; the system will read the stub while the patron pulls forward and allow them to either exit immediately or pay the appropriate fee to the attendant. This is the same system that is currently in operation at various lots managed by Downtown Parking and has proven effective at reducing vehicle back-ups.

Funding for the original purchase order and the proposed increase to fund the exit column is included in the Fiscal Year 2015 Waterfront Department Capital Budget. Installation of the Skidata equipment is tentatively scheduled to begin on March 23.

PREPARED BY: Brian J. Bosse, Waterfront Business Manager

SUBMITTED BY: Scott Riedman, Waterfront Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department
Creeks Division, Parks and Recreation Department

SUBJECT: Contract For Construction Of Low Impact Development
Demonstration Streets, Sidewalks, And Alleys Project – Phase I

RECOMMENDATION:

That Council award a contract with Brough Construction, Inc., in their low bid amount of \$1,053,780 for construction of the Low Impact Development Demonstration Streets, Sidewalks, and Alleys Project – Phase I, Bid No. 3738, and authorize the Public Works Director to execute the contract and approve expenditures up to \$105,378 to cover any cost increases that may result from contract change orders for extra work and differences between estimated bid quantities and actual quantities measured for payment.

DISCUSSION:

Urban storm water runoff is the single largest source of surface water pollution in Santa Barbara. Under most existing conditions, storm water runoff from urban areas picks up pollutants as it flows across roofs, sidewalks, driveways, parking lots, and streets, and is conveyed by gutters, channels, and storm drains directly to local creeks and the ocean without any treatment. This runoff carries sediment, nutrients, bacteria, hydrocarbons, metals, pesticides, and trash.

The City has developed a Storm Water Management Program (SWMP) in order to reduce the discharge of pollutants into local creeks and the ocean. Installing permeable pavers is one of the methods developers may use to meet the City's guidelines. Permeable pavers allow water to pass through them into a subsurface gravel layer that doubles as a storage/infiltration area and a structural base layer.

PROJECT DESCRIPTION

The Low Impact Development Demonstration Streets, Sidewalks, and Alleys Project – Phase I (Project) consists of installing over 23,000 square feet of permeable concrete

pavers in the sidewalks around Alice Keck Park Memorial Gardens and the Parks service road at Plaza de Vera Cruz. The Project is designed to capture and treat the volume of storm water generated from a 1-inch, 24-hour storm event. Phase II of the Project, which is expected to be constructed in the summer of 2016 under a separate contract, will consist of installing over 60,000 square feet of permeable concrete pavers in the 700 and 800 blocks of North Quarantina Street. The Project will be used as an example of a relatively simple Best Management Practice that meets the City's SWMP requirements, and can be installed almost anywhere there is existing hardscape (site conditions permitting).

CONTRACT BIDS

A total of three (3) bids were received for the subject work, ranging as follows:

	BIDDER	BID AMOUNT
1.	Brough Construction, Inc. Arroyo Grande, CA	\$1,053,780.00
2.	Lash Construction, Inc. Santa Barbara, CA	\$1,180,967.50
3.	Hughes General Engineering, Inc. Camarillo, CA	\$1,472,608.20*

**corrected bid total*

The low bid of \$1,053,780 submitted by Brough Construction, Inc., is an acceptable bid that is responsive to and meets the requirements of the bid specifications.

The change order funding recommendation of \$105,378, or ten percent, is typical for this type of work and size of project.

COMMUNITY OUTREACH

Public Works and Creeks Division staff has notified the property owners and residents near the Project locations of the upcoming construction via mailers and in-person meetings. The contractor will be responsible for the final notice via door hangers, 72 hours prior to construction. The Project will also be described in a press release and on the City's website. During construction, temporary construction signs detailing the Project's design and benefits will be posted at the sites. Upon Project completion, a television segment will be prepared and aired on City TV, and permanent interpretive signs will be posted at each site.

FUNDING

The City has been awarded Proposition 84 Storm Water Grant Program funding in the amount of \$2,307,010 for Project costs of both phases. There is a 20 percent local match required as part of this grant, but the City originally offered \$613,982, or 26 percent, to give the grant application a better likelihood of success. The total amount of funding, including the grant and the City's match, is \$2,920,992. On November 4, 2014, City Council approved Ordinance No. 5674, approving and ratifying the Proposition 84 grant agreement. Based on the total project cost of \$1,423,053 for construction of Phase I, the remaining \$1,497,939 will be used to fund Phase II of the Project. With the grant appropriation and the matching funds from the Creeks Division Capital Fund, there will be sufficient funds to cover the cost of the Project.

The following summarizes the expenditures recommended in this report:

CONSTRUCTION CONTRACT FUNDING SUMMARY

	Basic Contract	Change Funds	Total
Brough Construction, Inc.	\$1,053,780	\$105,378	\$1,159,158
TOTAL RECOMMENDED AUTHORIZATION			\$1,159,158

The following summarizes all Project design costs, construction contract funding, and other Project costs:

ESTIMATED TOTAL PROJECT COST

**Cents have been rounded to the nearest dollar in this table.*

	PROP 84	CITY SHARE	TOTAL
City Design Costs	\$12,500	\$37,047	\$49,547
City Survey Costs	\$0	\$9,500	\$9,500
Other Design Costs (GPR Survey, Soil Testing)	\$10,000	\$10,283	\$20,283
Subtotal	\$22,500	\$56,830	\$79,330
Construction Contract	\$950,680	\$103,100	\$1,053,780
Construction Change Order Allowance	\$105,378	\$0	\$105,378
Subtotal	\$1,056,058	\$103,100	\$1,159,158
Construction Management/Inspection (by City Staff)	\$50,000	\$100,000	\$150,000
Material Testing	\$22,685	\$0	\$22,685
Labor Compliance Monitoring	\$0	\$11,880	\$11,880
Subtotal	\$72,685	\$111,880	\$184,565
TOTAL PROJECT COST	\$1,151,243	\$271,810	\$1,423,053

SUSTAINABILITY IMPACT:

Storm water and urban runoff from impervious surfaces are a major source of surface water quality degradation. Infiltrating polluted runoff provides passive treatment at the source, which enhances watersheds and beaches, reduces damaging peak storm water flows, recharges groundwater, and requires no power consumption for operation.

PREPARED BY: John Ewasiuk, Principal Civil Engineer/LY/sk
 Cameron Benson, Creeks Restoration/Water Quality Improvement Manager

SUBMITTED BY: Rebecca J. Bjork, Public Works Director
 Nancy Rapp, Parks and Recreation Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: Water Resources Division, Public Works Department

SUBJECT: Adoption Of Water Rate Increases For Fiscal Year 2016

RECOMMENDATION:

That Council adopt, by reading of title only, a Resolution of the Council of the City of Santa Barbara Establishing Certain City Fees Effective for Fiscal Year 2016, Beginning July 1, 2015; and Rescinding Resolution 14-048 and Portions of Resolution No. 14-045.

DISCUSSION:

On May 20, 2014, Council declared a Stage Two Drought Condition (Stage Two) in response to the ongoing drought and upon conclusion of the driest three-year period in local records. Stage Two is the second of three stages in the City's Water Shortage Contingency Plan. Among other things, Stage Two response measures include the development and adoption of a drought water rate structure that reflects increased costs associated with responding to the drought, and it targets a 20 percent reduction in customer water demand.

The drought water rates went into effect on July 1, 2014. At the time, there were significant available reserves; therefore, approximately \$7.2 million of reserves were allocated to be used for drought-related expenses, including supplemental water purchases, groundwater well projects, and the Cachuma Emergency Pump Project.

Since adoption of Stage Two, staff has continued planning for sustained drought conditions. Without sufficient rainfall by spring 2015, the next step in drought planning includes Council's decision to reactivate the City's Charles Meyer Desalination Plant (Desalination Plant), which was originally constructed in 1991-1992, during the previous severe drought.

Proposed water rates have been developed with the assumption that the Desalination Plant will produce 3,125 acre-feet per year (AFY) of water, beginning in fall 2016. Once we are out of the drought condition, the Desalination Plant could be placed into standby mode, producing a minimal amount of water sufficient to keep it in a ready state.

Annual operating costs are estimated at approximately \$5 million per year for production at 3,125 AFY, and approximately \$2.5 million per year for standby mode.

Capital costs for reactivating the Desalination Plant are estimated at approximately \$32 million; however, there are significant unknown potential costs. Final project costs will be unknown until a few weeks prior to the award of the contract to design, build, and operate the Desalination Plant, scheduled for June 2015. Staff recommends that the water rates provide the flexibility to generate sufficient revenues to cover up to \$40 million in capital costs for the Desalination Plant, should proposals to design and build the Desalination Plant come in at that range. These substantial added costs require an update to the Water Fund Financial Plan and increased Fiscal Year 2016 water rates that are sufficient to generate the revenues needed to cover capital and debt service for these costs.

Fiscal Year 2016 water rates, as well as the water rates for Fiscal Year 2015, were developed by Raftelis Financial Consultants, Inc., in compliance with California's Proposition 218. Any adjustment to water rates must be made in compliance with Proposition 218 requirements, which is known as the *Right to Vote on Taxes Act* and includes the requirement that rates may not exceed the estimated cost of providing service, and must be reasonable, fair, equitable, and proportional.

Proposed water rates have been designed to incentivize extraordinary conservation, while also providing sufficient revenues to meet operating and debt service requirements in order to maintain compliance with obligations to holders of City bonds. There are no substantial reserves available above Council policy for use in Fiscal Year 2016 (in contrast to Fiscal Year 2015). Therefore, water rates need to be increased to cover the full cost of service, which includes funding of the Water Main Replacement Program (based on Council policy to replace one percent of the pipe system annually), as well as the added costs that are attributable to the reactivation of the Desalination Plant.

Adoption of Fiscal Year 2016 water rates is recommended in March 2015, in order to qualify for loan requirements for the Desalination Project. Before taking effect on July 1, 2015, water rates will be re-assessed based on available information on the actual cost of desalination, the projected Fiscal Year 2016 budget, and the Fiscal Year 2015 ending reserve balance. If, at that time, it is determined that water rates can be lowered, the Fiscal Year 2016 water rates will be resubmitted for adoption prior to taking effect on July 1, 2015. Adopted water rates can be adjusted down from the proposed water rates noticed in January 2015, but they cannot be increased without new noticing per requirements of Prop 218.

The proposed Resolution is comprised of recommended Fiscal Year 2016 water rates, which would take effect July 1, 2015, thereby rescinding Resolution 14-058 and portions of Resolution 14-045 in the Water Rates and Fees Section, Parts 1.A, 1.B, and 1.C. The current 14-058 and 14-045 water rates will remain in effect until July 1, 2015. At that time, the final adopted Fiscal Year 2016 rate increases would take effect.

Water Commission Review

On January 12, 2015, the Water Commission received a presentation from staff and provided policy input on the proposed Fiscal Year 2016 water rates. The Water Commission also discussed policy input on the proposed rates at its meetings on August 11, 2014 and October 13, 2014.

Council Review

On January 13, 2015, Council received a presentation from staff and provided policy input on the proposed Fiscal Year 2016 water rates. Council also provided policy input on the design of the proposed rates at its meetings on September 23, 2014 and December 9, 2014.

Public Meetings

Staff hosted public information meetings on drought, desalination, and water rates on February 18, 2015 and February 26, 2015.

Public Hearing

Per the requirements of Prop 218, a public hearing was held on March 10, 2015.

PREPARED BY: Joshua Haggmark, Water Resources Manager/KD/mh

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ESTABLISHING CERTAIN CITY FEES EFFECTIVE FOR FISCAL YEAR 2016, BEGINNING JULY 1, 2015; AND RESCINDING RESOLUTION 14-058 AND PORTIONS OF RESOLUTION NO. 14-045

WHEREAS, the City provides, maintains and operates a variety of programs and services to the public;

WHEREAS, certain sections of the state and municipal code authorize the imposition and collection of fees to defray the costs of providing certain programs and services; and,

WHEREAS, certain fee schedules cite the specific state or municipal authority under which fees and charges are collected.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA THAT:

Section 1. The Council hereby determines and finds that:

a. Funds are needed to defray the cost of providing programs and services furnished by the City.

b. The funds needed to defray such operating expenses can and should be obtained by setting fees and charges for these programs and services.

c. The setting of fees and charges for these programs and services is exempt from compliance with the requirements of the California Environmental Quality Act (CEQA) under Public Resources Code Section 21080(b)(8)(1)-(4) and Title 14 of the California Administrative Code, Section 15273(a)(1)-(4).

Section 2. The penalties, fees, and service charges for Fiscal Year 2015 are adopted as set forth in the City of Santa Barbara Schedule of Penalties, Fees and Service Charges, according to Resolutions 14-045 and 14-058, and shall remain in effect for the duration of Fiscal Year 2015.

Section 3: The penalties, fees, and service charges for the Fiscal Year 2016 for Water Rates and Fees, Parts 1.A, 1.B, and 1.C are adopted per the attached schedule (Exhibit A) and shall be effective July 1, 2015, unless otherwise indicated.

Section 4. Resolution No. 14-058 and Parts 1.A, 1.B, and 1.C of the Water Rates and Fees Section of Resolution 14-045 shall be rescinded on July 1, 2015 when the adopted Fiscal Year 2016 water rates herein take effect.

Section 5. All other fee resolutions in effect and not rescinded herein, shall remain in full force.

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**EXCERPT OF CITY PENALTIES, FEES, AND SERVICE CHARGES
WATER RATES AND FEES SECTION, PARTS 1.A, 1.B, AND 1.C,
PREPARED FOR FISCAL YEAR 2016**

1. WATER SERVICE RATES

The following provisions shall govern all fees related to water service for metered connections to the City water system:

- A. **MONTHLY SERVICE CHARGE.** A monthly service charge shall be collected for all connections, without regard to actual water use, if any, as follows:

<u>Size of Water Service Meter</u>	<u>Rate (\$/meter/month)</u>
5/8"	\$23.49
3/4"	\$34.19
1"	\$55.61
1 1/2"	\$109.14
2"	\$173.38
3"	\$376.82
4"	\$676.61
6"	\$1,393.98
8"	\$2,571.74
10"	\$4,070.71

Monthly service charges for connections located outside the City limits shall be 130% of the above charges.

- B. **USER CLASSIFICATIONS.** For the purposes of assessing metered water charges provided for in Subsection C below, user classifications shall be determined and corrected by staff, using the following categories:

1. Residential Single-Family Detached: Applicable to all meters serving one detached dwelling unit.
2. 1-4 Units: Applicable to all meters serving two or more detached dwelling units and all meters serving 1, 2, 3, or 4 attached dwelling units.
3. Multifamily Over 4 Units: Applicable to all meters serving five or more dwelling units, any of which are attached.
4. Commercial: Applicable, without regard to meter size, to all accounts serving mercantile buildings, motels and other short term lodging establishments,

office buildings, institutional buildings, schools, churches, and other commercial establishments.

5. Industrial: Applicable to all meters serving laundries (other than self-service laundries), manufacturing facilities, and other industrial facilities.
6. Irrigation-Potable: Applicable to meters substantially limited to outdoor water use and sub-classified as provided in Subparagraphs a. through c. below. All meters under this classification shall be subject to interruption upon declaration of a Stage Three Drought Condition. There shall be no connection between a meter served under this classification and any dwelling or commercial or industrial structure.
 - a. Irrigation-Agriculture: Applicable only to Potable Irrigation meters that serve bona-fide commercial agricultural enterprises, including nurseries. A bona-fide commercial agricultural enterprise is one that grows and sells one or more type of agricultural or horticultural products, for the purpose of producing income from the sale of these products. The amount of water made available in the first tier of metered water usage under this sub-classification shall be based solely on the square footage of the commercial crop area that is planted and irrigated as part of the enterprise. As a condition of the right to receive Irrigation-Agriculture service, the City's Public Works Director may require an account holder to submit to the Director any documentary or other evidence necessary to establish to a reasonable degree of certainty that the property served by the meter is being used to conduct a bona-fide commercial agricultural enterprise as defined above. Such evidence may include tax returns, bills of sale, or similar documents.
 - b. Irrigation - Recreation: Applicable only to Potable Irrigation meters that serve areas used primarily for passive or active recreational purposes, including parks, playgrounds, golf courses, school yards, and publicly owned open spaces and landscaped areas. The amount of water made available in the first tier of metered water usage under this sub-classification shall be based solely on the square footage of the irrigated area served by the meter.
 - c. Irrigation - Urban (Residential/Commercial): Applicable to Potable Irrigation meters serving properties that are primarily residential in use or are zoned for residential use or commercial, industrial, or institutional in use. The amount of water made available in the first tier of metered water usage under this subclassification shall be based on the square footage of the irrigated area served by the meter.

- 7. Recycled Water: Applicable to all meters providing recycled wastewater.
- 8. State Institutional: Applicable to customers that are State agencies located in the unincorporated area of the County of Santa Barbara
- 9. Unincorporated Areas: Applicable to all meters serving properties that are not State agencies and are located in the unincorporated area of the County of Santa Barbara.

C. **METERED WATER CHARGE.** In addition to all other charges imposed by Chapter 14.08 of the Santa Barbara Municipal Code, including but not limited to the monthly service charges set forth in Subsection I.A. above, water use shall be charged according to the following block rates for those user classifications defined in Subsection B above. Usage shall be measured in units of 100 cubic feet (HCF).

Usage Quantities (Monthly, except as specified)	Rate (\$/HCF)
1. <u>Residential Single Family</u>	
First 4 hcf	\$4.20
Next 12 hcf	\$8.51
Over 16 hcf	\$18.59
2. <u>Multifamily 1-4 Dwelling Units</u>	
First 4 hcf/unit	\$4.20
Next 4 hcf/unit	\$8.51
Over 8 hcf/unit	\$18.59
3. <u>Multifamily Over 4 Dwelling Units</u>	
First 4 hcf/unit	\$4.20
Next 4 hcf/unit	\$8.51
Over 8 hcf/unit	\$18.59
4. <u>Commercial</u>	
Up to 100% of base allotment:	\$6.53
All other use:	\$15.24
5. <u>Industrial</u>	
Up to 100% of base allotment:	\$6.53
All other use:	\$15.24

6. Irrigation - Potable:

The first tier of all irrigation accounts shall be calculated using the following formula:

$$\text{Monthly Water Budget} = (ET_o)(.62/748)((PF \times HA)/IE)$$

Where

- ET_o = Reference evapotranspiration (weather factor)
- $0.62/748$ = Conversion factor (inches to HCF)
- PF = Plant factor
- HA = Square footage of irrigated area(s)
- IE = Irrigation efficiency (80%)

The Monthly Water Budget shall be determined using real time monthly ET_o data from a local weather station, plant factors that relate plant-type water use needs to the ET_o , and irrigated area by plant type. Irrigation system efficiency is set at a constant value of 80% for all account types.

Monthly Water Budgets shall be based on irrigated area only. Accounts shall be subject to mandatory ground-truthing measurement at Staff discretion to verify measurement accuracy of irrigated areas and plant types. If ground-truthing measurements are not completed within 2 months after initial contact due to lack of customer response, service may be subject to suspension until irrigated landscaped areas are verified in the field.

a. Irrigation - Agriculture

All Use within Monthly Budget	\$2.43
All other use	\$18.59

HA_c = total crop irrigated area (square feet)

PF_c = 75%

b. Irrigation - Recreation

All Use within Monthly Budget	\$3.70
All other use	\$18.59

HA_t = total irrigated turf area (square feet)

Turf PF_t = 80%

HA_s = total irrigated shrub area (square feet)

Shrub PF_s = 30%

Bird Refuge

Upon finding that there are adequate water resources available to allow such use, the Director may also authorize the sale of up to a total of 21,780 HCF (50 acre feet) per year at the first block recreation rate for use in refilling the Andre Clark Bird Refuge.

c. Irrigation - Urban (Residential/Commercial)

All Use within Monthly Budget	\$8.51
All other use	\$18.59

HA_t = total irrigated turf area (square feet)

For Residential Irrigation, HA_t cannot exceed 20% of total irrigated area. If measurements are greater than 20%, the remainder square footage will be assigned to the HA_s.

PF_t = turf plant factor = 80%

HA_s = total irrigated shrub area (square feet)

For Commercial Irrigation, 100% of total irrigated area is considered HA_s, unless a permitted exception of Landscape Design Standards has been approved.

PF_s = shrub plant factor = 30%

Plant Factor percentage allotments reflect the requirements of the City's Landscape Design Standards for Water Conservation per SBMC 22.80.

7. Recycled Water

All HCF	\$2.96
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8. State Institutional

Up to 100% of base allotment:	\$6.53
All other use:	\$15.24

9. Unincorporated Area. Metered water charges for service to properties located in unincorporated Santa Barbara County shall be 130% of any corresponding in-City rate.

2. EFFECTIVE DATE

Rates and charges specified herein shall be effective July 1, 2015, except for the rates and charges that appear on monthly billings, which shall be effective for bills cycles starting July 1, 2014 or later.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: Administration Division, Parks and Recreation Department

SUBJECT: Parma Park Trust Funds For The Maintenance Of Parma Park

RECOMMENDATION:

That Council increase appropriations and estimated revenues by \$74,349 in the Parks and Recreation Department Fiscal Year 2015 Miscellaneous Grants Fund for maintenance of Parma Park.

DISCUSSION:

Parma Park, one of the City's 11 open space parks, comprises 200 acres. The Parma Park Trust (Trust), established in 2000, provides funds to support the preservation and maintenance of the park. Each year the Parks and Recreation Department (Department) submits an annual maintenance plan and reports expenditures to the co-Trustees of the Trust. Maintenance activities that are funded by the Trust include trail maintenance, defensible space vegetation management, trail signage, olive grove restoration, exotic invasive plant management, and native habitat restoration.

Located in the upper Sycamore Creek watershed and generally bounded by Sycamore Canyon Road, Mountain Drive, and Montecito, Parma Park provides passive recreation opportunities to hikers and equestrians. Mountain biking is limited to fire roads within the park. Harold Parma, along with his family, deeded Parma Park to the City in November 1973.

BUDGET/FINANCIAL INFORMATION:

Each calendar year, the Trustee disburses funds from the Trust to support park maintenance. In December 2014, the Department received \$74,349 from the Trust. The Department anticipates expenditures for 2015 will total \$71,500. Unused appropriated funds at the end of Fiscal Year 2015 will be carried forward into Fiscal Year 2016.

SUSTAINABILITY IMPACT:

Located within the upper Sycamore Creek Watershed, Parma Park provides 200 acres of undeveloped open space for the passive outdoor recreation benefits. Preservation and enhancement of Parma Park protects community natural resources.

PREPARED BY: Jill E. Zachary, Assistant Parks and Recreation Director

SUBMITTED BY: Nancy L. Rapp, Parks and Recreation Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: Transportation Planning, Public Works Department

SUBJECT: Status Of Highway 101 High Occupancy Vehicle (HOV) Project, Union Pacific Bridge Replacement And Olive Mill Road Interchange Improvements

RECOMMENDATION:

That Council receive a status report and presentation on the South Coast Highway 101 High Occupancy Vehicle Lane Project and related projects, including the Union Pacific Bridge Replacement at Cabrillo Boulevard and the Olive Mill Interchange Improvements.

DISCUSSION:

Caltrans and the Santa Barbara County Association of Governments (SBCAG) continue their efforts to add a High Occupancy Vehicle lane in each direction on Highway 101 extending from Carpinteria Creek in the City of Carpinteria, to Cabrillo Boulevard in the City of Santa Barbara. The portion of the South Coast Highway 101 High Occupancy Vehicle Project (HOV Project) within the City of Santa Barbara's jurisdiction is between the Cabrillo Boulevard Bridge and Olive Mill Road Bridge.

At its meeting on January 16, 2014, the SBCAG Board created three parallel projects in addition to the HOV Project, including: the Union Pacific Bridge Replacement at Cabrillo Boulevard and Improvements to the Olive Mill and San Ysidro Road Interchanges. Additionally, the SBCAG Board directed that a consultant be hired to advise on the design and construction of the HOV Project. The Final Environmental Impact Report (EIR) for the HOV Project was certified by the Caltrans District 5 Director on August 28, 2014. Two legal challenges to the EIR Certification were filed, and the challenges will be heard in Santa Barbara County Superior Court. SBCAG has provided staff with the attached update as a supplement to this report (Attachment 1).

SBCAG Consultant

SBCAG has retained Tony Harris of Point C Consulting as SBCAG's 101 Corridor Advisor. In December 2014, Tony Harris provided initial recommendations to the SBCAG Board for continued progress into the design phase of the HOV Project. The recommendations, accepted by the SBCAG Board, outlined a strategy to advance the project design to better define it for communicating with local agencies when it came to permitting the construction segments, to make the project more competitive for funding, and to assess alternative delivery methods. Mr. Harris indicated that advancing the project design to the 35 percent completion point would occur over the next 12 to 18 months, and that SBCAG and Caltrans should share their work efforts. SBCAG is expected to hire consultants to design the north end of the HOV Project, and Caltrans would prepare the design for the south end of the HOV Project. Mr. Harris' team is developing the scope of services that will be used by SBCAG staff to prepare Requests for Proposals to hire design consultants and provide support services related to public outreach, coastal permitting, and hydraulic analysis for the various creeks. SBCAG staff anticipates bringing the various Requests for Proposals to the SBCAG Board in March 2015.

Union Pacific Bridge Replacement

The Highway 101 Operational Improvements (Milpas to Hot Springs) Project (completed 2012) included construction of a new multipurpose beachway, extending to either side of the Union Pacific Bridge, and a new tunnel to provide a pedestrian and bicycle connection from Coast Village Road to the existing beachway along Cabrillo Boulevard. The beachway extension and tunnel were incorporated into the project to be consistent with SBCAG's project Purpose and Need Statement, and they support policies requiring improvement of public coastal access across Highway 101. Despite SBCAG's efforts, Union Pacific was ultimately unwilling to allow the tunnel due to structural concerns.

The pending HOV Project overlaps the Milpas to Hot Springs Project at the Cabrillo Boulevard interchange and would result in full reconstruction and reconfiguration of the interchange in a tight diamond configuration, superseding the Milpas to Hot Springs approval at the interchange. The HOV Project does not address the missing multimodal linkage along Cabrillo Boulevard or propose any changes to the Union Pacific Bridge. Replacement of the Union Pacific Bridge would provide required pedestrian and cyclist access through the interchange to the coastal area, and allow for a superior intersection design for motorists by providing a dedicated right turn lane to the new southbound Highway 101 on-ramp. The additional turn lane is needed to significantly improve traffic flow to the on-ramp, preventing long traffic backups on Cabrillo Boulevard to the Andree Clark Bird Refuge.

With the attached Memorandum of Understanding (Attachment 2 - Reading File), SBCAG agreed to provide funding to the City for preliminary engineering design for a replacement Union Pacific Bridge, recognizing that the best long-term improvement to

Cabrillo Boulevard includes bridge replacement. On May 6, 2013, the City retained HDR Engineering, Inc. (HDR), for the preliminary engineering design for the bridge replacement. In coordination with Caltrans staff, and in anticipation of a tight diamond configuration for the Cabrillo Boulevard interchange with the HOV Project, the replacement bridge was designed to accommodate two 12-foot-wide travel lanes, a 12-foot-wide right turn lane for the southbound freeway on-ramp, a 12-foot-wide multipurpose trail, two five-foot-wide bike lanes on Cabrillo Boulevard, and two tracks for Union Pacific.

The City submitted the concept design to Union Pacific in March 2014, and received a response in November 2014. The City had requested design exceptions to have a 15.5-foot vertical clearance under the bridge rather than the standard 16.5-foot clearance, and to use a shoofly to the north as a permanent track alignment. Union Pacific denied those two design exception requests. SBCAG and Caltrans also provided comments on the bridge replacement design. The HDR Engineering Final Summary Report from December 2014 is attached (Attachment 3 – Reading File).

Staff will return to the Planning Commission for a concept review of the bridge replacement after addressing comments from the agencies and receiving written approval on the design from Union Pacific. Extra services will be required from HDR to address the comments and revise the report. Approval for the extra services will be requested once a funding source has been identified. Staff anticipates that the concept review will be held about a year from now. SBCAG staff identified \$2.6 million of funding available, which can be used for the next phase of environmental and engineering for the bridge replacement.

Olive Mill Interchange

The City retained Kittelson & Associates, Inc. (KAI), to evaluate intersection alternatives and operations at the Coast Village Road/Olive Mill Road/North Jameson Road/101 Northbound off-ramp/101 Southbound on-ramp intersection. The KAI evaluation (Attachment 4 – Reading File) finds that queue lengths with the existing stop control on the 101 Northbound off-ramp would exceed available storage and spill back onto the freeway mainline in 2022, following the completion of the HOV Project (estimated to occur in 2020 for traffic calculation purposes). The KAI evaluation concluded that a roundabout at this interchange would provide superior operations and safety improvement over stop-controlled or signal-controlled alternatives, and they provided a concept roundabout design, which would not require any right of way acquisition.

Olive Mill Road defines the eastern boundary of the City and the majority of the proposed roundabout design is in the County's jurisdiction. Staff anticipates holding a joint City Planning Commission/Montecito Planning Commission concept review hearing of the roundabout project in coming months, after all comments from the County and Caltrans are received and the report is finalized.

Council Agenda Report

Status Of Highway 101 High Occupancy Vehicle (HOV) Project, Union Pacific Bridge Replacement And Olive Mill Road Interchange Improvements

March 17, 2015

Page 4

- ATTACHMENT(S):**
1. SBCAG status report dated February 24, 2015
 2. Memorandum of Understanding Between SBCAG and the City
 3. Project Final Summary Report, Cabrillo Boulevard Railroad Bridge Replacement Project
 4. Intersection Control Evaluation Report, Olive Mill Road/Coast Village Road/US101 Interchange

PREPARED BY: Browning Allen, Transportation Manager/RD/mj

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office



Project Memorandum

REPORT DATE: February 25, 2015
AGENDA DATE: March 5, 2015
SUBJECT: Status Report on South Coast 101 HOV Lanes Project & Parallel Projects
TO: City of Santa Barbara Planning Commission
FROM: SBCAG Staff 805-961-8900
Steve VanDenburgh, Deputy Director svandenburgh@sbcag.org
Fred Luna, Transportation Engineer fluna@sbcag.org

Attached, please find an overview and summary of the status of the US 101 High Occupancy Vehicle (HOV) lane widening project and associated "parallel" projects in south Santa Barbara County. SBCAG staff looks forward to the opportunity of presenting the information in Powerpoint format at the Planning Commission meeting and answering questions from commissioners. We expect to be joined at the meeting to aid us in making the presentation and answering questions by SBCAG's US 101 corridor advisor, Mr. Tony Harris of PointC Consulting, as well as representatives from Caltrans.

Please feel free to contact SBCAG staff leading up to the meeting if you have any questions about the attached summary or our presentation to the commission.

US 101 HOV Widening Project Status Report

Congestion on the US 101 is a daily problem for the region's residents, workers and visitors. Widening the 101 freeway south of Santa Barbara is critical to the long term health of the local economy. Traffic volume is overwhelming the existing capacity of the US 101 during weekday and weekend peak periods. US 101 within the project limits typically operates with congested flow (Level of Service F) conditions during weekday and weekend peak periods. These conditions typically occur for two to four hours daily in each direction and result in significant travel delay. Without improvements congested conditions are expected to increase to ten hours a day by 2040.

Nearly 15,000 commuters drive from their homes in Ventura County to their jobs in south Santa Barbara County. The high cost of housing in south Santa Barbara County has forced lower and middle class families to move to Ventura County and north Santa Barbara County and created thousands of commuters on the freeway. If US 101 congestion continues to increase local businesses will lose the employees they need to keep operating. The local economy will suffer if local businesses close because they can't retain and recruit employees. The local and regional economy will suffer if tourists choose not to visit the Central Coast, and agricultural and high tech products can't get to markets on time and local residents are stuck in traffic.

Seven years ago, 79% of Santa Barbara County voters made widening US 101 from 4 to 6 lanes the number one regional transportation priority and taxed themselves to pay for it. Every local government in Santa Barbara has made widening US 101 the highest regional transportation priority.

The widening is being implemented in four phases, as described below.

Phase I – Milpas St. to Hot Springs/Cabrillo

In 1993, when Caltrans originally proposed widening US 101 to three lanes from Santa Barbara to the Ventura County line, the plan was met with significant community opposition. At that time, traffic congestion on US 101 was largely confined to Sunday evenings when Southern Californians returned home from vacations on the Central Coast. Local residents were very concerned about the aesthetic impact of Caltrans' proposed design and wanted SBCAG to consider alternatives to widening the freeway. Consequently, during 1993, the SBCAG Board voted to request Caltrans stop work on its plan to widen the 101 freeway.

Traffic congestion gradually continued to increase. In 1996 the SBCAG Board appointed a citizen-led "101 Task Force" to consider smaller scale transportation improvements that could, in combination, possibly prevent the need for future freeway widening. Working with the transportation consulting firm, Parsons Brinkerhoff, the "101 Task Force" identified 11 operational improvement projects on or near US 101, to address the growing traffic congestion problem on the 101. The largest of these projects was the Milpas-to-Hot Springs Operational Improvements. Thus, the first phase of what is now the US 101 HOV widening project was originally conceived as part of the suite of operational improvements to the 101 corridor that were intended to avoid the need to widen the freeway.

The Milpas-to-Hot Springs Operational Improvements Project included widening the Milpas Street US 101 Bridge in the southbound direction to accommodate a new continuous lane over the bridge to Hot Springs/Cabrillo. In the northbound direction, the project included two new auxiliary lanes from Hot Springs to Salinas and from Salinas to Milpas. The original project did not include widening the Milpas Street Bridge in the northbound direction to accommodate a new lane. When the Environmental Impact Report for the project was open for public comment, the City of Santa

Barbara requested the project include a new lane over the Milpas Street Bridge, but the auxiliary lanes from Hot Springs to Salinas remained part of the final EIR for the project. Once construction began on the project in 2008, members of the Montecito Association requested the auxiliary lane be converted to a continuous northbound through lane. A supplemental environmental impact report was prepared and the coastal development permit from the City of Santa Barbara was modified to include this new element of the project.

In addition to the new US 101 lanes, the Milpas-to-Hot Springs project provided a significant number of local circulation improvements including:

- Third southbound US 101 lane added between Milpas Street and .5 miles past Cabrillo Boulevard
- Third northbound US 101 lane added between Cabrillo Boulevard and Milpas Street
- US 101 bridge replacement and widening at Milpas Street
- Sycamore Creek Bridge replacement and widening
- Cacique Street connected under US 101 between Milpas Street and Alisos Street
- Roundabout added at the intersection of Cabrillo Boulevard, Hot Springs Road, Coast Village Road, and Old Coast Highway for local circulation improvements
- Improved pedestrian and bicycle access under US 101 and along Old Coast Highway

The \$57 million construction and landscaping project was funded by Proposition 1B, and with \$13 million Measure D dollars, and state and federal gas taxes. Construction began in July 2008 and was completed in April 2012

The project issued a coastal development permit by the City of Santa Barbara included the construction by Caltrans of a multipurpose pedestrian and bicycle path along Cabrillo Boulevard between Los Patos Drive and Coast Village Road, via a tunnel, such as that in the illustration below. The pedestrian and bicycle tunnel was estimated by SBCAG to cost between \$3-5 million. SBCAG took the lead on hiring a consultant to design the pedestrian and bicycle tunnel and sought approval from Union Pacific Railroad (UPRR) while Caltrans focused on completing the Milpas-to-Hot Springs improvements described above.



SBCAG spent nearly 5 years and over \$300,000 working with UPRR to find a tunnel design that was acceptable to the railroad. Unfortunately, UPRR ultimately decided it could not support

construction of a tunnel under the tracks because of concern about its proximity to the foundation of the railroad's more than 100 year old bridge. UPRR expressed concern that construction of the tunnel might weaken the foundation of the bridge or cause the tracks to subside. UPRR instead suggested it could potentially support a new project that would replace the existing bridge with a longer structure to better accommodate pedestrians and bicycles. SBCAG worked on a number of bridge replacement options with its consultant team and presented those to UPRR. The estimated project cost had grown from \$3 million to \$5 million for a pedestrian tunnel to over \$10 million to \$15 million for construction of a new railroad bridge. SBCAG had accumulated approximately \$2.6 million in funding for the tunnel.

As the cost to replace the UPRR bridge far exceeded the original cost of the pedestrian tunnel and was out of scale to the original \$57 million cost of the entire Milpas-to-Hot Springs project, SBCAG also began to work with the City of Santa Barbara in 2011 on an alternative design that would create a separated and elevated multi-purpose pathway adjacent to the existing road under the existing bridge avoiding impacting UPRR's right of way (see picture below). A project of this scale could be funded with the \$2.6 million that had been accumulated to date for the tunnel. The pathway would be presented to the Planning Commission as the best near term solution aside from the (infeasible) tunnel option, and could, with a permit amendment by the Planning



Commission, and a finding of Caltrans of being in substantial conformance, be a substitute to the tunnel for the Milpas-to-Hot Springs project. The separated pathway project would be considered temporary because the City made it known that it desired a replacement of the UPRR bridge as part of the US 101 HOV project to include bicycle and pedestrian facilities under the bridge built to modern design standards. Since the start of work on the HOV project in the Santa Barbara area was

estimated to be anywhere from 5 to 10 years in the future, staff from both agencies believed that a temporary project implemented in the near term would have years of value and benefit to the community. The staffs from both agencies believed that the funding for the tunnel should be redirected to an elevated sidewalk, with the concurrence of their respective policy bodies.

The City of Santa Barbara Planning Commission made a site visit to the project area to consider this alternative. Commissioners expressed support for the design in concept and supported the idea of doing something in the interim to improve the bicycle\pedestrian situation until the HOV project came along. The City staff proposed to take over the design and construction of the elevated sidewalk using the tunnel funds.

The South Coast Subregional Planning Committee of the SBCAG Board discussed the proposed interim improvement and the transfer to the City of lead agency responsibilities and tunnel funding in July 2012. Concerns were expressed by SBCAG members on the committee and City staff present that the elevated sidewalk and reduced roadway lane widths were not consistent with modern design standards. The committee questioned the value of such an investment and expressed concerns about SBCAG's liability. The matter was not voted on by the committee.

The City of Santa Barbara continued to urge Caltrans and SBCAG to include reconstruction of the UPRR Cabrillo Bridge as part of the 101 HOV Widening Project to address pedestrian and bicycle access at this narrow point on Cabrillo. Development of Caltrans' draft Environmental Impact Report for the 101 HOV Project was well underway and stopping progress on the EIR to include this local circulation improvement was beyond the scope of the project and would have resulted in significant project delays. As an alternative, the SBCAG Board voted in January 2014 to urge Caltrans to continue forward with the draft EIR for the 101 HOV Project without including the UPRR Bridge, the Olive Mill Road Roundabout or Improvements to the San Ysidro Interchange as part of the EIR but to move those projects forward on separate but parallel tracks.

In 2014, the City of Santa Barbara and SBCAG signed an MOU whereby SBCAG agreed to provide part of the \$2.6 M in tunnel funding to the City for development of a feasibility study for reconstruction of the UPRR Bridge. The purpose of the (on-going) study is to fully vet a bridge replacement project before the coastal permitting stage for the HOV project, so as to determine if project alternatives can be identified that could receive the approval of UPRR and the support of the Planning Commission. It would also give the community an opportunity to fully appreciate the scope and scale of the reconstruction of Cabrillo Boulevard that would be needed to achieve bicycle and pedestrian facilities to modern design standards. The two agencies agreed that the City was in the best position to hire consultants to develop a bridge reconstruction plan and present it to UPRR and the Planning Commission. The railroad has responded to the City's proposal and the City will be submitting a revised design to the railroad in the near future. The most recent estimated cost of constructing the new railroad bridge is \$28-\$30 million.

Phase II – Carpinteria to Mussel Shoals in Ventura County

Caltrans and its SBCAG and Ventura County partners are currently constructing a six-mile carpool lane in each direction for vehicles with two or more passengers during peak weekday congestion periods, along US 101 from Mobil Pier Road in Ventura County to Casitas Pass Road in Santa Barbara County. Additional improvements include: a pedestrian undercrossing in La Conchita, concrete barriers, a new southbound class I bike lane, median landscaping, reconstruction of existing drainage, closing existing median openings and installing Intelligent Transportation System elements such as underground vehicle detectors and Close Circuit TV cameras.

The \$102 million project will alleviate congestion, encourage carpooling and improve air quality. The project began construction in the spring of 2012. The new southbound lane was opened in the Fall of 2014 and the entire project is estimated to be completed later this month in March 2015.

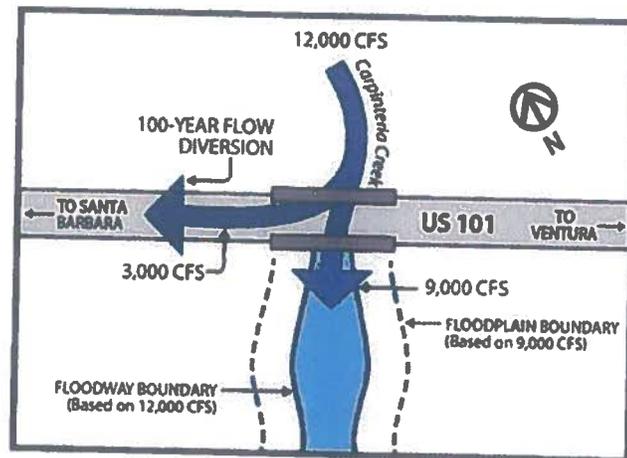
Phase III – U.S. 101 HOV Project (Linden Ave/Casitas Pass Interchanges)

This \$100 million project to reconstruct both the Linden Avenue/101 and Casitas Pass/101 bridges is fully funded. Replacement of the two low vertical clearance bridges and widening of the 101 bridge over Carpinteria Creek will prepare for the widening of the 101 freeway.

The major elements of the Linden Avenue/Casitas Pass Interchange project include:

- Reconstruction of the U.S. 101 overcrossing and ramps at Casitas Pass (see Figure 1)
- Reconstruction of the U.S. 101 overcrossing and ramps at Linden Avenue
- Reconstruction of the U.S. 101 bridges over Carpinteria Creek
- Extension of Via Real frontage road between Bailard Avenue and Casitas Pass Road, and between Casitas Pass Road and Linden Avenue (see Figure 1)
- Class I bikeway improvements along Carpinteria Creek
- Sound walls in various locations

Environmental studies for the project were completed by Caltrans in 2010. Caltrans has completed detailed design and significant progress has also been made on the required coastal development permit. Project partners and Coastal Commission staff have met regularly to work through the needed Local Coastal Plan amendments permit issues. The project is currently scheduled for construction in 2016 and the work would take four years to complete. This timeline has been delayed by approximately



one year. The primary reason for this delay is related to resolving an issue with the Federal Emergency Management Agency (FEMA) regarding the hydraulic analysis for Carpinteria Creek. Based on previous guidance from FEMA, at the outset of detailed design, Caltrans designed the US 101 bridges over Carpinteria Creek to restore the historic "100 year" storm event creek flows and eliminate any diversion of flows to the west (see graphic showing diversion of flows). This bridge design allowed for construction of the new HOV lane over Carpinteria Creek and also would remove hundreds of homes from the floodplain north of US 101. Unfortunately, FEMA indicated in late October 2013 to both City of Carpinteria and Caltrans that it had changed its perspective regarding the restoration of the historic flood pattern on Carpinteria Creek and would not support the original design because it would increase flood water downstream of the 101 freeway.

Since January 2014, the project team has been meeting with FEMA representatives in Region IX to investigate possible solutions to meet FEMA's new design requirements. The project team's top priority, is to convince FEMA that current mapping for Carpinteria Creek should be revised to accurately reflect the current risks associated with flooding during the 100-year storm event. There exists a tremendous amount of new technical data to support corrections being made to the floodplain mapping, including new and improved hydraulic modeling methods, updated and improved topography and downstream improvements.

An informal letter has been sent by the City of Carpinteria, as the floodplain manager for Carpinteria Creek, requesting FEMA to update the mapping. Member of Congress Lois Capp's staff have met with FEMA Headquarters staff to discuss the status of the project. This month, FEMA sent a response letter to the City of Carpinteria inviting submission of a formal Letter of Map Revision (LOMR) as proposed by the project team. The Carpinteria City Council will consider this request in the next few months and if they agree to submit the LOMR to FEMA, a response to the application could be received in 2015. The Linden/Casitas Project team will continue to move ahead with the permitting process at the City of Carpinteria to try to keep the project on schedule to begin construction in 2016.

Phase IV – Hot Springs/Cabrillo to Carpinteria

This phase of the HOV project would add one high occupancy vehicle (HOV) lane in each direction on US 101 from 0.44 mile south of Carpinteria Creek in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. The project is 10.9 miles in length.

Caltrans District 5 is the lead agency for the environmental phase of the project. SBCAG is the primary project sponsor. Project partners include the City of Santa Barbara, County of Santa Barbara, City of Carpinteria, SBCAG and Caltrans. The estimated \$425 million cost of the project is proposed to be funded from three primary sources; \$140 million in Measure A regional sales tax funds, \$135 million from SBCAG's share of state gas tax funds, and \$150 million from other state and federal funding sources.

A no-build alternative and three build alternatives were evaluated in the environmental document. Like the carpool lanes in Phase II, the added lanes are expected to be designated as part-time HOV lanes, meaning they will operate as general-purpose lanes during off-peak periods of weekdays and on weekends. Project improvements for all build alternatives are anticipated to be confined primarily to the existing State Highway right-of-way.

The project's Draft Environmental Impact Report was closed to public comment in July 2012. The document was originally scheduled for Caltrans certification in late 2012 and was finally released and certified in September 2014. The design and permitting work is expected to extend through 2017. The project is planned for construction from 2017 to 2027. The 11 mile project will probably be divided into 4-5 phases and will require Coastal Development Permits from the City of Carpinteria, the City of Santa Barbara and the County of Santa Barbara.

Two lawsuits were subsequently filed contesting the adequacy of the environmental document. SBCAG and Caltrans are continuing to move forward on design of the project, but the petitioners in the lawsuits could ask for an injunction to stop additional work. If an injunction is granted or the EIR lawsuit challenges are successful, the HOV project could be significantly delayed. Every month of delay costs an estimated \$500,000 to \$1,000,000 in inflated construction costs. The project is now two years behind the original schedule.

SBCAG has hired a consultant, Mr. Tony Harris of PointC consulting, as an advisor to the SBCAG board and its executive staff. Among the tasks in Mr. Harris' scope of work are identifying additional funding sources to deliver the project, and investigating design efficiencies to lower project costs, reduce construction impacts and speed delivery of the improvements. Mr. Harris has been meeting with local elected officials and community organizations to develop a series of recommendations to the SBCAG Board for consideration. Mr. Harris has already made a presentation on his first set of design-related recommendations to the SBCAG Board in January and will be making his second set of more specific design-related recommendations at the March SBCAG Board meeting. Mr. Harris is scheduled to attend the Planning Commission meeting and share his recommendations and strategy for the design of Phase IV.

Parallel Local Projects in 101 Corridor

In addition to the four phases of the US 101 Widening Project, there are a number of parallel local transportation improvement projects also under development in the 101 corridor. Local permitting agencies and the California Coastal Commission have indicated these projects will be considered as conditions of approval for the various phases of the 101 widening project's coastal development permits. The projects are being developed separately, but in coordination with the 101 widening project.

Rincon Bike Trail

The Rincon Bike Trail project will eliminate a gap in the California Coastal Trail by constructing a 10-foot wide and 4,500-foot long shared-use trail from Carpinteria Avenue to Rincon Beach County Park in Santa Barbara County near the Ventura County line. The trail begins in the City of Carpinteria, extends into Caltrans right of way, requires a bridge crossing over the Union Pacific RR tracks and ultimately ends at the Rincon Beach County Park.

The trail is proposed along the ocean side of US 101. A non-motorized link to beaches and surfing destinations would be created by the project. This project has been identified as one of the coastal access enhancement projects that will be implemented to "balance" the impacts to wetlands and agriculture in the coastal zone caused by Phase III of the US 101 HOV project, the Linden Avenue\Casitas Pass Road interchanges project, in the City of Carpinteria. This project is estimated to cost up to \$8 million (capital and support) over and above the Phase III project costs. The City of Carpinteria is currently the lead agency for environmental studies of the Rincon project using state grants and Measure A Bicycle, Pedestrian and Safe Routes to School funding. The project is nearing completion of a CEQA document and SBCAG applied for construction grant funding from the State of California's Active Transportation Program (ATP) but was not awarded funding. SBCAG is currently discussing submitting a joint Cycle II ATP application with the Ventura County Transportation Commission for this project.

Santa Claus Lane Bike path

The Santa Claus Lane Class I bike path project will eliminate a gap in the California Coastal Trail and connect Santa Claus Lane in the unincorporated area to Carpinteria Avenue in the City of Carpinteria on the southbound side of U.S. 101. This project also has been identified as one of the coastal access enhancement projects that will be implemented to "balance" the impacts to wetlands and agriculture in the coastal zone caused by the Linden Avenue\Casitas Pass Road interchange project in the City of Carpinteria. Currently, approximately \$300,000 has been programmed to fund the environmental studies and preliminary engineering that is underway. The funding comes from Measure A South Coast Bicycle and Pedestrian grant funds, sponsored by the City of Carpinteria and County, and unspent Regional Surface Transportation Program funds allocated to the project about 6 years ago. The project is estimated to cost \$5 to \$7 million (capital

and support). SBCAG is currently the lead agency for this project in developing the environmental document and preliminary engineering. SBCAG submitted an application to fund construction the project from the state's Active Transportation Program (ATP) during the first cycle of funding but was not awarded a state grant.

Cabrillo Pedestrian Improvements

As described above, this project would replace the UPRR bridge at Cabrillo Blvd. in Santa Barbara to provide standard width shoulders and sidewalks for bicycles and pedestrians traveling from the inland side of US 101 to the ocean side of US 101 under the bridge. A feasibility study is currently being conducted by the city of Santa Barbara to replace the bridge. The study has been submitted to UPRR for review and acceptance of the bridge replacement strategy. The pedestrian and bicycle features of this project are estimated to cost around \$5 million. Funding of over \$2.6 million in Highway Safety Improvement Program (HSIP) and Transportation Enhancement funding has been accumulated by SBCAG for this project. SBCAG submitted an application for state Active Transportation Program grant funds for the \$5 million of bike/pedestrian eligible improvements but was not awarded funding.

Olive Mill Road Roundabout

The City of Santa Barbara has hired a consultant to evaluate roundabout alternatives at the intersection of the northbound and southbound US 101 off and on-ramps, Olive Mill Road, Coast Village Road and North Jameson Road.

San Ysidro Interchange

The County of Santa Barbara hired a consultant (the same one working on the Olive Mill Roundabout) to develop preliminary roundabout designs to relieve traffic congestion and improve operations at the San Ysidro Interchange. Four options were presented to the Montecito Planning Commission in the fall of 2014. A number of the proposed designs would require right of way from the proposed Miramar Hotel. The Montecito Planning Commission approved the Miramar Hotel project in January of this year without including any requirement to accommodate construction of the proposed roundabouts. SBCAG and County staff will be meeting to discuss next steps for this project in the near future.

MEMORANDUM OF UNDERSTANDING
Between the Santa Barbara County Association of Governments
and the City of Santa Barbara

This memorandum of understanding between the Santa Barbara County Association of Governments (SBCAG) and the City of Santa Barbara (CITY) is entered into with the authorization of the Board of Directors of the SBCAG and the City Council of CITY and herein referred to collectively as PARTIES.

WHEREAS, SBCAG and CITY desire to make cost effective improvements along Cabrillo Boulevard under U.S. 101 and the Union Pacific Railroad (UPRR) bridge to safely connect bicycle and pedestrian paths at Los Patos Drive and Coast Village Road\Old Coast Highway (PROJECT); and

WHEREAS, an engineering study by SBCAG in conjunction with the U.S. 101 Milpas\Cabrillo-Hot Springs project was unsuccessful in securing the approval of UPRR for a bike\pedestrian tunnel PROJECT under their tracks; and

WHEREAS, subsequent efforts by SBCAG and CITY to design an interim PROJECT of raised sidewalk improvements on the shoulder of Cabrillo Boulevard raised safety and cost\benefit concerns and did not garner policy support at SBCAG; and

WHEREAS, SBCAG and CITY have concluded that the best long term PROJECT is a replacement of the UPRR bridge over Cabrillo Boulevard to provide improved roadway and shoulder width for vehicles and to accommodate bicycle and pedestrian facilities; and

WHEREAS, the CITY had previously provided funding for SBCAG's engineering efforts for the tunnel and interim sidewalk iterations of PROJECT; and

WHEREAS, a balance of unspent funds remains on account with SBCAG; and

WHEREAS, SBCAG and CITY believe that the CITY is best equipped to conduct preliminary engineering of the PROJECT specifically to include UPRR bridge replacement alternatives; and

WHEREAS, CITY has negotiated a scope of services with an engineering consultant to perform preliminary engineering for PROJECT with alternatives to replace the UPRR bridge;

NOW THEREFORE, the PARTIES do mutually agree as follows:

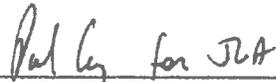
1. The purposes of conducting preliminary engineering are (1) to complete preliminary design and cost estimates for feasible alternatives for PROJECT, (2) for CITY to gain acceptance in writing from UPRR of a bridge replacement PROJECT prior to Coastal Development Permit application being submitted by Caltrans to CITY for the U.S. 101 HOV project and (3) to inform SBCAG, Caltrans and CITY of the extent to which PROJECT can be coordinated with the U.S 101 HOV project.
2. SBCAG will return to the CITY funds in the amount of \$99,105 which represents the full extent of the unspent funds remaining from CITY'S contribution to prior iterations of PROJECT.
3. CITY shall retain the services of a qualified consulting firm to conduct the preliminary engineering work necessary for the PROJECT, develop cost estimates for the alternatives, and present the PROJECT alternatives to UPRR and Caltrans for input, review and acceptance.

4. CITY shall assemble a project development team and conduct meetings of the team for the duration of preliminary engineering that shall include at a minimum, representatives of CITY, SBCAG and Caltrans.
5. CITY shall present results from the preliminary engineering of PROJECT to the CITY Planning Commission for concept review on the environmental and coastal resource impacts of PROJECT, the feasibility of PROJECT's preliminary design, comments or acceptance by UPRR and Caltrans; and the PROJECT's applicability to fulfill the related Coastal Development Permit condition placed on the Milpas to Hot Springs project.
6. CITY and SBCAG agree to the provisions outlined in Exhibit A.

Amendments to this memorandum of understanding shall require approval by the SBCAG Board of Directors and the Santa Barbara City Council.

Made and entered into on this 29th, April, 2013.

CITY OF SANTA BARBARA
a Municipal Corporation



Mr. James Armstrong
City Administrator

SANTA BARBARA COUNTY ASSOCIATION
OF GOVERNMENTS



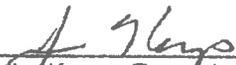
Mr. Roger Aceves
Chair

ATTEST:



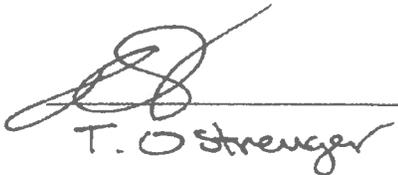
Gwen Peirce, CMC
Santa Barbara City Clerk

ATTEST:



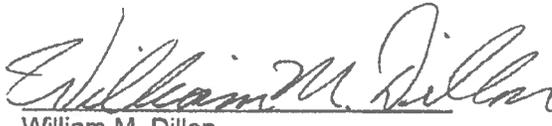
Jim Kemp, Executive Officer
Clerk of the Board

APPROVED AS TO FORM:
Stephen P. Wiley
Santa Barbara City Attorney



T. O. Strenger

APPROVED AS TO FORM:
Dennis Marshall
County Counsel



William M. Dillon,
Senior Deputy County Counsel

**Exhibit A
INDEMNIFICATION AND NON-PARTNERSHIP**

MUTUAL INDEMNIFICATION

CITY shall defend, indemnify and save harmless the SBCAG, its officers, agents and employees from any and all claims, demands, damages, costs, expenses (including attorney's fees), judgments or liabilities arising out of this Agreement or occasioned by the performance or attempted performance of the provisions hereof; including, but not limited to, any act or omission to act on the part of the CITY or his agents or employees or other independent contractors directly responsible to him; except those claims, demands, damages, costs, expenses (including attorney's fees), judgments or liabilities resulting from the sole negligence or willful misconduct of the SBCAG.

CITY shall notify the SBCAG immediately in the event of any accident or injury arising out of or in connection with this MOU.

SBCAG shall defend, indemnify and save harmless the CITY, its officers, agents and employees from any and all claims, demands, damages, costs, expenses (including attorney's fees), judgments or liabilities arising out of this Agreement or occasioned by the performance or attempted performance of the provisions hereof; including, but not limited to, any act or omission to act on the part of the SBCAG or his agents or employees or other independent contractors directly responsible to him; except those claims, demands, damages, costs, expenses (including attorney's fees), judgments or liabilities resulting from the sole negligence or willful misconduct of the CITY.

SBCAG shall notify the CITY immediately in the event of any accident or injury arising out of or in connection with this MOU.

NON-PARTNERSHIP

This MOU is not intended by the PARTIES to constitute or create a joint venture, pooling arrangement, or formal business organization of any kind. The rights and obligations of the PARTIES shall be only those expressly set forth herein.



**CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT**



CABRILLO BOULEVARD RAILROAD BRIDGE REPLACEMENT PROJECT

**Santa Barbara, California
DRAFT**

PROJECT FINAL SUMMARY REPORT

December 2014

Prepared for:

**City of Santa Barbara
Public Works Department
630 Garden Street
Santa Barbara, CA 93102**

Prepared by:

**HDR Engineering, Inc.
2280 Market Street, Suite 100
Riverside, CA 92501**

hdrinc.com

**3230 El Camino Real, Suite 200, Irvine, CA 92602
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Project Final Summary Report

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DOCUMENT DISTRIBUTION

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- Rob Klovisky, P.E., HDR Engineering, Inc.
- HDR Project Design Team



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SUMMARY

This document provides a final summary report for the proposed replacement of the Union Pacific Railroad (UPRR) Bridge over Cabrillo Boulevard in the City of Santa Barbara to accommodate the widening of Cabrillo Boulevard.

INTRODUCTION

The Santa Barbara County Association of Government (SBCAG), Caltrans, and the City of Santa Barbara are partners in implementing the Highway 101 Operational Improvements Project that extends from Milpas Street to Cabrillo Boulevard-Hot Springs Road. In addition to the planned improvements to Highway 101 - which include new structures, improved interchanges, and added lanes - the original project description included improved pedestrian and bicycle traffic access on Cabrillo Boulevard beneath the UPRR Bridge. The pedestrian and bicycle features were included in the permitted improvements under the City of Santa Barbara's Coastal Development Permit process, namely to provide improvement along Cabrillo Boulevard to connect the waterfront to Coast Village Road. However, this part of the project is not yet complete since the UPRR did not approve plans to provide for these facilities. Due to scheduling issues, it was necessary that the Highway 101 Operational Improvements Project be moved forward before the issues with UPRR could be resolved.

HDR Engineering, Inc. (HDR) was hired by the City to complete preliminary engineering designs and cost estimates for the completion of the originally proposed pedestrian and bicycle facilities, the required replacement of the UPRR Bridge, and other related infrastructure improvements. The ultimate goal of the work was to design cost effective improvements along Cabrillo Boulevard under U.S. 101 and the UPRR Bridge, which would safely connect bicycle and pedestrian paths between Los Patos Drive and Coast Village Road/Old Coast Highway.



PROJECT AND WORK DESCRIPTIONS

Engineering work included the development of a preferred shoofly track alignment that would allow the UPRR to maintain rail traffic while the existing bridge was replaced and lengthened. A new roadway cross section was also designed which would widen Cabrillo Boulevard to accommodate two 12-ft wide traffic lanes, two 5-ft wide bike lanes, a 12-ft wide multiple purpose trail, a 12-ft wide right hand turn lane, and 2-ft buffers.

Additionally, a new roadway profile design was developed to lower the road and improve vertical clearances at the bridge. Without the lowering improvements, HDR concluded a design exception from UPRR would be needed, as only 15'-6" could be achieved versus the 16'-6" standard. Since the clearance produced by the new Highway 101 HOV Project was also less than the 16'-6" requirement, HDR believed it was worth the extra time and effort to approach the UPRR about approving a design variance, especially since underground utility and ground water infiltration challenges could be avoided.

City of Santa Barbara staff planned to meet with the UPRR representative to secure their concurrence of initial project concept, as well as approval of vertical clearance and other design criteria exceptions. Afterwards the City planned to move forward with the submission of a General Order 88-B application to the California Public Utilities Commission for approval and order.

EXISTING RAILROAD BRIDGE

The existing Union Pacific Railroad Bridge is located over Cabrillo Boulevard in the City of Santa Barbara, at MP 369.66 on the UPRR Santa Barbara Subdivision, DOT# 745616H. It is a single 45-ft span structure originally constructed in 1917. The bridge has approximately a 40 degree skew angle to accommodate the alignment of Cabrillo Boulevard.

The vertical clearance under the existing bridge structure is posted at 14'-11". No evidence was observed of trucks hitting the structure. This structure is located next to the Cabrillo Boulevard/Highway 101 Interchange and the geometry of the railroad track and the Cabrillo Boulevard cannot be significantly changed without impacts to both right-of-way and the interchange itself. UPRR's Grade Separation Guidelines specify skew angles no greater than 30 degrees depending on the type of the structure. The abutments currently support only a single track but were built to accommodate two tracks on 13'-6" track centers.

The UPRR right-of-way is 100-ft wide at Cabrillo Boulevard but narrows to 60-ft approximately 200-ft geographically south of the existing bridge. The existing single track is located in the center of the UPRR right-of-way.



INITIAL PROJECT SCOPE AND STATUS

HDR was retained by the City to provide conceptual design level analysis of the railroad bridge replacement and to develop two alternative shoofly track alignments needed to facilitate replacement of the bridge structure. The construction of the shoofly track would be required by UPRR due to the need to continue rail services without interruption. The two shoofly alternative designs and study have since been completed by HDR. The two alternatives, known as the North Shoofly Track Alignment and South Shoofly Track Alignment, are described below. Engineering plans for both shoofly alignment alternatives were submitted to the UPRR for their review and comments.

NORTH SHOOFLY TRACK ALIGNMENT ALTERNATIVE

The North Shoofly Track Alignment Alternative would provide a shoofly alignment along the outside curve north of the existing main line track. This alternative would require the construction of the north half of the proposed bridge structure first. The mainline track would then be moved onto the northern structure to be utilized as a shoofly track while the existing bridge is removed and the southerly half of the bridge is then constructed. It is the City's desire, subject to UPRR's approval, to leave the shoofly track in place as the final mainline track alignment after the completion of the proposed bridge. This would provide the advantage of avoiding the costs for the relocation of the mainline back to the original alignment, and the subsequent removal of the shoofly track. The proposed south half of the bridge would then be used to support a future second track alignment. The new shoofly will stop short of the Los Patos Bridge. It will also require the re-grading of a drainage swale, however most if not all skyline tress between the existing track and the freeway will be left intact.

In order to provide 15'-6" vertical clearance, Cabrillo Boulevard will have to be lowered by approximately 1-ft and potential groundwater issues addressed. Surface storm water runoff may be diverted into the existing storm drain system to the south of the structure.

Initial survey conducted revealed that there are 5 existing fiber cables along the corridor that will require relocation. An easement from Caltrans will be needed along the freeway right-of-way approximately 200-ft east of Cabrillo Boulevard. This will allow for the placement of the shoofly track as this portion of UPRR's right-of-way begins to narrow to 60 feet.

SOUTH SHOOFLY TRACK ALIGNMENT ALTERNATIVE

This South Shoofly Track Alignment Alternative would provide a shoofly alignment along the inside curve south of the existing main line track. This alternative would introduce an additional reversing curve on the west side of the shoofly alignment which does not currently exist. The South Alignment will require an additional 1,900-ft of track compared to the North Alignment, which also requires widening/reconstruction of the Los Patos UPRR Bridge. This is due to the constraint of



designing the track alignment along the inside of the existing main line curve. This alternative will construct the south half of the proposed bridge structure first. The mainline track would then be moved onto the southerly structure to be utilized as a shoofly track while the existing bridge is removed and the northerly half of the bridge is then constructed.

In order to provide the required 15'-6" vertical clearance, Cabrillo Boulevard will have to be lowered by approximately 1-ft without encountered possible ground water. Drainage may be diverted into the existing storm drain system to the south of the structure.

The initial field survey limits did not extend beyond Los Patos Way; therefore, this alternative did not include existing top-of-rail shots or identify existing utilities. Based on the information received from the City, removal of trees will be required along the entire length of the south shoofly track. Retaining walls will be required due to the increased elevation differences along the southerly UPRR right-of-way. In addition, sound mitigation may be required due to increased noise generated along the southerly right-of-way as there are multiple adjacent residential and commercial buildings. The railroad bridge at Los Patos Way and the drainage structure at Milepost 369.21 will need to be widened to accommodate the shoofly track. There are 5 existing fiber cables along the corridor that will need to be relocated.

PROPOSED RAILROAD BRIDGE

The proposed structure type for the replacement of the existing railroad bridge is a rolled beam structure. This is a preferred standard type of structure that UPRR will accept, while reducing overall construction costs. In order to accommodate the additional multi-purpose lane and right hand turn lane located on the east side of the roadway, the east span must be longer than the west span. Per the direction of the City, this level of design did not include structural plans.

While a rolled beam structure may not be as aesthetically pleasing as other types of structures, concrete fascia beams (with patterns) can be added to the structure at additional cost, to improve the overall appearance of the completed project.

REALIGNMENT OF CABRILLO BOULEVARD

Cabrillo Boulevard is being widening to accommodate the additional 12-foot multi-purpose trail, a 12-foot right hand turn lane and two 5-foot bike lanes with the existing 1 through lane, in each direction, remaining. The improvements are primary concentrated along the east side of the existing roadway. The roadway will be lowered by at least 1-foot in order to provide 15'-6" vertical clearance under the bridge. Additional lowering may be required if the aforementioned vertical clearance design criteria variance is not approved by the UPRR. Drainage potentially can be diverted into the storm drain system currently located to the south of the structure, although a



pump system may need to be investigated during subsequent phases of the project design.

PROJECT UPDATE – DECEMBER 2014

The City has finally received concurrence from the UPRR to use the North Shoofly Track Alignment Alternative to temporarily support rail operations and traffic during construction. The UPRR has also provided the following comments which need to be addressed and incorporated into the future design submittal packages:

- UPRR has approved a proposed bridge skew angle of 50-degrees.
- UPRR has approved a proposed bridge width of 50-ft, which is less than the overall railroad right-of-way at this location. (The bridge will have to be widened to 60-ft however, to accommodate the additionally requested permanent shifting of the mainline track, as further discussed below.)
- UPRR **did not approve** the shoofly becoming the permanent mainline track alignment. The mainline track (and any future track) will need to be centered within the right-of-way. More specifically, the existing main track should be relocated 10-ft north of the right-of-way centerline, and any future second track 10-ft south of the right-of-way centerline.
- UPRR **did not approve** an underpass vertical clearance of 15'-6", which is less than 16'-6" required in the Railroad Guidelines for Grade Separation for the proposed structure type.

PROJECT FINAL DESIGN SELECTION: NORTH SHOOFLY TRACK ALIGNMENT

The temporary shoofly track will be constructed along the outside curve north of the existing mainline track as illustrated in attached Exhibits 1, 2, and 3. Prior to installing this shoofly, temporary shoring will be placed and construction of the north half of the proposed bridge completed. Once the north half is finished, the mainline track will then be moved onto the completed northern portion of the structure, and be used as a shoofly track while the existing bridge is removed and the southerly half of the new bridge constructed.

Upon completion of the southerly half of the structure, track roadbed will be re-graded and track will be re-profiled on both sides approaching the structure to meet current UPRR design criteria. The permanent mainline track will then be constructed 10-ft north of the centerline of the railroad right-of-way as requested by UPRR, and the shoofly track on the northerly structure removed. (It is important to note that the exhibits as prepared earlier in March, 2014 do not show the main track at 10-ft offset from the centerline of the right-of-way, as recently requested. This change will need to be addressed during the next design phase.)



PROJECT FINAL DESIGN SELECTION: STRUCTURE TYPE AND VERTICAL CLEARANCES

The originally recommended rolled beam superstructure bridge will be advanced into final design. The profile of Cabrillo Boulevard will also be lowered as illustrated in attached Exhibit 4. In order to accommodate a future track at a 10-ft offset south of the centerline of right-of-way, the width of the bridge will be increased from 50-ft to 60-ft.

The minimum vertical clearance between the bottom of the new bridge and the finished roadway surface will be 16'-6", to comply with the request made by UPRR. To meet this required vertical distance of 16'-6", the roadway will be lowered by approximately 2-ft beneath the rail bridge. Drainage will likely be diverted into the existing storm drain system currently located to the south of the structure. However, an in-depth survey should be conducted during the next level of design to ensure the connection can be made and positive drainage achieved. If positive drainage cannot be achieved, a pumping system could be used as an alternative drainage solution.

FASCIA GIRDER OPTION

Concrete fascia girders with patterns can be added to the new bridge superstructure as an option to hide the rolled steel beams and enhance the overall appearance of the structure. This approach has been used successfully by HDR on several past rail bridge projects. For example, attached Exhibit 5 shows the recently completed Magnolia Boulevard grade separation project in the City of Riverside, CA, where this method was used to hide the standard steel rolled beams. Alternatively, attached Exhibit 6 shows what the final structure can look like without the installation of the aesthetic fascia girders. There is an additional cost of approximately \$225,000 for the bridge with fascia girders, versus a bridge without them.

CALTRANS' LATEST PLANS

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] the design will need to be modified at the next design level. [REDACTED]

[REDACTED]

[REDACTED]

PRELIMINARY PROJECT COST ESTIMATE

The baseline preliminary engineering estimate for the overall project is **\$28,500,000** as shown in the attached Exhibit 7. The baseline estimate includes the North Shoofly Alignment Alternative, along with the removal of the shoofly at the conclusion of



Project Final Summary Report

construction, the lowering of Cabrillo Boulevard to achieve required vertical clearances, and the construction of a new 2-track wide rail bridge. The estimate however does not include concrete fascia girders or other aesthetic enhancements, and does not fully address the currently unknown utility relocation costs or potential pump station needs. And, the baseline does not account for the potentially significant cost savings if the right-hand turn lane is removed from the scope of the project. Although a 30% contingency has been included in the baseline to offset some of the still unknown costs, the City should still consider increasing this contingency value when submitting project funding requests.

ATTACHMENTS

ENGINEERING PLANS AND EXHIBITS

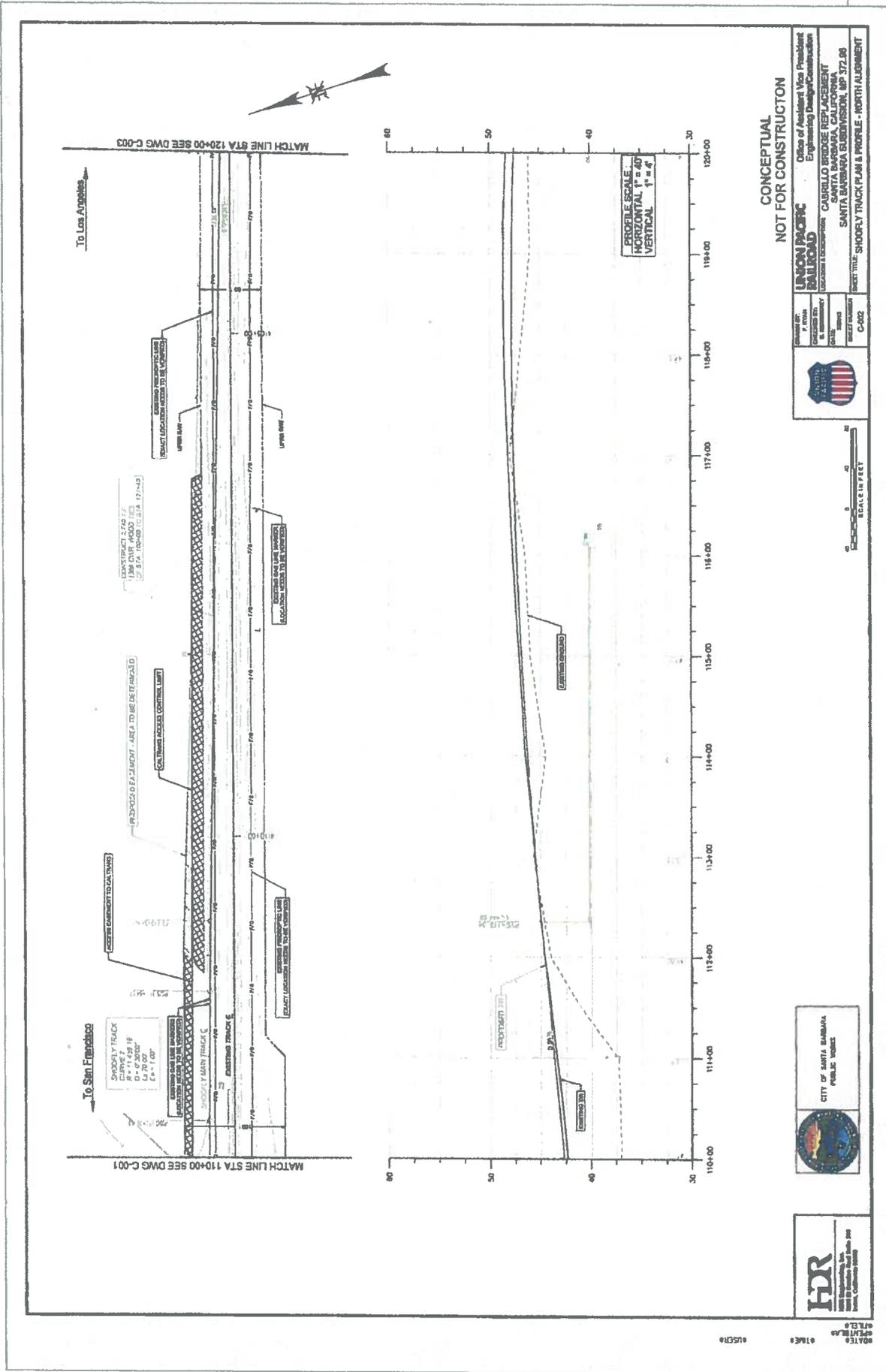
Exhibits 1 thru 3 - North Shoofly Track Alignment and Profile

Exhibit 4 - Cabrillo Blvd Realignment and Profile Lowering

Exhibit 5 - Example of a Rail Bridge with Aesthetic Fascia Girders

Exhibit 6 - Example of a Rail Bridge without Aesthetic Fascia Girders

Exhibit 7 - Preliminary Cost Estimate



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NOT FOR CONSTRUCTION

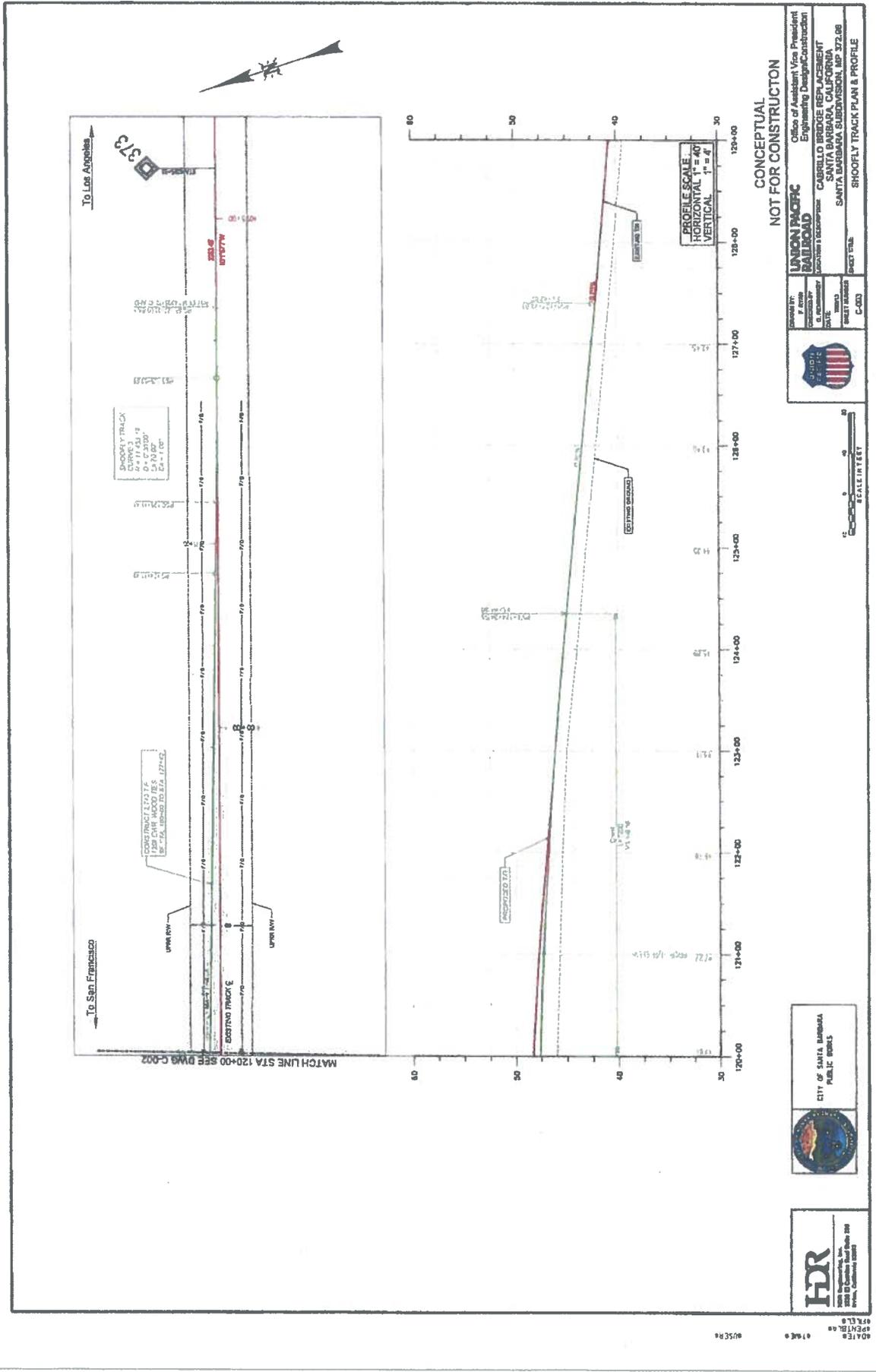
INTEGRAL
Office of Assistant Vice President
Engineering Design/Construction
CARLOS RODRIGUEZ
SANTA BARBARA, CALIFORNIA
SANTA BARBARA SUBDIVISION, MP 372.05
SHEET TITLE: SHOOEY TRACK PLAN & PROFILE - NORTH ALIGNMENT
C-002



SCALE IN FEET
0 10 20 30 40 50



DATE: 01/14/10
DRAWN BY: JLS
CHECKED BY: JLS



CONCEPTUAL
NOT FOR CONSTRUCTION

	Office of Assistant Vice President Engineering Design/Construction
	CABRILLO BRIDGE REPLACEMENT SANTA BARBARA, CALIFORNIA SANTA BARBARA SUBDIVISION, BP 372.00
PROJECT FILE: C-000	SHEET NO.: C-000

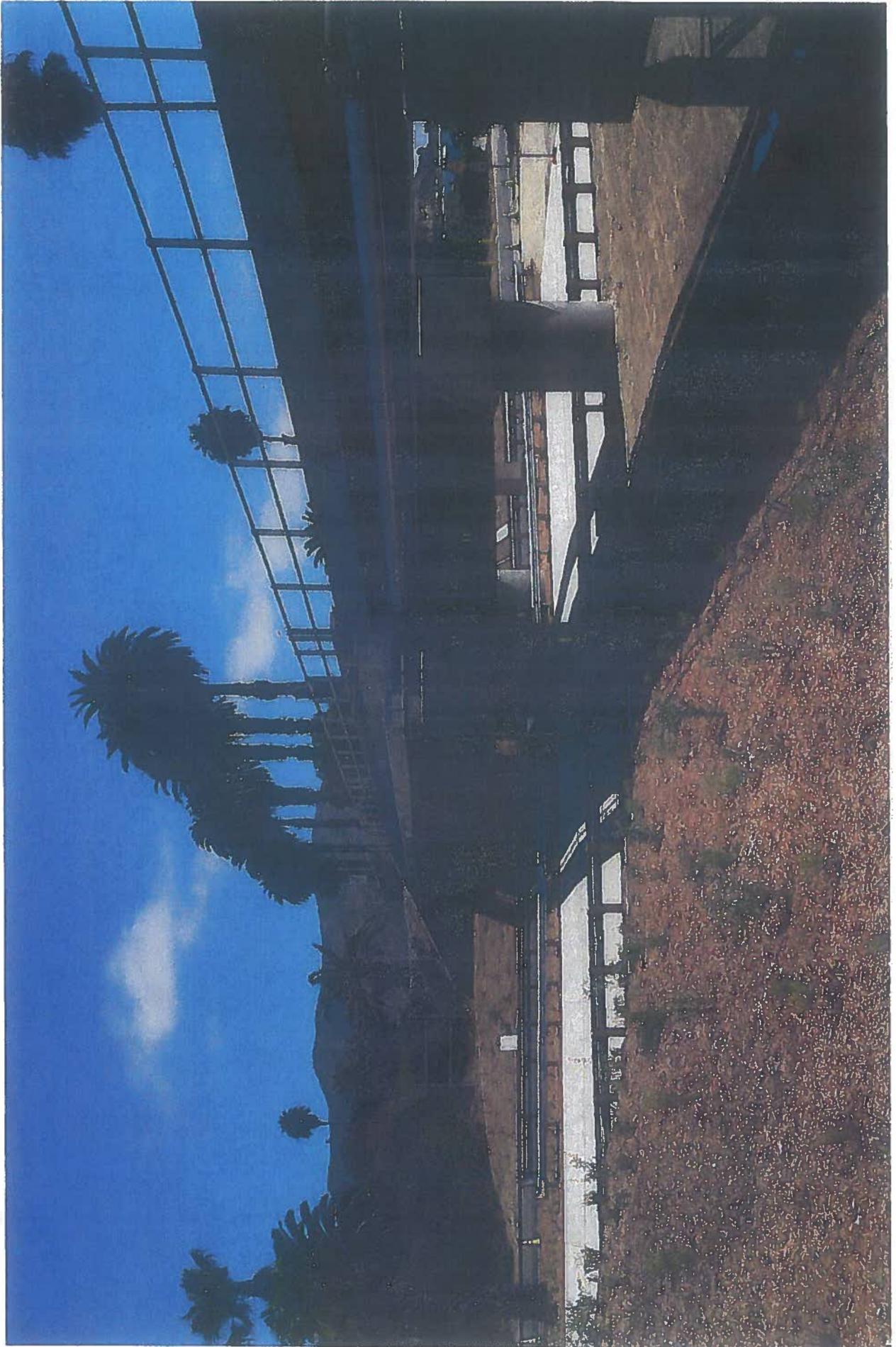
	CITY OF SANTA BARBARA PUBLIC WORKS
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	HDR 1000 17th Street, Suite 200 Irvine, California 92614
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	SCALE IN FEET 0 10 20
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	PROFILE SCALE HORIZONTAL 1" = 40' VERTICAL 1" = 4'
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City of Santa Barbara - Cabrillo Blvd Railroad Bridge Replacement Project

- Engineer's Opinion of Probable Conceptual Project Cost -
10% Submittal - Alternative Shoofly North
December 5, 2014



EXHIBIT 7

Item No.	Description	Unit	Quantity	Unit Cost	Total Cost
DESIGN					
	Agency Design Admin. (City of Santa Barbara)	%	3.00	CCE	\$602,500
	Alternative Analysis & Environmental (3% to 5%)	%	4.00	CCE	\$803,400
	Design - Preliminary to 30% (1% to 3%)	%	2.00	CCE	\$401,700
	Design - 30% to 60% and Permits (2% to 3%)	%	3.00	CCE	\$602,500
	Design - 60% to Final PS&E (2% to 4%)	%	3.00	CCE	\$602,500
				Subtotal	\$3,012,600
GENERAL					
	Mobilization	LS	1	\$700,000	\$700,000
	Clearing and Grubbing	LS	1	\$200,000	\$200,000
	Prepare Storm Water Pollution Prevention Plan	LS	1	\$125,000	\$125,000
	Implement Storm Water Pollution Prevention Plan	LS	1	\$100,000	\$100,000
	Storm Water Annual Report	EA	2	\$2,000	\$4,000
	Air Pollution Control	LS	1	\$25,000	\$25,000
	Project Schedule	LS	1	\$20,000	\$20,000
				Subtotal	\$1,174,000
CIVIL					
	AC Pavement (6" thick)	TON	1,513	\$110	\$166,430
	Aggregate Base (6" thick)	CY	773	\$60	\$46,380
	Hardscape	SF	785	\$10	\$7,850
	Decomposed Granite (3" thick)	CY	59	\$60	\$3,540
	Curb and Gutter	LF	1,538	\$25	\$38,400
	Handicap Ramps	EA	8	\$1,500	\$12,000
	Crash attenuators	LS	1	\$35,000	\$35,000
	Street Lighting	LS	1	\$50,000	\$50,000
	Signing and Striping	LS	1	\$10,000	\$10,000
	Landscape	LS	1	\$100,000	\$100,000
	Storm Drain (64" RCP)	LF	300	\$150	\$45,000
	Catch Basin	EA	3	\$7,500	\$22,500
	Earthwork	CY	10,000	\$15	\$150,000
	Remove 8" Water Line	LF	300	\$25	\$7,500
	Construct 8" Water Line	LF	300	\$150	\$45,000
	Power Line Relocation	LS	1	\$100,000	\$100,000
	Modify Traffic Signals	LS	1	\$200,000	\$200,000
	Remove AC Pavement	SF	33,318	\$2	\$66,636
	Remove PCC Pavement	SF	1,387	\$5	\$6,935
	Remove Retaining Wal	LF	329	\$50	\$16,450
	Remove Existing Bridge	LS	1	\$250,000	\$250,000
	Remove Storm Drain System (Pipe, Catch Basin, Manholes)	LS	1	\$20,000	\$20,000
	Remove Street Lighting	EA	3	\$10,000	\$30,000
				Subtotal	\$1,429,621
STRUCTURAL					
	Railroad Bridge (Cabrillo), including Temporary Shoring	LS	1	\$5,200,000	\$5,200,000
	Retaining Walls	LS	1	\$800,000	\$800,000
				Subtotal	\$6,000,000
UTILITIES					
	Relocate Fiber Optic Lines (MCI, Sprints, AT&T, Level 3 & Quest)	EA	5	\$750,000	\$3,750,000
	Encase High Pressure Gas Line	EA	1	\$50,000	\$50,000
				Subtotal	\$3,800,000
RAILROAD TRACKWORK - SHOOFLY					
	FURNISH AND INSTALL TRACK, 136# RE, WOOD TIES INCLUDING BALLAST & OTM	TF	1,600	\$350	\$560,000
	SHIFT TRACK (WOOD TIES)	TF	1,140	\$75	\$85,500
	TRACK SUBBALLAST	CY	1,725	\$40	\$69,000
	EMBANKMENTS AND OTHER FILLS	CY	4,800	\$20	\$96,000
	EXCAVATION	CY	9,900	\$20	\$198,000
	REMOVE AND SALVAGE WOOD TIES, 136# TRACK	TF	1,600	\$40	\$64,000
				Subtotal	\$1,072,500
RAILROAD TRACKWORK - RESTORE TO ORIGINAL ALIGNMENT					
	FURNISH AND INSTALL TRACK, 136# RE, WOOD TIES INCLUDING BALLAST & OTM	TF	1,600	\$350	\$560,000
	SHIFT TRACK (WOOD TIES)	TF	1,140	\$75	\$85,500
	TRACK SUBBALLAST	CY	1,725	\$40	\$69,000
	EMBANKMENTS AND OTHER FILLS	CY	1,200	\$20	\$24,000
	EXCAVATION	CY	4,500	\$20	\$90,000
	REMOVE AND SALVAGE WOOD TIES, 136# TRACK	TF	1,600	\$40	\$64,000
				Subtotal	\$892,500
RAILROAD SIGNAL WORK - Shoofly					
	MISCELLANEOUS SIGNAL WORK (REMOVAL, RECONNECTIONS AND MODIFICATION)	LS	1	\$50,000	\$50,000
				Subtotal	\$50,000
RAILROAD SIGNAL WORK - RESTORE TO ORIGINAL ALIGNMENT					
	MISCELLANEOUS SIGNAL WORK (REMOVAL, RECONNECTIONS AND MODIFICATION)	LS	1	\$50,000	\$50,000
				Subtotal	\$50,000

Item No.	Description	Unit	Quantity	Unit Cost	Total Cost
RAILROAD FLAGGING					
	RAILROAD FLAGMAN	MAN-DAY	400	\$1,200	\$480,000
				<i>Subtotal</i>	\$480,000
	SUBTOTAL, RAILROAD WORK PERFORMED =				\$2,545,000
OTHER PROJECT COSTS					
	PERMANENT EASEMENT FROM CALTRANS	SF	2,020	\$20	\$40,400
	RIGHT OF WAY	SF	18,482	\$25	\$462,050
				<i>Subtotal</i>	\$502,450
	ENGINEER'S ESTIMATE OF PROBABLE TOTAL PROJECT COST, WITHOUT CONTINGENCY =				\$15,451,071
	30% COST CONTINGENCY =				\$4,635,321
	Total Construction Cost =				\$20,086,392
ANCILLARY/CONSTRUCTION COSTS					
	Agency Construction Admin.	%	2	CCE	\$401,700
	Design Support During Constr. (3% to 4%)	%	3	CCE	\$602,500
	Construction Management & Testing	%	10	CCE	\$2,008,600
				<i>Subtotal</i>	\$3,012,800
	Total Project Cost (not escalated) =				\$26,111,792
ESCALATION					
	Escalation to Midpoint of Construction (June 2015) @	3%	1.00	YEAR	\$784,000
	Escalation to Midpoint of Construction (June 2016) @	3%	2.00	YEARS	\$1,591,000
	Escalation to Midpoint of Construction (June 2017) @	3%	3.00	YEARS	\$2,422,000
	Escalation to Midpoint of Construction (June 2018) @	3%	4.00	YEARS	\$3,278,000
	Escalation to Midpoint of Construction (June 2019) @	3%	5.00	YEARS	\$4,159,000
	Total Project Cost (Escalated to 2017) =				\$28,500,000
<ul style="list-style-type: none"> - Estimated costs shown does not includes the cost to lowering the utility lines underneath the railroad bridge - Estimate assumes no hazardous materials, either in structures or underground. 					

Intersection Control Evaluation (ICE) Screening Evaluation

Olive Mill Road / Coast Village Road / US 101 Interchange

Santa Barbara, California

Draft

January 2015



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

This Intersection Control Evaluation has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



A handwritten signature in black ink that reads "Sean T. Houck".

SEAN T. HOUCK, P.E., Registered Civil Engineer

DATE

Intersection Control Evaluation (ICE) Screening Evaluation

Olive Mill Road / Coast Village Road / US 101 Interchange

Santa Barbara, California

Prepared For:
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Project No. 17493

January 2015





Olive Mill Road / Coast Village Road / US 101 Interchange INTERSECTION CONTROL EVALUATION: SCREENING SUMMARY

Kittelston & Associates, Inc. (KAI) conducted an Intersection Control Evaluation (ICE) to objectively evaluate and screen intersection control and access alternatives at the following intersection(s):

US 101 Northbound Off-Ramp Terminal / US 101
Southbound On-Ramp Terminal / Olive Mill Road
/ Coast Village Road / North Jameson Road

The control options include:

- Traffic signal control
- Roundabouts
- Stop control (existing)

The City of Santa Barbara, County of Santa Barbara, and Caltrans jointly own and operate the intersection. Operationally, the roundabout configuration is the most likely, viable alternative to serve forecast traffic. The existing stop-control or, no project alternative, is a feasible traffic control alternative for the near term but will degrade over time with queues exceeding available storage capacity of the existing northbound off-ramp. Signal control is not a viable alternative considering the project constraints given for this evaluation. There may be other considerations, constraints, and project factors identified in future design evaluations that could affect the prioritization of a specific configuration.

The intersection evaluation considered year 2040 "build" condition traffic operations, geometrics, constraints, and other design considerations.

KEY FINDINGS INCLUDE:

- Roundabout control type would provide superior AM/PM peak hour operations over either the stop controlled or the signal controlled alternatives.
 - The roundabout alternative preserves the existing US 101 overpass bridge.
 - The roundabout alternative would simplify the existing intersection and reduce the number of decision points.
 - Traffic signal operations would not be acceptable for the existing nor 2040 design year. Stop control operations would not be acceptable for the 2040 design year.
 - With stop control, queues lengths on the US-101 northbound off ramp will exceed the available storage in year 2022, and spillback would affect mainline operations.
 - The roundabout alternative would not require right of way acquisition. The signal alternative is fatally flawed given the project constraints.
- The Caltrans District 5 ICE coordinator has reviewed the initial roundabout concept and agrees the project is viable to move forward into further analysis. No fatal flaws have been identified in this phase.



Figure 1. Site Vicinity Map

The roundabouts will provide speed control and the required sight distance, as well as accommodate traffic movements for the California Truck, Bus 45, and emergency response design vehicles. The roundabout alternative allows for less complex guide signing through the intersection. Additionally, the roundabout alternative has better expected safety performance than the traffic signal and stop control alternatives.

KAI recommends the roundabout alternative be advanced as viable intersection control and access strategies for the Olive Mill Road / Coast Village Road / US 101 Intersection.

Table 1 provides a summary of the operations comparison and Figure 2 displays the roundabout alternative concept design.

Table 1. Year 2040 Operations Comparison

Year 2040 Existing Stop Control	Year 2040 Signal Control	Year 2040 Roundabout Control
<ul style="list-style-type: none"> • Over capacity • LOS F in the a.m. peak hour with average delay of 71 seconds • LOS F in the p.m. peak hour with average delay of 57 seconds • Inadequate queue storage 	<ul style="list-style-type: none"> • Over capacity • LOS F in the a.m. peak hour with average delay of 124 seconds • LOS F in the p.m. peak hour with average delay of 209 seconds • Inadequate queue storage 	<ul style="list-style-type: none"> • Under capacity • LOS B in the a.m. peak hour with average delay of 10 seconds • LOS B in the p.m. peak hour with average delay of 14 seconds • Adequate queue storage

Bold indicates unacceptable operations

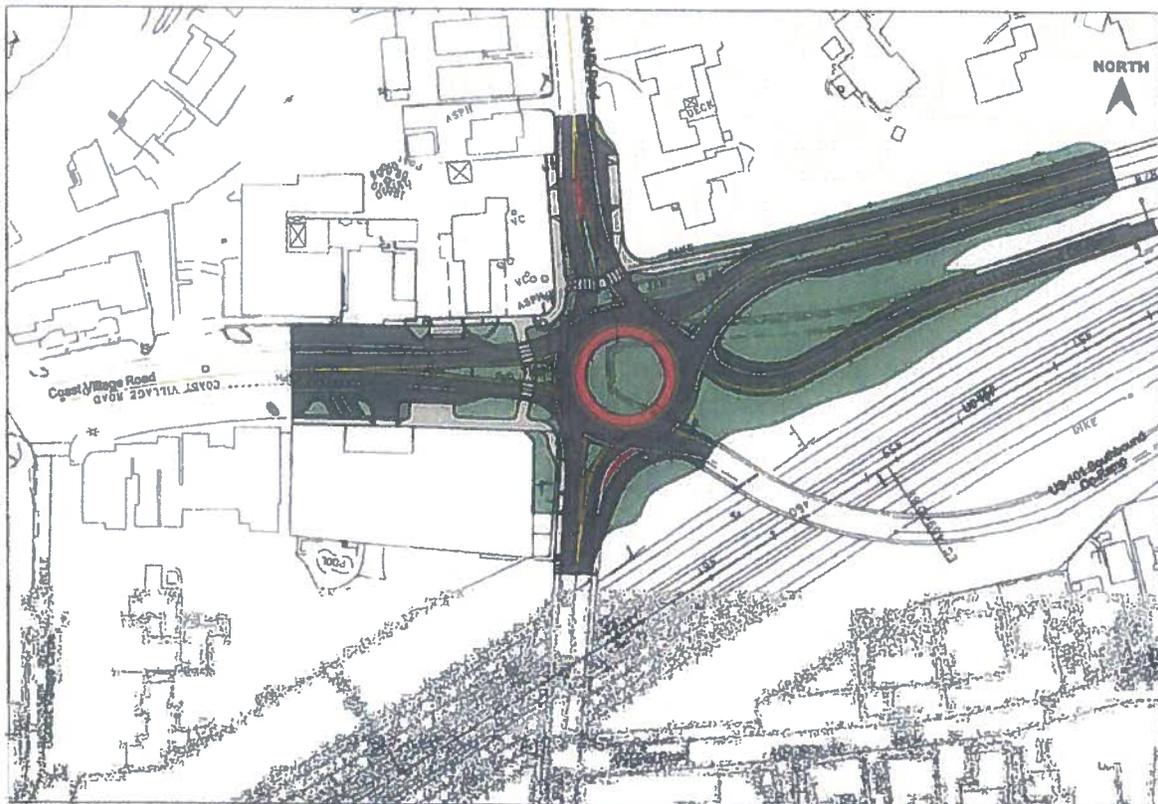


Figure 2. Roundabout Alternative Concept Design

INTRODUCTION

PROJECT OVERVIEW

This Intersection Control Evaluation (ICE) objectively evaluates alternatives for the intersection control form at the Olive Mill Road / Coast Village Road / US 101 interchange.

Figure 3 displays the site vicinity map.

This document explores intersection control alternatives at the study intersection. Three project alternatives were analyzed as described in this ICE:

- Stop Control Intersection (Existing Condition)
- Signalized Intersection
- Roundabout Intersection

PROJECT CONTEXT

The project context identifies the transportation facilities and geometric characteristics of the roadways within the study area. Table 2 describes the study area roadways.

As seen in Figure 3, the Olive Mill Road / Coast Village Road / US 101 interchange is an interchange controlled by stop signs on all approach legs. The stop limit-lines for the southbound and northbound Olive Mill Road approach are approximately 145 feet apart. The Coast Village Road, US 101 Off-Ramp, US 101 On-Ramp, and the N. Jameson Road approaches all fall within the intersection defined by the Olive Mill Road stop limit-lines.

The Coast Village Road leg is a gateway to the City of Santa Barbara and the Coast Village Business District.

All parcels in the immediate vicinity of the project are developed.

Table 2: Study Area Roadways

Roadway	Corridor Context			Multimodal Transportation			
	Cross Section	Functional Classification	Speed Limit	Regional Context	Transit Service	Pedestrian Considerations	Bicycle Routes
Olive Mill Road (City of Santa Barbara and County of Santa Barbara)	Undivided two-lane	Local Street	40 mph North of US Hwy 101 30 mph south of US Hwy 101	Serves local communities to the north and south of the study area Serves tourist and recreation destinations to the south and west of the study area	Local transit service is operated by MTD Santa Barbara in the study area. Service is provided via the Line 14 – Montecito north of the study intersection. A bus stop is located just north of N. Jameson Road.	Sidewalks are provided along the west side of Olive Mill Road within the City of Santa Barbara. Consistent with Montecito Association guidelines, sidewalks are not provided within the County of Santa Barbara.	Class II bicycle lanes are provided north of N. Jameson Road

Roadway	Corridor Context				Multimodal Transportation		
	Cross Section	Functional Classification	Speed Limit	Regional Context	Transit Service	Active Transportation Links	
						Pedestrian Considerations	Bicycle Routes
<p>Coast Village Road (City of Santa Barbara)</p>	<p>Undivided two-lane On-street angled parking</p>	<p>Commercial, shopping, entertainment, corridor</p>	<p>Not Posted</p>	<p>Serves local communities to the west. Gateway to Santa Barbara. Serves local and tourist shopping, entertainment, professional, and lodging services to the west. Alternate, parallel route to US 101</p>	<p>Local transit service is operated by MTD Santa Barbara in the study area. Service is provided via the Line 14 – Montecito. A bus stop is located just west of Olive Mill Road.</p>	<p>Sidewalks are provided along both sides</p>	<p>Class II bicycle lanes are provided</p>
<p>North Jameson Road (County of Santa Barbara)</p>	<p>Undivided two-lane</p>	<p>Local Street</p>	<p>40 mph</p>	<p>Serves local communities to the east. Serves local and tourist shopping, entertainment, professional, and lodging services to the west. Alternate, parallel route to US 101</p>	<p>None</p>	<p>None. Potential pedestrian destination limited to north of N. Jameson Road midblock. Consistent with Montecito Association guidelines, sidewalks are not provided within the County of Santa Barbara.</p>	<p>Class II bicycle lanes are provided</p>
<p>US 101</p>	<p>Four-lane divided highway</p>	<p>Highway</p>		<p>Bisects the City of Santa Barbara to provide north-south service through the City and to regional destinations</p>	<p>None</p>	<p>None</p>	<p>None</p>

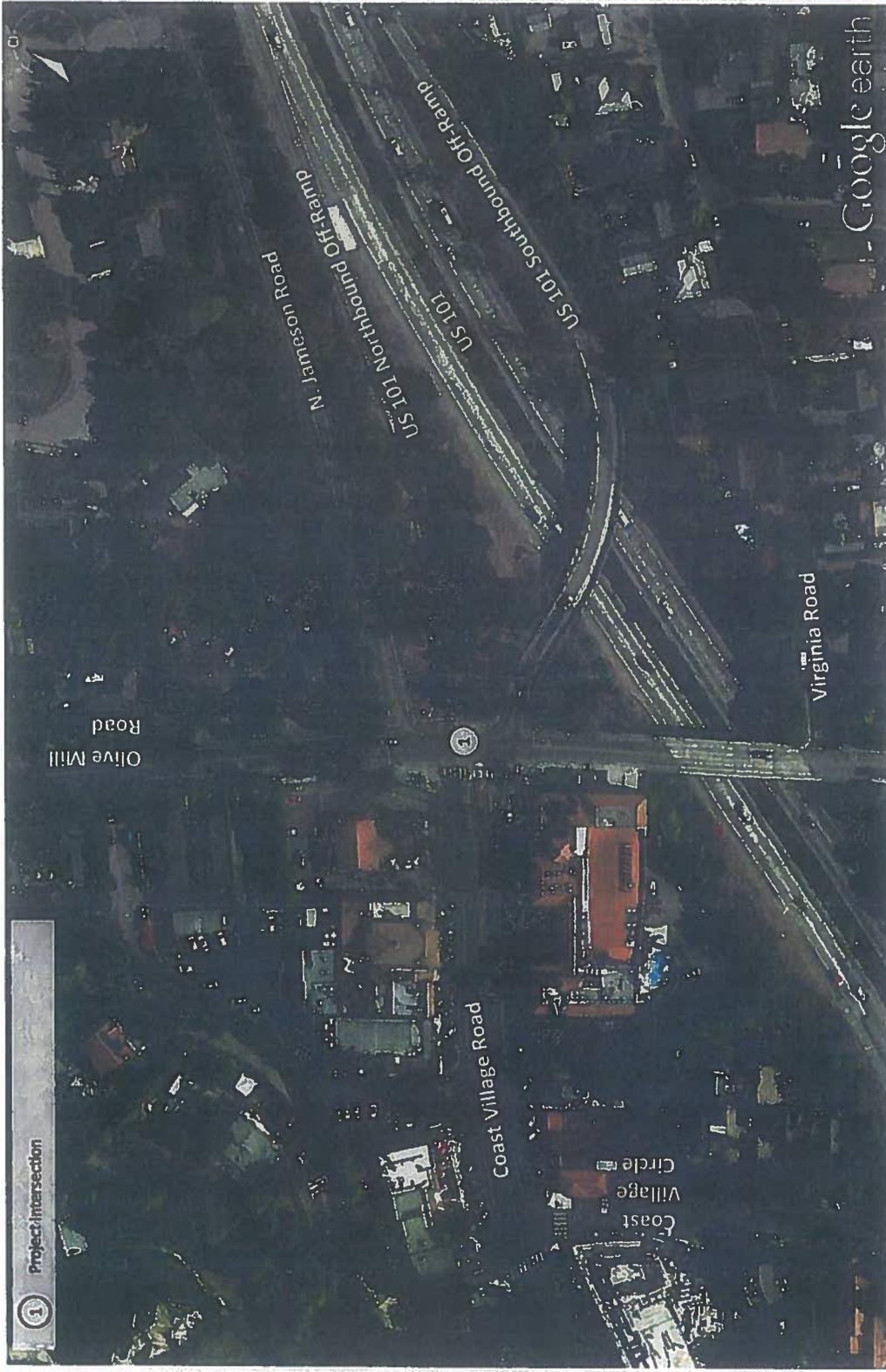


Figure 3. Study Area and Existing Study Intersection Lane Configuration

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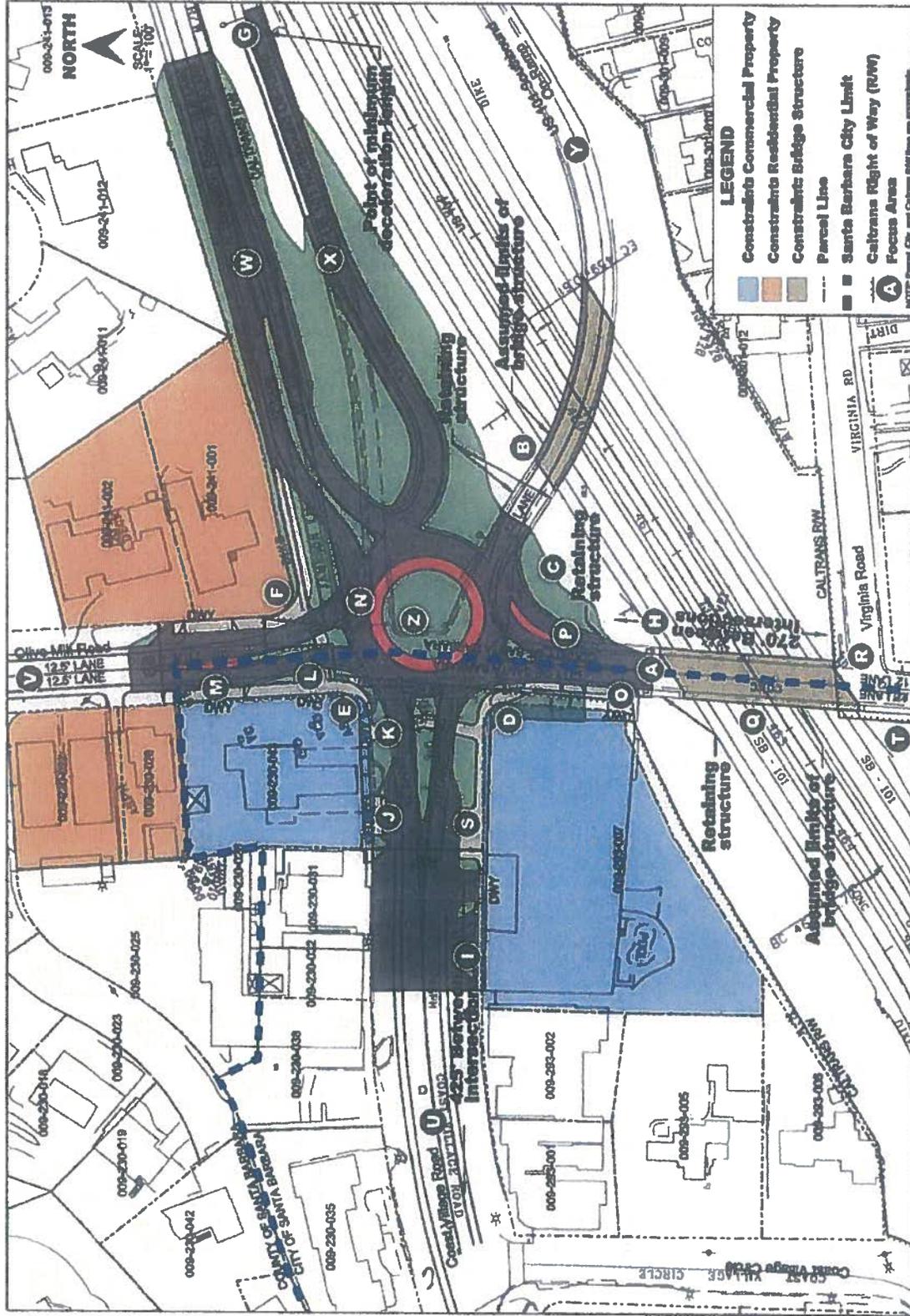


Figure 5: Conditions and Constraints with Proposed Project

PLANNING AND DESIGN FRAMEWORK

EXISTING CONDITIONS AND DESIGN CONSTRAINTS

The following section and Table 3 describe the existing conditions and constraints identified in Figure 4 and Figure 5.

RIGHT OF WAY

The project intersection is bisected by the City of Santa Barbara to the west and the County of

Santa Barbara to the east. The centerline of Olive Mill Road is the approximate location of the jurisdictional boundary.

Caltrans right of way generally follows the southerly fence line of N. Jameson Road and the westerly back of sidewalk of Olive Mill Road. Right of extends to a portion of Olive Mill Road north of N. Jameson Road. The existing intersection is largely within Caltrans R/W.

Table 3: Existing Conditions and Design Constraints

BOLD indicates either a fatal flaw identified by the City of Santa Barbara or a deviation from Caltrans Highway Design Manual (HDM) advisory or mandatory design standards effective September 22, 2014.

Focus Area	Description	HDM Design Deviation Alt. 1/Alt.2	Alt. 1 Existing (Figure 4)	Alt. 2 Proposed Roundabout (Figure 5)
A	Olive Mill Bridge	No/No	• Potential Design Constraint / Fatal Flaw if altered	• No Impact • Preserves existing bridge
B	US 101 Southbound On-Ramp Bridge	No/No	• Potential Design Constraint / Fatal Flaw if altered	• No Impact • Preserves existing bridge
C	Retaining Structure Easterly side of Olive Mill Road	No/No	• Cost consideration if modified	• New retaining structure will be required. The cost and magnitude of the structure will be influenced by Focus Area P.
D	Montecito Inn Parcel 009-293-007	No/No	• Potential Right of Way Constraint / Fatal Flaw if additional Right of Way needed	• No significant impact • Landscape modifications may be needed to accommodate landscaping and sidewalk
E	76 Service Station Parcel 009-230-043	No/No	• Potential Right of Way Constraint / Fatal Flaw if additional Right of Way needed	• No significant Right of Way Impact • Significant access impact. Access for fuel trucks may be significantly impacted. Refer to Focus Areas K and L. • Landscape modifications may be needed to accommodate landscaping and sidewalk. • Improvements will likely replace existing sidewalk within parcel.
F	Private Residence Parcel 009-241-001	No/No	• Potential Right of Way Constraint / Fatal Flaw if additional Right of Way needed	• No Impact • Improvements do not encroach

Focus Area	Description	HDM Design Deviation Alt.1/Alt.2	Alt. 1 Existing (Figure 4)	Alt. 2 Proposed Roundabout (Figure 5)
G	Northbound Off-Ramp Deceleration Length	No/Unlikely	<ul style="list-style-type: none"> • First curve radius = 650 feet (approx.) • Curve is approx. 420 feet from gore 	<ul style="list-style-type: none"> • Design Deviation Unlikely • There is sufficient length to accommodate a variety of alignments to approach the roundabout. • As shown, the first curve radius is 500 feet with approx. 420 deceleration length. • Future studies should evaluate horizontal and vertical approach alignments that balance superelevation requirements, retaining structure costs, roundabout geometric guidance, intersection sight line angles, and ramp deceleration length.
H	Distance to Virginia Road from southbound US 101 on-ramp	Yes/Yes	<ul style="list-style-type: none"> • Existing deviation from Mandatory Design Standard for HDM Topic 504.3 (3) • Curb return to curb return distance is less than 400 feet 	<ul style="list-style-type: none"> • Maintains deviation from Mandatory Design Standard with minor improvement over existing • Distance from ICD to curb return, measured at Olive Mill Road centerline is 270 feet.
I	Distance to Coast Village Circle from Olive Mill Road	Yes/Yes	<ul style="list-style-type: none"> • Existing deviation from Advisory Design Standard for HDM Topic 504.3 (3) • Curb return to curb return distance is less than 500 feet but greater than 400 feet. 	<ul style="list-style-type: none"> • Maintains deviation from Advisory Design Standard with minor improvement over existing • Distance from ICD to curb return, measured at Coast Village Road centerline is 425 feet.
J	Driveway APN 009-230-043	Yes/Yes	<ul style="list-style-type: none"> • Existing deviation from Advisory Design Standard for HDM Topic 504.8 • Curb return to curb return distance is less than 100 feet but greater than 50 feet 	<ul style="list-style-type: none"> • Maintains deviation from Advisory Design Standard • Distance from ICD to driveway, measured at Coast Village Road centerline is 80 feet.
K	Driveway APN 009-230-043	Yes/No	<ul style="list-style-type: none"> • Existing deviation from Mandatory Design Standard for HDM Topic 504.8 • Curb return to curb return distance is less than 50 feet 	<ul style="list-style-type: none"> • Deviation from Mandatory Design Standard is not needed with this alternative. • Driveway is removed with this concept
L	Driveway APN 009-230-043	Yes/No	<ul style="list-style-type: none"> • Existing deviation from Mandatory Design Standard for HDM Topic 504.8 • Curb return to curb return distance is less than 50 feet 	<ul style="list-style-type: none"> • Deviation from Mandatory Design Standard is not needed with this alternative. • Driveway is removed with this concept
M	Driveway APN 009-230-043	Likely/No	<ul style="list-style-type: none"> • May be an Existing deviation from Advisory Design Standard for HDM Topic 504.8 • Curb return to curb return distance may be less than 100 feet but is greater than 50 feet 	<ul style="list-style-type: none"> • Either maintains existing deviation or a new deviation from Advisory Design Standard may be needed with this alternative. • Driveway location may be 85 feet from ICD to driveway measured along the proposed Olive Mill Road centerline.
N	Distance to N. Jameson Road	Yes/No	<ul style="list-style-type: none"> • Existing deviation from Mandatory Design Standard for HDM Topic 504.3 (3) • Curb return to curb return distance is less than 400 feet 	<ul style="list-style-type: none"> • Deviation from Mandatory Design Standard is not needed with this alternative • N. Jameson Road is realigned to become a part of the ramp terminal intersection

Focus Area	Description	HDM Design Deviation Alt. 1/Alt. 2	Alt. 1 Existing (Figure 4)	Alt. 2 Proposed Roundabout (Figure 5)
O	Driveway APN 009-293-007	Yes/Yes	<ul style="list-style-type: none"> Existing deviation from Advisory Design Standard for HDM Topic 504.8 Curb return to curb return distance is less than 100 feet but is greater than 50 feet 	<ul style="list-style-type: none"> Maintains deviation from Advisory Design Standard Distance from ICD to driveway, measured at Coast Village Road centerline is approximately 90 feet.
P	Pedestrian access though easterly side of intersection	No/No	<ul style="list-style-type: none"> Accessible pedestrian facilities are not provided along the easterly side of Olive Mill Road between the bridge and N. Jameson Road. 	<ul style="list-style-type: none"> No change in pedestrian route Accessible pedestrian facilities are not proposed, as illustrated. Accessible pedestrian facilities could be provided through intersection. If provided, cost of retaining structure identified in Focus Area C will likely increase. Also see Focus Areas Q and R
Q	Pedestrian access on Olive Mill Road bridge	No/No	<ul style="list-style-type: none"> Accessible pedestrian facilities exist on both sides of bridge 	<ul style="list-style-type: none"> No change
R	Pedestrian access at intersection of Virginia Road and Olive Mill Road	No/No	<ul style="list-style-type: none"> Curb ramps and crosswalks are not present 	<ul style="list-style-type: none"> Refer to Focus Area P Northbound pedestrians should be routed to the westerly side of Olive Mill Road if pedestrian facilities are not provided on the easterly side of the project intersection
S	Bus stop with turnout bay	No/No	<ul style="list-style-type: none"> Consideration for all proposed improvements 	<ul style="list-style-type: none"> Bus stop with turnout bay is improved at existing location
T	Olive Mill Road, South Leg	No/No	<ul style="list-style-type: none"> 12 foot lanes 2 foot shoulders 5 foot sidewalk along westerly side No crosswalk at study intersection 	<ul style="list-style-type: none"> No Change No Change No Change No Change Right turn lane with mountable channelization added at intersection Splitter island
U	Coast Village Road, West Leg	No/No	<ul style="list-style-type: none"> At Intersection <ul style="list-style-type: none"> Eastbound 10.5 foot left turn lane Eastbound 14.5 foot through and right turn lane Westbound 14.5 foot lane Crosswalk Variable width median with pedestrian refuge 12 foot eastbound lane 17 foot westbound lane 6 foot bicycle lanes On-street, angled parking Sidewalks 	<ul style="list-style-type: none"> At Intersection <ul style="list-style-type: none"> Removed <ul style="list-style-type: none"> 12 foot eastbound left-through-right lane Westbound 12 foot lane No change No change No change No change No change No change No change
V	Olive Mill Road, North Leg	No/No	<ul style="list-style-type: none"> 12.5 foot lanes 5 foot Class II bicycle lanes Sidewalk along APN 009-230-043 only No crosswalk at intersection 	<ul style="list-style-type: none"> 12 foot lanes No change Add 50 feet of sidewalk along easterly side, north of intersection Add crosswalk Add splitter island with mountable median at Focus Area M
W	N. Jameson Road, Northeast Leg	No/No	<ul style="list-style-type: none"> 10.5 foot lanes 5 foot Class II bicycle lanes No sidewalks No crosswalk at Intersection 	<ul style="list-style-type: none"> 12 foot lanes No Change 110 foot sidewalk/path along northerly side, east of intersection No Change Splitter island

Focus Area	Description	HDM Design Deviation Alt. 1/Alt. 2	Alt. 1 Existing (Figure 4)	Alt. 2 Proposed Roundabout (Figure 5)
X	US 101 Northbound Off-Ramp, East Leg	Possible*/No	<ul style="list-style-type: none"> 12 foot lane 8 foot right shoulder 2 foot left shoulder* <p>* Assumes concurrence for restrictive condition per Note (2), Table 302.1 in HDM</p>	<ul style="list-style-type: none"> No change No change 4 foot left shoulder
Y	US 101 Southbound On-Ramp, Southeast Leg	Possible*/Possible*	<ul style="list-style-type: none"> 12 foot lane 8 foot right shoulder 2 foot left shoulder* <p>* Assumes concurrence for restrictive condition per Note (2), Table 302.1 in HDM</p>	<ul style="list-style-type: none"> No change No change No change*
Z	Design Vehicle (DV) Refer to Figures in Appendix A	No/No	<ul style="list-style-type: none"> DV: CA Truck <ul style="list-style-type: none"> <u>Right turns</u>: Limited - DV will encroach into oncoming traffic lane. <u>Left turns</u>: Possible with 1 Limitation – Left turn from southbound Olive Mill Road to N. Jameson Road, trailer will track into westbound lane. <u>US 101 Northbound Off-Ramp to N. Jameson Road</u>: Not Possible <u>Eastbound Olive Mill Road to N. Jameson Road</u>: Limited – DV will track into opposing westbound N. Jameson lane 	<ul style="list-style-type: none"> DV: CA Truck <ul style="list-style-type: none"> <u>Right turns</u>: Possible. <u>Left turns</u>: Possible. <u>US 101 Northbound Off-Ramp to N. Jameson Road</u>: Possible if DV circulates through roundabout. <u>Eastbound Olive Mill Road to N. Jameson Road</u>: Possible.

CRASH DATA AND OPERATING SPEEDS

Existing crash data was not reviewed as part of this effort. Vehicle speed data was not collected as part of this effort. If physical and operational constraints assessments presented herein do not inform the ICE process, these factors could be examined at a later time.

SPECIAL EVENTS

The Santa Barbara Triathlon course goes through this intersection from Olive Mill Road (south leg) to Jameson Road.

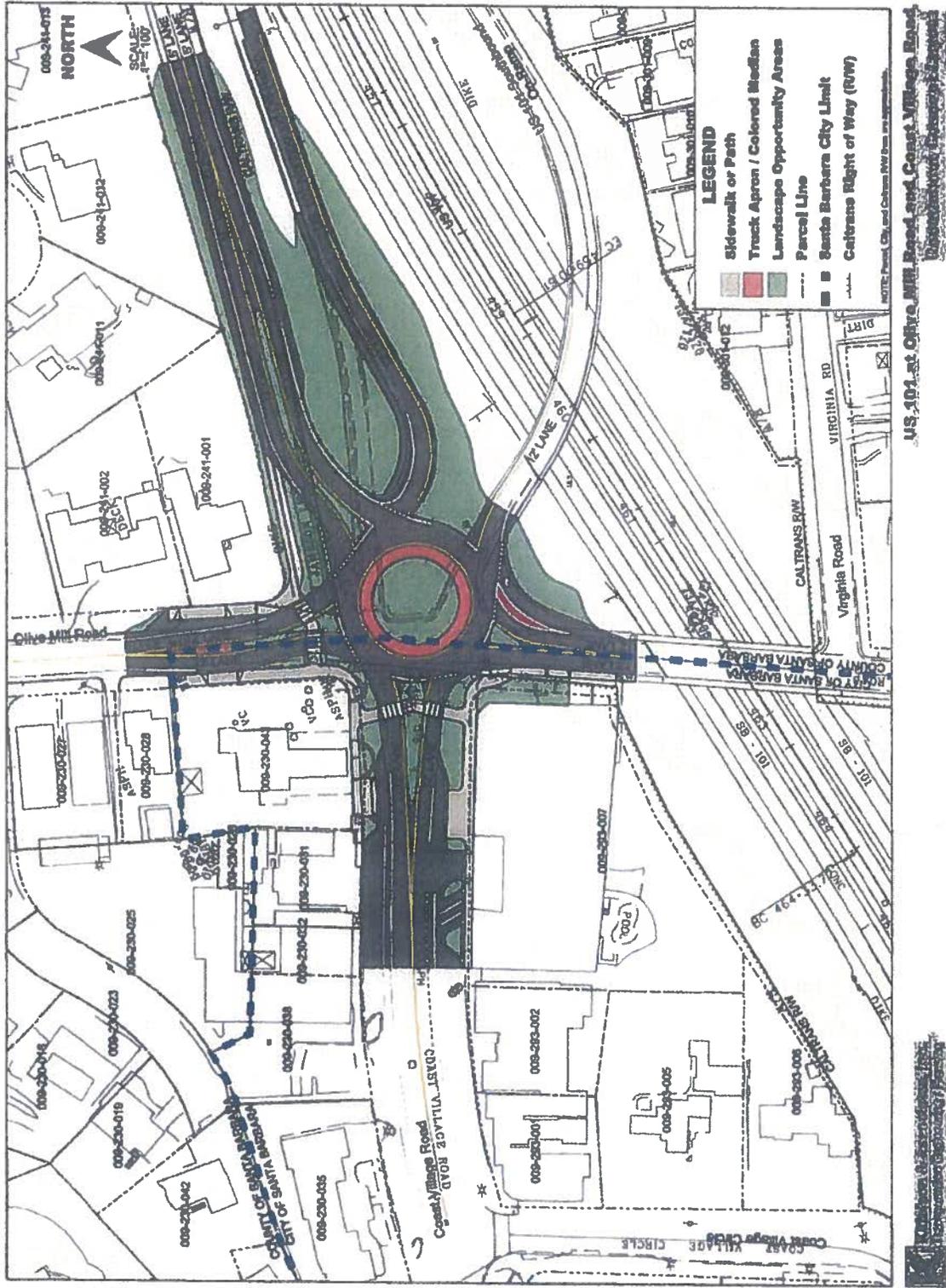


Figure 6: Proposed Roundabout Project

TRAFFIC CONTROL STRATEGIES, CONSIDERATIONS, AND PERFORMANCE ANALYSES

Traffic control alternatives evaluated as part of this ICE include:

- Retaining the existing intersection control and geometry. This alternative would retain all-way stop control (AWSC) at the intersection.
- Converting the intersection to signal control.
- Converting the intersection to a roundabout.

AWSC and signal alternatives with new geometric configurations are not identified in this study. Geometric modifications for AWSC and signal control are not considered feasible due to the operational constraints identified as fatal flaws (i.e., queue spill-back onto the US-101 off-ramp).

Using operations methodologies consistent with the *US 101 HOV PA-ED* (dated December 2011) described in Appendix C, KAI evaluated the traffic control alternatives. The analysis results for each intersection are presented below. Supporting material, including more detailed operations results and the operations analysis worksheets can also be found in Appendix C.

ANALYSES RESULTS

All-Way Stop Control with Existing Geometry

The AWSC with existing geometry alternative assumes the existing lane configuration remains the same under year 2040 conditions. Under year 2040 conditions, the intersection is projected to operate over capacity. Queues on the US 101 Northbound Off-Ramp will exceed available storage during the weekday a.m. and p.m. peak hours.

Given the limitations of existing state-of-the-art operational software combined with the atypical geometric design of the current interchange, two analysis approaches have been developed to

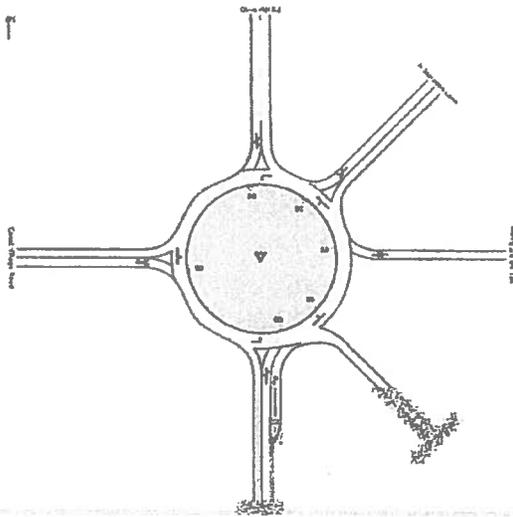
analyze the AWSC conditions of the Olive Mill interchange. A static analysis using SYNCHRO was applied in the US101 HOV PA-ED study (with Modified F Configuration at Cabrillo Hot-Springs) which analyzed the Olive Mill interchange as three distinct and separate TWSC intersections (NB Off-Ramp/Olive Mill Road; North Jameson Lane/Olive Mill Road; and SB On-Ramp/Olive Mill Road). This analysis determined that the NB Off-Ramp and SB On-Ramp portions of the interchange failed (LOS E/F). For this ICE determination, a VISSIM micro-simulation model calibrated to site specific conditions with field measured flow rates and queue lengths was developed which holistically analyzed interchange operations (as one unified intersection). All capacity analysis results presented in this memo for all-way stop control were determined using the microsimulation model. Both approaches yielded similar/consistent results i.e., LOS E/F under 2040 conditions.

Signal Control with Existing Geometry

The signal control alternative with existing geometry alternative assumes the existing lane configuration remains the same under year 2040 conditions. Under year 2040 conditions, the intersection is projected to operate over capacity with significant queuing during the weekday a.m. and p.m. peak hours.

Roundabout Control

A roundabout configuration was evaluated to determine lane configurations needed to support the 2040 design year conditions. The proposed roundabout lane configuration is shown in Figure 7. The proposed roundabout is projected to operate with a volume to capacity (v/c) ratio of 0.77 or less on all approaches for year 2040 build conditions, with the US 101 Northbound Off-Ramp as the critical approach during the p.m. peak hour.



Roundabout vs. AWSC and Signal Comparison

Comparing these models to the year 2040 intersection operations shows the roundabout to be the configuration with better predicted operational performance and no identified fatal flaws. Under AWSC and signalized conditions, the intersection is expected to exceed capacity and experience significantly greater delays than under the roundabout alternative. Further, any mitigated geometry alternatives to the AWSC and signal control options would exceed given right of way constraints and would be considered fatally flawed.

Figure 7. Proposed Roundabout Lane Configuration

Table 4: Existing (2014) Operations

Approach	Movement*	Delay (seconds/vehicle)		95th % Queue (feet) ¹		Storage (feet) ²	Adequate Storage (Yes/No)
		AM	PM	AM	PM		
Northbound – Olive Mill Road	L/T/R	29.1 (D)	31.2 (D)	150	225	275	Yes
Westbound – US-101 NB-Off Ramp	L/T/R	58.9 (F)	30.8 (D)	325	125	750	Yes
Westbound – Jameson Lane	L/T/R	22.4 (C)	14.4 (B)	100	75	710	Yes
Southbound – Olive Mill Road	L/T/R	29.1 (D)	31.2 (D)	150	225	720	Yes
Eastbound – Coast Village Road	Left	17.4 (C)	58.6 (F)	100	1425	410	No
	T/R	23.0 (C)	35.1 (E)	150	1600	150	No

*Movement Key: L=Left turn, T=Through, R=Right turn.

1. Rounded up to the nearest 25 feet

2. Storage = Available storage

Bold and shaded indicates inadequate condition

Table 5. Year 2040 Operations Comparison

Time Period	Existing All Way Stop Control*			Signal Control*			Roundabout Control**		
	Volume to Capacity Ratio	Delay (seconds/vehicle)	Queue Length (feet)	Volume to Capacity Ratio	Delay (seconds/vehicle)	Queue Length (feet)	Volume to Capacity Ratio	Delay (seconds/vehicle)	Queue Length (feet)
AM	0.542	71.6 (LOS F)	> 1000 (E)	> 1.00	112.5 (LOS F)	700 (S)	0.421	9.6 (LOS A)	100 (E)
PM	0.676	58.3 (LOS F)	> 1000 (E)	> 1.00	162.3 (LOS F)	775 (S)	0.555	13.7 (LOS B)	250 (W)

*Overall intersection operations shown for the all way stop control and signalized alternatives

**Critical movement volume to capacity ratio and overall intersection average delay shown for each alternative

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

SUMMARY

Kittelson & Associates, Inc. (KAI) conducted an Intersection Control Evaluation (ICE) to objectively evaluate and screen intersection control and access alternatives at the following intersection(s):

- US 101 Northbound Off-Ramp Terminal / US 101 Southbound On-Ramp Terminal / Olive Mill Road / Coast Village Road / North Jameson Road

The control options include:

- Traffic signal control
- Roundabouts
- Stop control (existing)

The intersection evaluations considered year 2040 traffic operations, geometrics, constraints, and other design considerations.

INTERAGENCY COORDINATION

Review of the project concept geometry and operations were conducted with project stakeholders and KAI. Project stakeholders include City of Santa Barbara, County of Santa Barbara, Santa Barbara County Association of Governments (SBCAG), and Caltrans. The following reviews were conducted:

1. Meeting 1, July 9, 2014. Santa Barbara North County Public Works Conference Room, Orcutt, CA.
2. Meeting 2, November 12, 2014. City of Santa Barbara Public Works Main Conference Room, Santa Barbara, CA.
3. Draft ICE document review, January 2015.

CONCLUSIONS

Key findings include:

- The Caltrans District 5 ICE coordinator has reviewed the initial roundabout concept and agrees the project is

viable to move forward into further analysis. No fatal flaws have been identified in this phase.

- Roundabout control type would provide superior AM/PM peak hour operations over either the stop controlled or the signal controlled alternatives.
- The roundabout alternative preserves the existing US 101 overpass bridge.
- The roundabout alternative would simplify the existing intersection and reduce the number of decision points.
- Traffic signal operations would not be acceptable for the existing nor 2040 design year. Stop control operations would not be acceptable for the 2040 design year.
- With stop control, queue lengths on the US-101 northbound off ramp will exceed the available storage in year 2022, and spillback would affect mainline operations. The roundabout alternative would not require right of way acquisition. The signal alternative is fatally flawed given the project constraints.

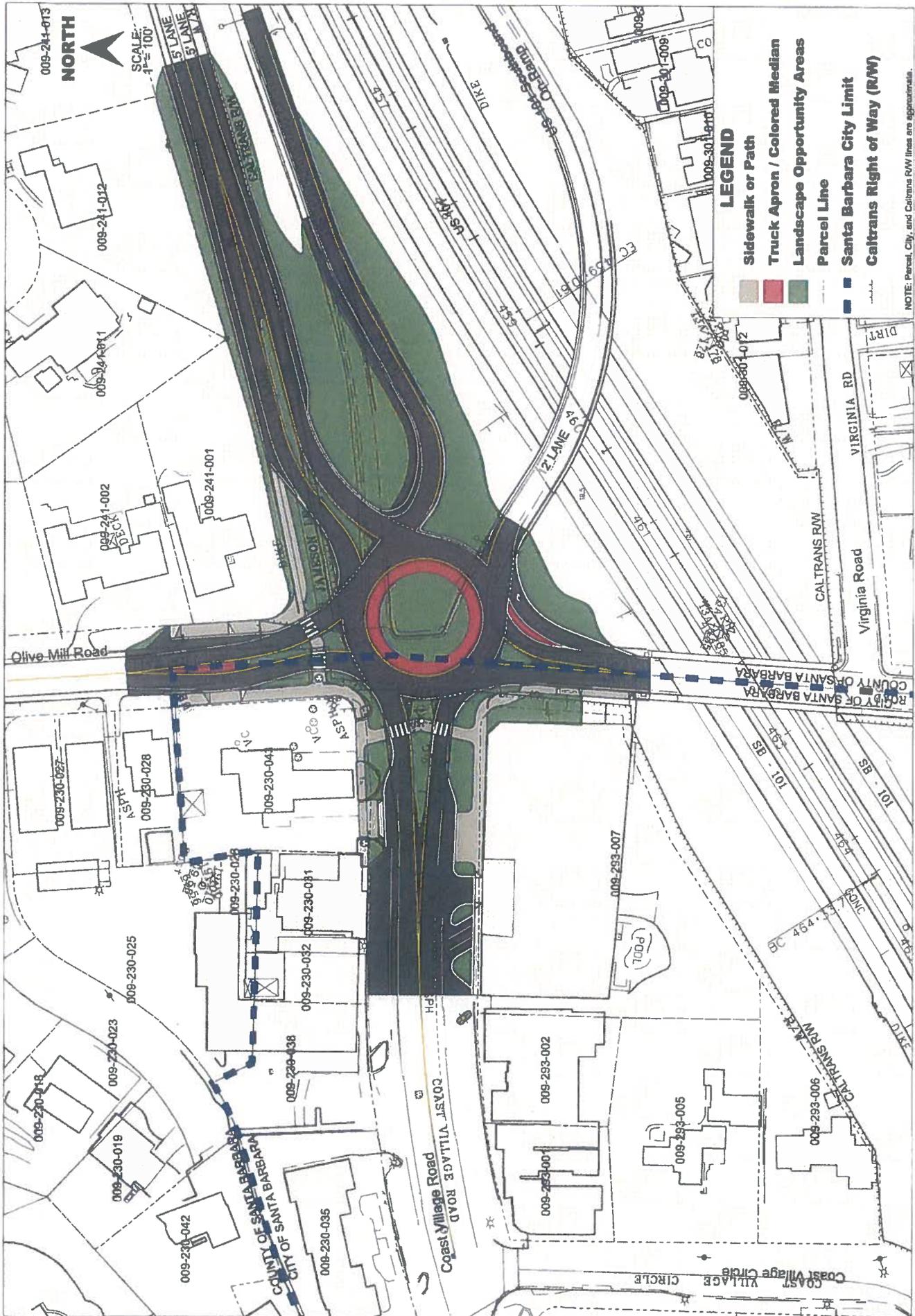
RECOMMENDATIONS

KAI recommends the roundabout alternatives be advanced as viable intersection control and access strategies for the Olive Mill Road/Coast Village Road/US-101 Interchange intersection.

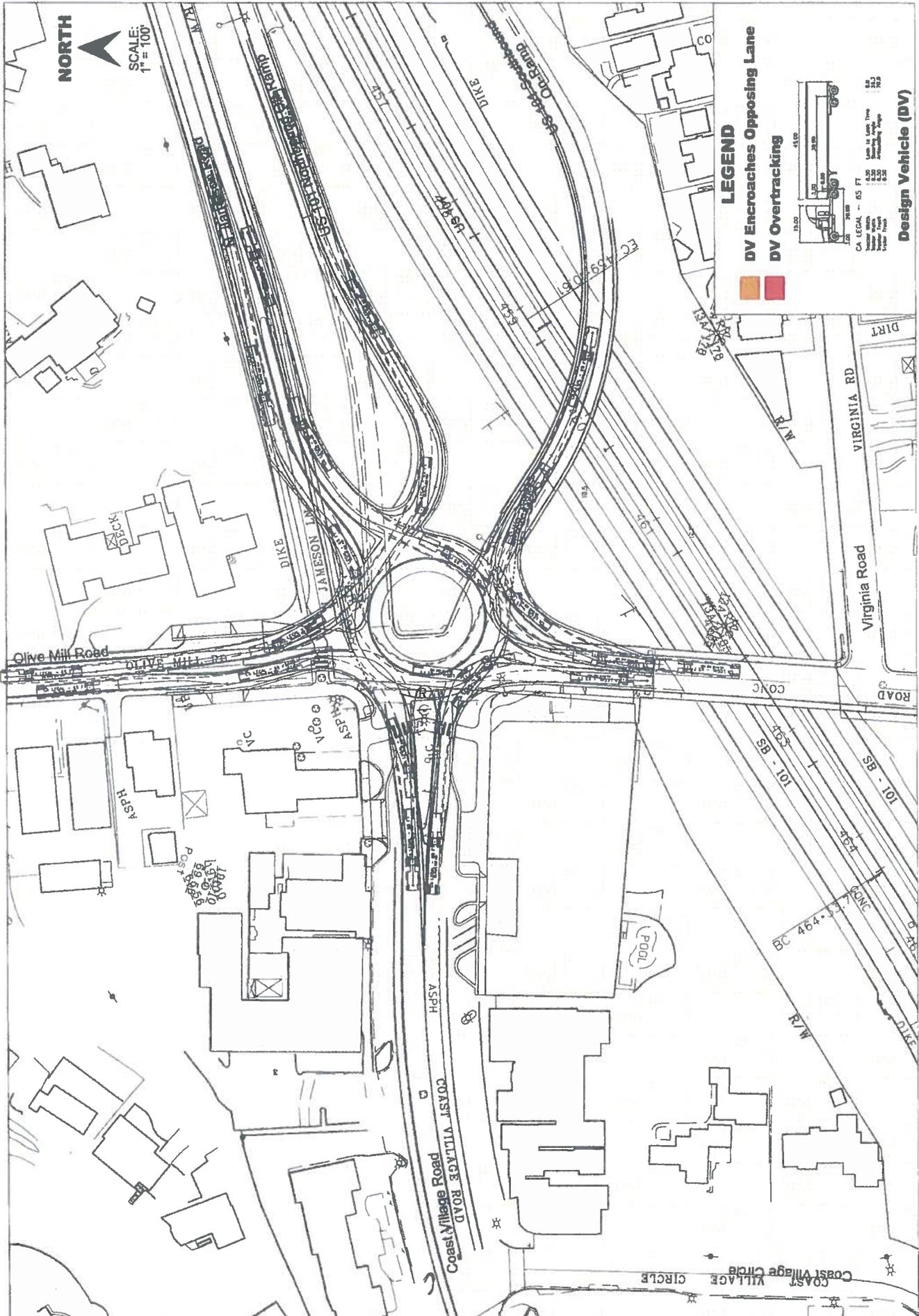
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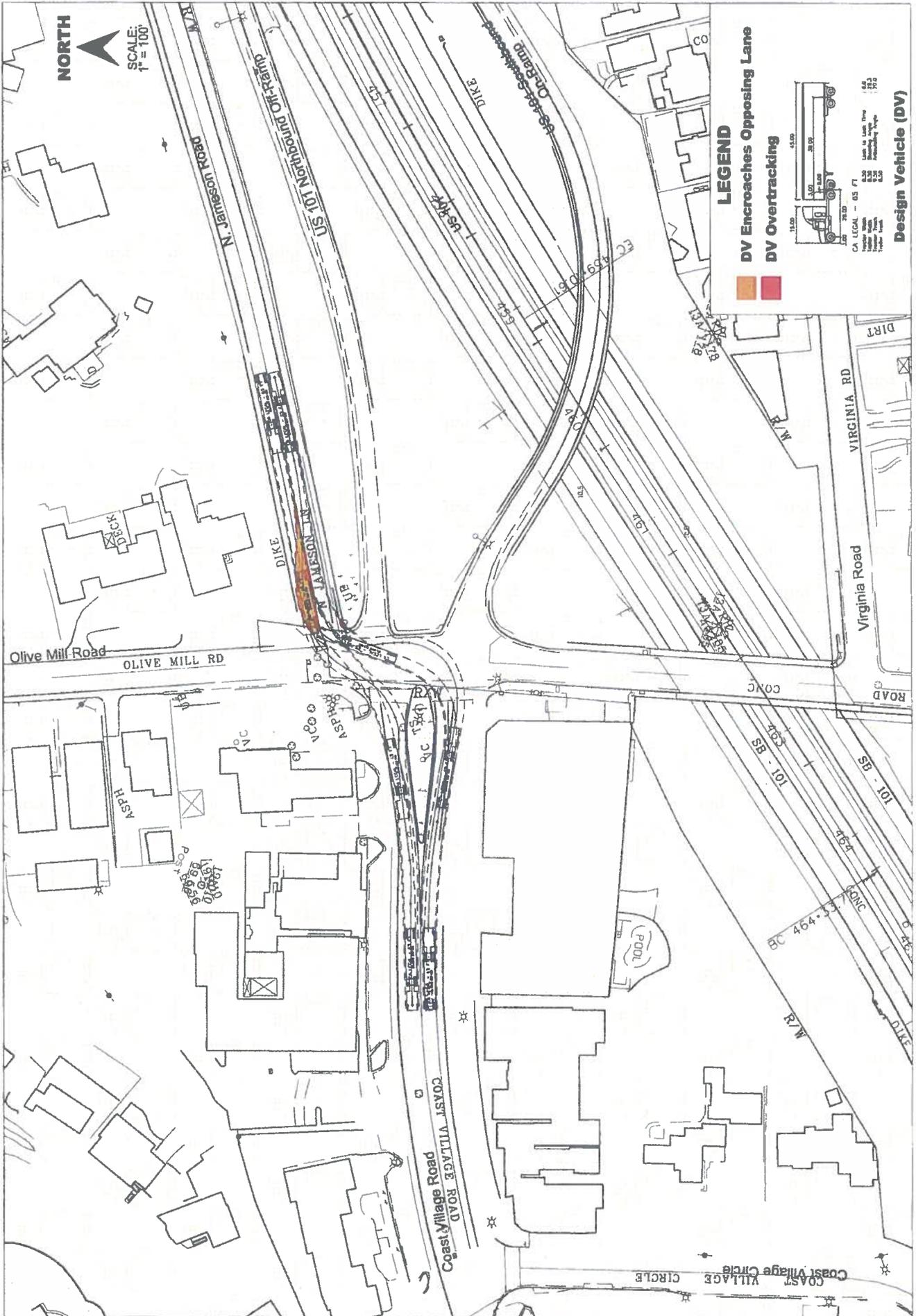
Appendix A
Conceptual Roundabout
Layouts



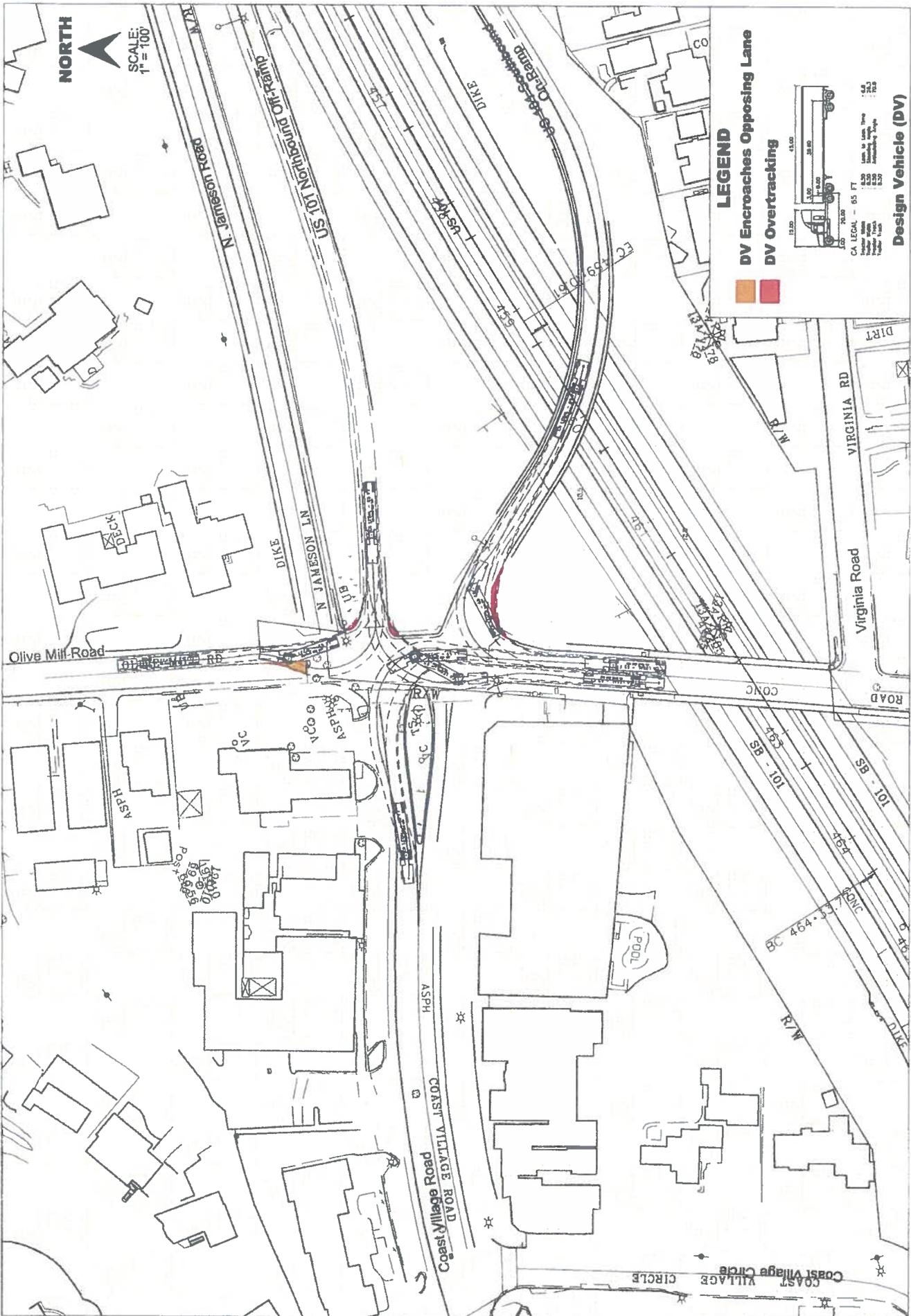
US 101 at Olive Mill Road and Coast Village Road Roundabout Concept Layout
January 2015



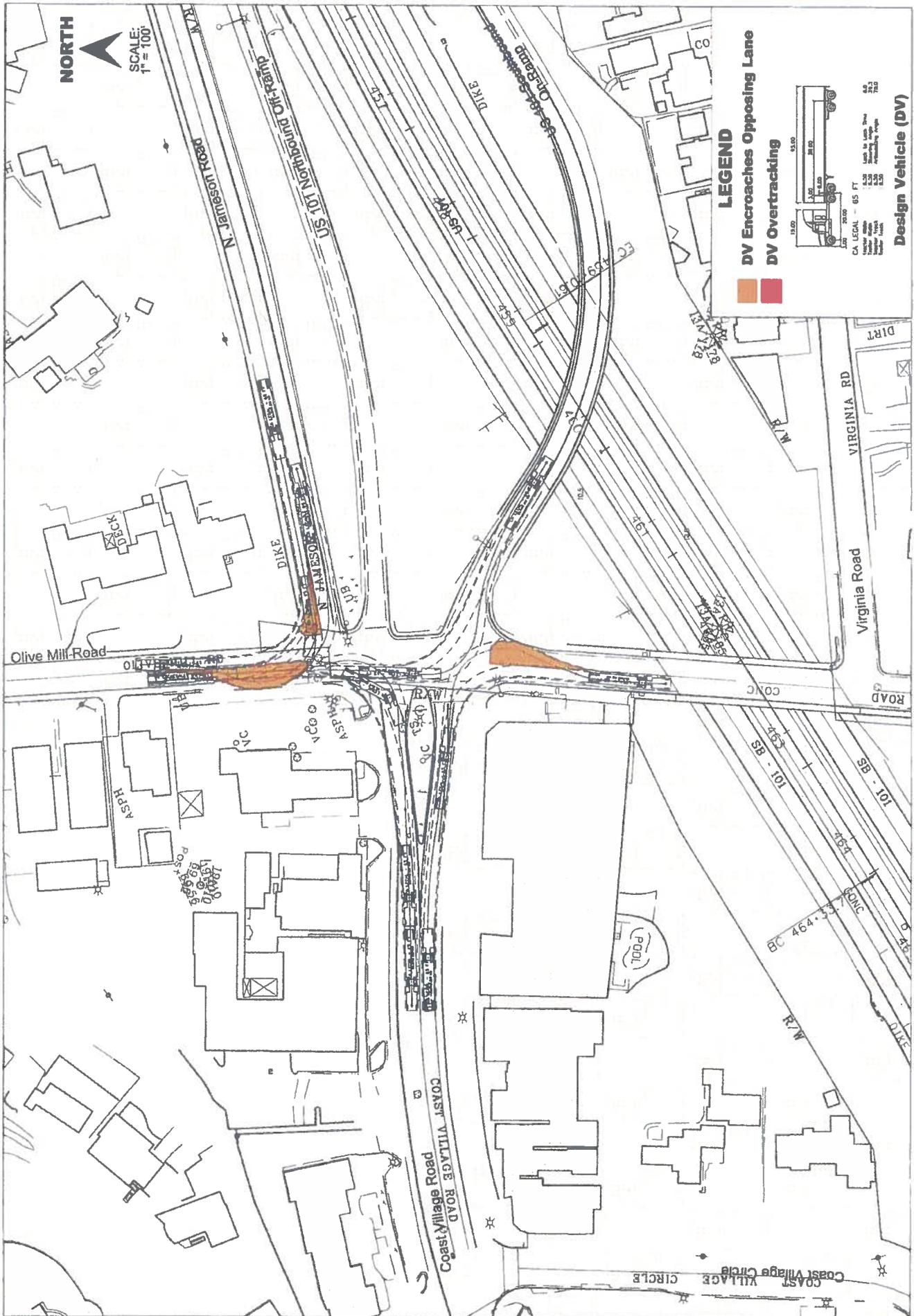
US 101 at Olive Mill Road and Coast Village Road
Design Vehicle Path - Roundabout Concept
 January 2015



**US 101 at Olive Mill Road and Coast Village Road
Design Vehicle Path - Exsiting East - West**
January 2015



US 101 at Olive Mill Road and Coast Village Road
Design Vehicle Path - Existing NB - WB
 January 2015



**US 101 at Olive Mill Road and Coast Village Road
Design Vehicle Path - Existing NB - WB**
January 2015

Appendix B Level-of-Service Concept

APPENDIX B LEVEL-OF-SERVICE CONCEPT

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F".

SIGNALIZED INTERSECTIONS

The six level-of-service grades are described qualitatively for signalized intersections in Table B1. Additionally, Table B2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table B-1: Level-of-Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values.

1 Most of the material in this appendix is adapted from the Transportation Research Board, Highway Capacity Manual, (2000).

Table B-2: Level-of-Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B3. A quantitative definition of level of service for unsignalized intersections is presented in Table B4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table B3: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	<ul style="list-style-type: none"> Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
B	<ul style="list-style-type: none"> Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
C	<ul style="list-style-type: none"> Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	<ul style="list-style-type: none"> Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	<ul style="list-style-type: none"> Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	<ul style="list-style-type: none"> Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table B-4: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

The level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is

designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths should be considered because of their impacts on the operational and safety performance of the intersection. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

ROUNABOUT INTERSECTIONS

The levels of service (LOS) criteria for automobiles in roundabouts are given in Table B-5. As the table notes, LOS F is assigned if the volume-to-capacity ratio of a lane exceeds 1.0 regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay. The thresholds in Table B-5 are based on the considered judgment of the Transportation Research Board Committee on Highway Capacity and Quality of Service.

Table B-5: Level-of-Service Criteria for Roundabout Intersections

Control Delay (s/veh)	Level of Service by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

*For approaches and intersection-wide assessment, LOS is defined solely by control delay

Roundabouts share the same basic control delay formulation with two-way and all-way STOP-controlled intersections, adjusting for the effect of YIELD control. However, at the time of publication of 2010 edition of the Highway Capacity Manual (HCM), no research was available on traveler perception of quality of service at roundabouts. In the absence of such research, the service measure and thresholds have been made consistent with those for other unsignalized intersections, primarily on the basis of this similar control delay formulation.

Appendix C
Operations Methodology and Analysis Results

INTRODUCTION

Kittelson & Associates, Inc. (KAI) has completed an evaluation of the performance of existing and proposed intersection control alternatives at the intersection of US 101 and Olive Mill Road. The purpose of this analysis is to summarize the design year operations at this interchange assuming the following intersection control options: 1) stop control; 2) signal control; and, 3) roundabout. This analysis was conducted in support of, and in accordance with, the Caltrans Traffic Operations Policy Directive 13-02 (TOPD 13-02) for Intersection Control Evaluations (ICE) effective August 30, 2013. The purpose of TOPD 13-02 is to apply a performance based assessment to test the full range of intersection control options to identify the most cost-effective solution.

The analysis tools and methodologies described herein were based on and are consistent with those documented in the *SC101 HOV PA-ED Traffic Study (Kittelson & Associates (formally Dowling Associates) December 2011)*.

The analysis for the *SC101 HOV PA-ED Traffic Study* reflected a 2008 baseline and a 2040 design year. Hence, this intersection control analysis of the Olive Mill interchange at US 101 was also based on a 2040 design year.

RESULTS SUMMARY

Based on the 2040 design year operations, this intersection control evaluation of the Olive Mill interchange with US 101 in the City of Santa Barbara has determined that a roundabout control type would provide superior AM/PM peak hour operations over either an all way stop controlled or signalized control alternative.

A modern roundabout achieves the best level of service (i.e., delay) for the entire intersection, including the US-101 NB off-ramp approach. If the existing all way stop control is maintained through year 2040, the average delay during the AM peak will be 72 seconds (level of service F), and the average delay during the PM peak will be 58 seconds (level of service F). A signalized intersection would result in a 113 second average delay (level of service F) in the AM peak period and a 162 second average delay (level of service F) in the PM peak period. A roundabout would result in a 9 second average delay (level of service A) in the AM peak period and an 14 second delay in the PM peak period.

For the US-101 NB off-ramp in year 2040, all way stop control will result in XX seconds of delay (level of service X) during the AM peak, and XX seconds of delay (level of service X) during the PM peak. Signalized control would result in 124 seconds of delay (level of service F), and 209 seconds of delay (level of service F) during the PM peak. A roundabout would result in 6.9 seconds of delay (level of service A) during the AM peak, and 18.1 seconds of delay (level of service C) during the PM peak.

In addition to superior delay based performance, a roundabout will achieve the shortest 95th percentile queues for the intersection. For the all-way stop alternative, it was determined using VISSIM analysis that the US 101 NB Off-ramp's maximum queue will be over 1000-feet by year 2040, which exceeds the available ramp storage of 750-feet, and will cause spill back onto the US-101 mainline. The off-ramp queue at the existing stop controlled intersection is projected to exceed the available storage in the AM

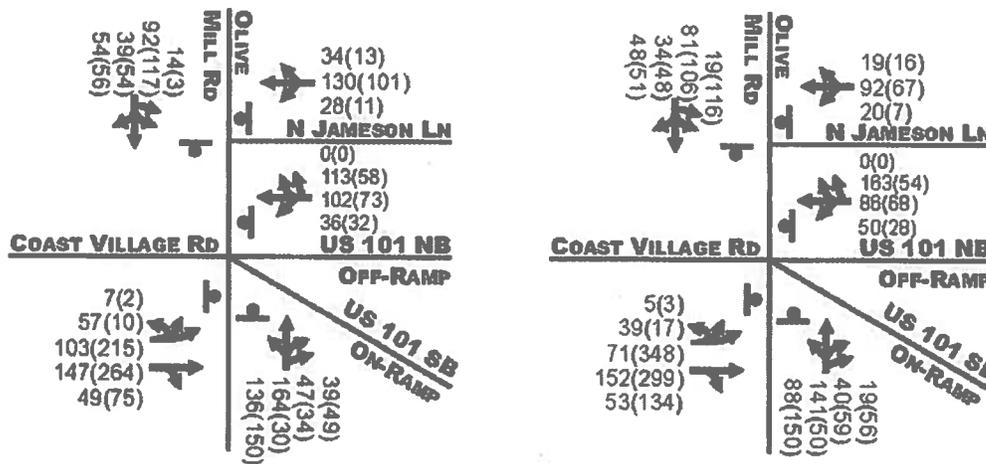
peak period by year 2022 and in the PM peak period by year 2036. For the signalized alternative, queues on the off-ramp will reach 680-feet in the AM peak period and 633 feet in the PM peak period by year 2040. Conversely, the proposed roundabout will result in a 92-foot queue in the AM peak period and a 59-foot queue in the PM peak period under 2040 conditions.

BASELINE CONDITION

Traffic counts performed as part of the *SC101 HOV PA-ED Traffic Study* were examined. These turning movement counts were collected in April 2008. Given that six years had transpired since this count was taken, a more recent 2014 turning movement count was performed for this analysis. Similar to the 2008 traffic count, the 2014 count was performed during the 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM peak periods. The true AM/PM peak hour volumes were identified from this four hour count.

A graphical comparison between the 2008 and 2014 AM/PM peak hour turning movement counts is provided below in Figure 8.

Figure 8: 2008 Traffic Counts (left) and 2014 Traffic Counts (right)



LEGEND: XX (YY) – AM (PM) Peak Hour

From 2008 to 2014, an overall reduction of 2% was experienced at this interchange in the AM peak hour and 0.69% increase was experienced in the PM peak hour.

Although holistically traffic demand at this interchange has not significantly changed, inspection of specific movements show several significant differences. Of note, in the AM peak period, Olive Mill Road coming from Coast Village Road experienced 18 and 32 reduction in vehicle counts traveling left onto Olive Mill Road and left onto North Jameson Lane respectively. Additionally, in the AM peak period, vehicles traveling northbound right from Olive Mill onto the US-101 SB on-ramp experienced a 20 vehicle count reduction from 2008 volumes. Conversely, in the PM peak period, there were an additional 25 vehicles traveling northbound right from Olive Mill onto North Jameson Lane. Also in the

PM peak period, there were approximately 100 additional vehicles traveling southbound on Olive Mill Road onto Coast Village Road.

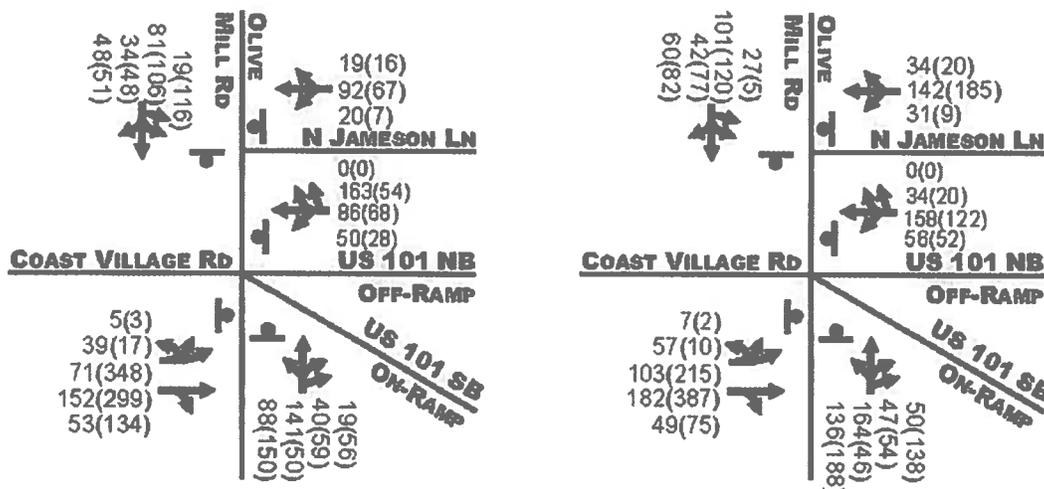
DESIGN YEAR CONDITION

The basis for the design year volume set were the traffic projections developed for the *SC101 HOV PA-ED Traffic Study (December 2011)* which were generated using the Santa Barbara County Association of Governments (SBCAG) travel demand model. The AM/PM peak hour models were used to forecast 2040 year volumes appropriate for peak hour operational analysis as seen in Figure 9.

To ensure reasonable intersection turn movement forecasts, a refinement process called the Furness Method was applied. This post-processing adjustment is needed given that travel models are calibrated to produce more accurate results on road segments than for individual turn movements. The Furness Method iteratively adjusts the 2014 turning movement counts until the directional sum of the movements balance to the adjusted future link volumes. This factoring process produces forecast turn distributions that resemble the count distribution, but turn movement proportions change in response to different growth rates on different legs as produced by the AM/PM peak hour travel demand model. Additional "spot" adjustments were performed to ensure that no future volume for a given turn movement was less than the 2014 traffic count.

Given that the Olive Mill Interchange is be affected by operations at near-by adjacent interchanges, planned modifications to the Cabrillo-Hot Springs interchange are reflected in this analysis. Kittelson & Associates, Inc. (as Dowling and Associates, Inc.) prepared the Cabrillo Boulevard I/C Modified Configurations Analysis (July 19, 2011) included as part of the Cabrillo/Hot Springs Interchange Configuration Analysis Technical Memorandums (December 11, 2011). Based on these technical studies, the "Modified F" configuration has been advanced as the preferred configuration for the Cabrillo-Host Springs interchange. This configuration is assumed as part of this US 101/Olive Mill interchange analysis.

Figure 9: 2014 Traffic Counts (left) and 2040 Forecast Traffic Counts (right)



LEGEND: XX (YY) – AM (PM) Peak Hour

As seen in **Error! Reference source not found.** above, from 2014 to 2040, a 1% compound growth in the AM peak period and 0.65% in the PM peak period is projected. There is an increase in 31 vehicles traveling northbound turning right onto the US-101 SB on-ramp and 72 additional vehicles traveling westbound thru in the AM peak period. In the PM peak period, there are over 100 vehicles traveling westbound right on Jameson movements, 83 additional vehicles traveling westbound right from US-101 NB onto Olive Mill Road, and 82 additional vehicles traveling northbound right from Olive Mill Road onto US-101 SB on-ramp.

TRAFFIC OPERATIONS ANALYSIS

This subsection summarizes operational analysis methodology and results at the study location.

Analysis Methodology

Site visits were performed and aerial imagery was also used to document the physical, geometric and operational characteristics of each of the study area intersections and roadway approach segments. This included observed queue lengths and back of queue distances at each approach.

The adjusted 2040 turn movement forecasts were input into the operational software SYNCHRO 8.0 and Sidra. Further volume balancing adjustments were performed to ensure that conservation of traffic flow was maintained at adjacent intersections. For stop controlled and signalized intersection analysis, SYNCHRO analysis was performed to yield the intersection LOS and queue lengths results. Sidra analysis was performed for the roundabout option.

Given that micro-simulation can better capture the interaction of closely spaced intersections, a simulation analysis using the VISSIM software was developed to better determine queues and delays at the study intersection. The model was developed and calibrated to existing conditions using field measured queue lengths delays to ensure an accurate reflection of this a-typical intersection. Given that queue spill-back onto the freeway mainline is a major safety concern, this check of future queue lengths on the off-ramp is considered a fatal flaw assessment. VISSIM simulation runs were based on a minimum 10 minute seeding time, 60 minute analysis time (divided into four 15 minute intervals), and reflect an average of 5 multiple runs. VISSIM simulation for this analysis was validated for existing queue spillback by the *FHWA Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* prepared by Dowling Associates, Inc. (now Kittelson & Associates, Inc.) in July 2004.

Stop Controlled and Signalized Intersections

Roadway operations are typically governed by, and most constrained at, intersections. The measure of effectiveness commonly used to determine the quality or level of service (LOS) experienced by motorists at intersections is average control delay. The methodology used to analyze intersection LOS is outlined in the Transportation Research Board's Highway Capacity Manual, 2010 version (HCM 2010).

LOS is a qualitative measure of driver satisfaction and is quantitatively expressed by the level of delay and congestion experienced by motorists using an intersection. LOS is designated by the letters A through F, with A being the best condition and F being the worst (high delay and congestion). A summary of LOS criteria for signalized and unsignalized intersections can be found in Table 5 below.

Table 6: LOS Criteria for Signalized and Unsignalized Intersections

LOS	Average Delay (sec/veh)		Description
	Signalized	Unsignalized	
A	≤10.0	≤10.0	Very Low Delay: This occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all.
B	>10.0 & ≤20.0	>10.0 & ≤15.0	Minimal Delays: This generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	>20.0 & ≤35.0	>15.0 & ≤25.0	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (to service all waiting vehicles) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	>35.0 & ≤55.0	>25.0 & ≤35.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	>55.0 & ≤80.0	>35.0 & ≤50.0	Unstable Operation/Significant Delays: These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	>80.0	>50.0	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2010

This analysis includes stop control and signal controlled alternatives. For all-way stop intersections, Chapter 20 of the HCM 2010 outlines the operational methodology to analyze this type of control. Signal-controlled intersections were analyzed using the operational methodology outlined in the HCM 2010, Chapter 18. This procedure calculates the average control delay per vehicle at a signalized intersection, and assigns a LOS designation based upon the delay. The SYNCHRO 8.0 software package was used to perform LOS analysis. Intersection geometrics were based on aerial imagery and field observations. Bicycle and pedestrian counts were not used.

Roundabouts

Roundabout operations were evaluated using Sidra Intersection 6 software using the 2010 Highway Capacity Manual (HCM) capacity model. The 2010 HCM capacity model was calibrated to better reflect gap acceptance behavior of California drivers for critical headway and follow-up headway. The calibration factors, or HCM Parameters A and B, used in this analysis are recommended in the Caltrans document "Roundabout Geometric Design Guidance" dated June 2007. The A and B parameters were derived based on field observations to more accurately reflect operational performance of California

roundabouts. The differences among the default parameters used in the 2010 HCM methodology and identified for California roundabouts are shown below in Table 6.

Table 7: Roundabout Model Parameters for Entry Capacity

	Default 2010 HCM Parameters		Modified HCM Parameters based on Caltrans guidance	
	A	B	A	B
Single-lane circulating stream ($n_c=1$)				
Single-lane entry ($n_e=1, n_c=1$)	1130	0.00100	1440	0.00100
Multi-lane entry ($n_e > 1, n_c=1$): apply to all lanes	1130	0.00100	1440	0.0010
Multi-lane circulating stream ($n_c > 1$)				
Single-lane entry ($n_e=1, n_c=1$)	1130	0.00070		
Multi-lane entry ($n_e > 1, n_c=1$)				
Dominate lane (right lane)	1130	0.00070	1640	.00090
Subdominate lane (left lane)	1130	0.00075	1640	.00100

LOS criteria specified in the 2010 HCM was used to establish the quality of service for the roundabout from a user's perspective. The 2010 HCM uses the average control delay (s/veh) and volume-to-capacity ratio (v/c) to establish thresholds for intersection LOS. These thresholds are shown in Table 7.

Table 8: Level of Service Criteria

Control Delay (s/veh)	Level of Service by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

*For approaches and intersection-wide assessment, LOS is defined solely by control delay

For roundabouts, v/c ratios in the range of 0.85 to 0.90 represent an approximate threshold for satisfactory operations. Individual lanes with v/c ratios near this threshold should be evaluated to determine the sensitivity of the lane to varying traffic conditions and/or driver behavior.

DESIGN YEAR ANALYSIS RESULTS

Level of Service (LOS) and 95th percentile queue (feet) results for each control type are provided in this section.

Operations for the roundabout were calculated using the 2010 HCM with California Calibration capacity model (HCM-CA) according to the methodology above. As shown, the proposed roundabout is expected to perform at an acceptable LOS through the 2040 forecast year.

The VISSIM model was run for a number of different years to determine the approximate year when queue lengths for the off-ramp will exceed the available storage length of 750-feet. It was assumed that the project is built by year 2020, as the 2020 “build” traffic volumes from the *SC101 HOV PA-ED Traffic Study (December 2011)* report were used. Traffic volumes were assumed to have straight line growth between 2020 and 2040. As seen in Table 8 below, the queue during AM peak period is projection to exceed the available storage in year 2022, and the PM peak period queue length for the off-ramp will exceed available storage in year 2036.

Table 9: Maximum Queue Results for East (Northbound US-101 Off-Ramp) Approach

Max Queue (ft.)			Simulated	
Year	Approach Lane	Location	AM	PM
2014	East	101 NB Off-Ramp	104.05	14.13
2020	East	101 NB Off-Ramp	530.80	134.70
2021	East	101 NB Off-Ramp	634.50	137.40
2022	East	101 NB Off-Ramp	827.70*	101.00
2030	East	101 NB Off-Ramp	1560.20	242.90
2034	East	101 NB Off-Ramp	1664.50	440.20
2036	East	102 NB Off-Ramp	1666.80	784.50*
2040	East	101 NB Off-Ramp	1672.40	1616.20

* Projected queue length exceeds available storage on off-ramp (750-feet)

ANALYSIS RESULTS

Table 10. Year 2040 US 101 at Olive Mill Road All Way Stop Control with Existing Lane Configuration

Approach	Movement	Level of Service (LOS)		Volume to Capacity Ratio		Delay (seconds/vehicle)		95th % Queue (feet) ¹		Storage (feet) ²	Adequate Storage (Yes/No)
		AM	PM	AM	PM	AM	PM	AM	PM		
Northbound – Olive Mill Road	L/T/R	F	F	0.47	0.45	101.7	97.3	160.4	235.6	275	No
Westbound – US-101 NB-Off Ramp	L/T/R	F	F	1.02	1.03	195.6	228.0	1,672.4	1,616.2	750	Yes
Westbound – Jameson Lane	L/T/R	E	C	0.49	0.50	36.8	19.2	148.9	131.5	710	No
Southbound – Olive Mill Road	L/T/R	F	F	0.50	0.61	101.7	97.3	160.4	235.6	720	No
Eastbound – Coast Village Road	Left	D	F	0.40	0.61	22.0	69.6	112.3	365.9	410	No
	T/R	F	F	0.36	0.86	28.0	95.7	206.9	1,603	150	Yes

1. Rounded up to the nearest 25 feet

2. Storage = Available storage to the nearest local street intersection or distance to ramp gore point

Bold and shaded indicates inadequate condition

Table 11. Year 2040 US 101 at Olive Mill Road Signalized Intersection Control with Existing Lane Configuration

Approach	Movement	Level of Service (LOS)		Volume to Capacity Ratio		Delay (seconds/vehicle)		95th % Queue (feet) ¹		Storage (feet) ²	Adequate Storage (Yes/No)
		AM	PM	AM	PM	AM	PM	AM	PM		
Northbound - Olive Mill Road	L/T/R	F	F	1.07	1.22	117	169	681	775	275	Yes
Westbound - US-101 NB-Off Ramp	L/T/R	F	F	0.93	1.35	121	228.3	221	633	750	No
Westbound - Jameson Lane	L/T/R	E	F	1.08	1.10	62	111.1	680	286	710	No
Southbound - Olive Mill Road	L/T/R	F	F	1.06	1.16	135	155	448	626	720	No
Eastbound - Coast Village Road	Left	F	E	0.88	0.70	101	68.2	321	330	410	No
	T/R	F	F	1.08	1.41	139	242.2	451	889	150	Yes

1. Rounded up to the nearest 25 feet

2. Storage = Available storage to the nearest local street intersection or distance to ramp gore point

Table 12. Year 2040 US 101 at Olive Mill Road Proposed Roundabout Alternative

Approach	Movement	Level of Service (LOS)		Volume to Capacity Ratio		Delay (seconds/vehicle)		95th % Queue (feet) ¹		Storage (feet) ²	Adequate Storage (Yes/No)
		AM	PM	AM	PM	AM	PM	AM	PM		
Northbound - Olive Mill Road	L/T	B	C	0.463	0.546	10.5	16.3	68.2	79.1	275	Yes
	R	A	A	0.066	0.259	5.0	9.7	6.7	26.8	85	No
Westbound - US-101 NB-Off Ramp	L/T/R	B	A	0.548	0.425	12.8	9.9	92	59	700	No
Westbound - Jameson Lane	L/T/R	B	A	0.363	0.315	10.9	8.3	43	37	670	No
Southbound - Olive Mill Road	L/T/R	A	B	0.327	0.497	8.6	12.2	38	74	735	No
Coast Village Road	LT/R	A	C	0.411	0.772	7.8	18.9	60	239	425	No

1. Rounded up to the nearest 25 feet

2. Storage = Available storage to the nearest local street intersection or distance to ramp gore point
Italics and shaded represent mitigated lane configuration changes



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: Administration Division, Public Works Department

SUBJECT: Six-Year Capital Improvement Program - Fiscal Years 2016 Through 2021

RECOMMENDATION:

That Council receive the Six-Year Capital Improvement Program for Fiscal Years 2016 through 2021.

EXECUTIVE SUMMARY:

In accordance with City Charter Section 604(d), the City's Six-Year Capital Improvement Program (CIP) has been prepared and filed with the City Clerk.

The goals of the CIP are to:

- Describe a comprehensive program of work needed for maintenance of existing infrastructure, and identify facility or infrastructure enhancements or additions to better serve the community;
- Provide a plan for capital improvements that can be used in preparing the capital budget for the next fiscal year;
- Illustrate unmet capital needs based on anticipated funding levels;

The City of Santa Barbara's CIP forecasts the City's capital needs over a six-year period. Although the City Charter requires a minimum five-year CIP, staff has prepared a six-year plan for many years. The first two years of the plan include projects that form the basis for the next two-year Financial Plan, with the remaining four years used to plan for future work. The long-range nature of the CIP has become even more important in the past few years due to the complex economic, environmental, and planning requirements that many projects face from conception through actual construction. Projects are proposed based on the City's long-range plans, goals, and policies. The CIP is updated every two years to coincide with the City's two-year Financial Plan. It is a key element for developing the City's annual Capital budget.

The CIP for the Administrative Services, Airport, Community Development, Fire, Library, Parks and Recreation, Police, Public Works and Waterfront Departments totals approximately \$733 million (M) for the six-year planning period. Projects with secured or identified funding total in excess of \$256 M, with approximately \$477 M in unfunded projects. Financial summary tables containing all CIP projects and funding sources are in the CIP (Exhibit A).

Capital projects may be fully funded, partially funded, or unfunded. The major sources of funds available for capital projects are dedicated funds. The use of dedicated funds is restricted by the limitations imposed by local, state, or federal laws associated with the funding source. For the most part, these funds are accounted for in the City's special revenue or enterprise funds such as Measure B, the Streets Capital Fund, the Airport Fund, the Water and Wastewater Funds.

Projects that are not supported by dedicated revenues are financed by the General Fund and/or the City may also receive direct funding for projects from other agencies, jurisdictions or individuals through grants, loans, donations and/or other subsidies.

DISCUSSION:

Capital Project Definition

A capital project is generally defined as an activity that creates, improves, replaces, repairs, or maintains a fixed asset. Fixed assets include land, site improvements, parks, buildings, streets, bike paths, bridges, storm water facilities, and wastewater systems. Certain types of equipment, such as the hardware attached to or purchased with the land or building, are also included.

Capital projects involve nonrecurring expenditures or capital outlays from a variety of specifically identified funding sources and do not duplicate normal maintenance activities funded by the operating budget.

CIP Development

During the summer and early fall, staff develop the Draft CIP projects using input and requests from a variety of sources including City Council direction, Boards and Commissions' recommendations, community input, regulatory requirements, required infrastructure upgrades, such as computer hardware and software, and projects identified in the City's adopted plans and policy documents. Typically, development of the CIP is a nine-month process, which begins in August of even-numbered years and ends the following spring with budget development. Projects are developed by CIP Department representatives and then reviewed by City Boards and Commissions that advise Council on various City programs.

The Planning Commission reviews the CIP as a whole. At their review of the CIP the Planning Commission expressed a desire to see project prioritization in the CIP. As is

discussed below, project prioritization for the CIP as a whole is very difficult given the different funding sources and funding restrictions and therefore is done as part of the budget adoption as the resources for funding projects are better defined.

Other City Boards and Commissions are also delegated authority to review the construction, improvement, erection, and maintenance of City assets and plan for the acquisition and repair of existing facilities and equipment through the City Charter (Sections 807, 809-813). The Boards and Commissions review the CIP projects in their purview for consistency with existing plans, programs and ordinances, and make recommendations to the City Council on the CIP projects as part of the budget and future planning for each program area. They include the Parks and Recreation Commission, Library Board, Harbor Commission, Airport Commission, and the Water Commission.

The City Council has formed other Committees such as the Downtown Parking Committee, Transportation and Circulation Committee, and Creeks Restoration and Water Quality Citizens Advisory Committee to serve as advisory groups for specific program areas. The Boards, Commissions and Committees review the CIP, provide comments and make recommendations to the City Council.

The Final CIP will be reviewed by the City Administrator, published in early 2015, and made available to the public during the City Finance Committee, City Council, and budget review processes. Following acceptance of the CIP by the City Council, projects scheduled for FY 2015 – 2016 and FY 2016 – 2017 are prioritized and those for which funding is available become the basis for the FY 2016 - 2017 capital budget. The capital budget is included in the budget that the City Council typically adopts in June.

Types of Capital Needs

Capital projects generally meet one or more of the following criteria to be included in the CIP:

- Contribute to the development or implementation of Council-adopted plans and policies;
- Address health and safety needs, reduce City liability, or improve access to City facilities by those with disabilities;
- Maintain existing assets or improve the efficiency of City operations;
- Improve revenue potential or enhance existing programs;
- Respond to a request from a neighborhood group, citizen, government entity, or City advisory group;
- Be funded from within current and/or projected revenue streams (including additional operating requirements);
- Placeholder projects and unfunded projects that reflect the unmet needs identified for the Capital program and form the basis for grant applications for funding.

Project Identification

Potential projects to address new capital needs or maintain, expand, or enhance existing capital assets are derived from a number of sources. These include:

- Functional plans, such as Transportation, Airport, Parks, Wastewater, or Stormwater System Master Plans and studies;
- Neighborhood and other refinement plans;
- Requests from citizen groups, neighborhood associations, and community organizations;
- Requests from the City Council;
- Regulatory changes or requests from other governmental units, such as school districts, federal and state agencies;
- City Departments; and
- City Boards, Committees and Commissions.

The CIP attempts to define City needs for capital improvement, not to develop a prioritization. Prioritization and funding considerations are done as part of the budget process. The wide variety of specialized or restricted funding sources and the framework of adopted plans and policies makes it impractical to use the CIP for project prioritization. Within each program area, various projects are prioritized based on needs that have been identified within that program area, the projected funding that is available, the limitations on how the funding can be used, and any direction that has been provided by the City Council, outside agencies, or other sources of input and guidance. As a general rule, projects that improve safety are given a very high priority.

CIP Approval Process

The City's Operating and Capital Budget CIP represents a bi-annual update to the FY 2016-2021 CIP. The following is the schedule and description of CIP development steps:

Schedule	CIP Development Steps
August – November 2014	CIP is developed by CIP Department Representatives.
October 2014	Departments may request project review with City Planner and City Engineer to refine understanding of scope and costs.
October – November 2014	CIP projects are reviewed by City Boards, Committees and Commissions.
January 15, 2015	Planning Commission review of the Draft CIP.
January 30, 2015	Draft CIP submitted to City Administrator.
March 14, 2015	The CIP is presented to City Council for finalization and acceptance.
July 2015	The FY 2016 - FY 2021 CIP is posted concurrently with the approved FY 2016 budget on the City's website.

Board, Committee, and Commission Action Summaries:

The following table lists the City Boards and Commissions that govern program areas, the CIP projects under their purview and the actions taken:

Board/Commission	CIP Program Reviewed	Meeting Date	Action
Airport Commission	Airport	10/15/14	Commission received and commented on the Airport Draft FY 2016-2021 CIP.
Creeks Advisory Committee	Creeks and Water Quality Improvement	10/15/14	The Committee received a presentation and discussed the proposed Creeks Division CIP for FY 2016-2021 and recommended that the City Administrator forward the proposed program to the City Council for review and approval as part of the FY 2016 and FY 2017 Financial Plan.
Downtown Parking Committee	Public Works - Downtown Parking	10/9/14	Recommended that City Council approve the proposed Downtown Parking CIP as presented. The Plan outlines the priority infrastructure projects from FY 2016-2021.
Harbor Commission	Waterfront	10/23/14	Reviewed and approved the Waterfront Department Six-Year CIP for FY 2016-2021.
Library Board	Library	10/28/14	The Board reviewed the Library CIP.
Neighborhood Improvement Task Force (NITF) ¹	Neighborhood Improvement Task Force	11/12/14	Discussed priority projects for Streets, Parks and Recreation and Building and Safety. Recommended that the CIP be forwarded to City Council.
Parks and Recreation Commission	Parks and Recreation	10/22/14	Reviewed the Department's proposed FY 2016–2021 CIP and recommended that the CIP be forwarded to Planning Commission and City Council.
Transportation and Circulation Committee (TCC)	Public Works - Streets & Alternative Transportation	10/23/14	The Transportation and Circulation Committee heard a presentation discussing the Transportation and Streets CIP.
Water Commission	Wastewater and Water	10/13/14	Received a report on the Draft CIP.

¹ The City created the inter-departmental NITF to plan, organize, implement, and monitor all projects initiated to rectify long-held concerns in neighborhoods. Common concerns include littering in the right of way and in parks and creeks, illegal camping and other transient impacts, substandard housing and public infrastructure.

A copy of the Six-Year Capital Improvement Program – Fiscal Years 2016 through 2021 is available for review in the City Clerk's office.

Conclusion:

The CIP has been developed by the Departmental CIP representatives, reviewed by governing Boards, Committees and Commissions for general consistency with the City's plans and programs. The CIP is a comprehensive description of capital maintenance and improvement needs for facilities throughout the City. The CIP will form the basis for prioritizing projects included in the Fiscal Years 2016 and 2017 budget and financial plan.

PREPARED BY: Brandon Beaudette, Administrative Analyst

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 17, 2015

TO: Mayor and Councilmembers

FROM: City Attorney's Office

SUBJECT: Conference With City Attorney – Pending Litigation

RECOMMENDATION:

That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed.

The pending litigation is *Rolland Jacks, et al., v. City Of Santa Barbara SBSC Case No. 1383959*.

SCHEDULING: Duration, 15 minutes; anytime

REPORT: Possible report

SUBMITTED BY: Ariel Calonne, City Attorney

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

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SUBJECT: Conference With City Attorney – Pending Litigation

RECOMMENDATION:

That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed.

The pending litigation is *Frank Banales, Sebastian Aldana Jr., Jacqueline Inda, Cruzito Herrera Cruz, and Benjamin Cheverez, v. City of Santa Barbara, et al.*, SBSC Case No. 1468167.

SCHEDULING: Duration, 15 minutes; anytime
REPORT: None anticipated
SUBMITTED BY: Ariel Calonne, City Attorney
APPROVED BY: City Administrator's Office