



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: June 21, 2016

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Mission Park To Mission Canyon Pedestrian And Bike Way Project

RECOMMENDATION: That Council:

- A. Receive an update on the status of the Mission Park to Mission Canyon Pedestrian and Bike Way Project; and
- B. Direct staff whether to continue work on a Highway Bridge Program grant from the State of California Department of Transportation for the Mission Canyon Road Bridge over Mission Creek.

EXECUTIVE SUMMARY:

Public Works staff presented the City's Six-Year Capital Improvement Program - Fiscal Years 2016 through 2021 (CIP) at Council in March 2015. Included in the CIP were corridor improvements between Old Mission Santa Barbara and the Santa Barbara Natural History Museum, as well as the restoration and enhancement of the Mission Canyon Road Bridge (Bridge) over Mission Creek. The Mission Park to Mission Canyon Pedestrian and Bike Way Project (Project) has involved coordination between Public Works staff and Santa Barbara County staff, in accordance with Council adopted Resolution No. 15-012, to seek funding for design and construction.

Subsequent to the Project's inclusion in the CIP, Public Works and Santa Barbara County (County) staff submitted a joint application for a State Active Transportation Program (ATP) grant requesting funding for design and environmental approval. The grant proposal was not successful and, based on the Project's ranking, is not anticipated to be successful in the foreseeable future.

Separately, Public Works received a Highway Bridge Program (HBP) grant from the State of California Department of Transportation (Caltrans) for bridge modifications on the Mission Canyon Road Bridge (Bridge) over Mission Creek. Bridge modifications could include pedestrian and bike facilities however, any modifications to the Bridge, would require making safety improvements by bridge widening and making smoother roadway curves approaching either side of the Bridge. Staff is returning to Council for direction,

because the Bridge modifications are not consistent with the feedback staff received during the public outreach efforts.

DISCUSSION:

In December of 2012, the City and the County entered into a Memorandum of Understanding to conduct a community planning process for the Mission Canyon corridor. This action came at the request of a community group known the Mission Heritage Trail Association. City and County staff developed a community planning process that involved two well-attended public workshops, preliminary engineering feasibility plans, and board and commission review from both jurisdictions. The result was the Project, which both the City and the County placed in their respective Capital Improvement Programs.

Project Description

The Project area extends from the intersection of Laguna Street and East Los Olivos Street (in the City) to the intersection of Mission Canyon Road and Foothill Road (in the County). No continuous pedestrian or bicycle connection exists through this corridor. Although a few facilities exist at various points, they are not continuous and require crossing back and forth across Mission Canyon Road. The lack of continuous facilities can make walking and biking in the area uncomfortable.

The Project community process included two well-attended public workshops (over 60 community members) to discover what improvements could possibly garner community support. The initial public meeting was a “listening workshop”, where participants let staff know what works well in the corridor, what needs to be fixed, and what needs to be left alone. Based on community feedback, staff developed conceptual plans for a continuous walking path on the west side of the Mission Canyon Corridor, and for bike lanes on the roadway. Because of past controversy with projects proposed in the Mission area, staff was particularly sensitive to only include project elements that gained the highest level of community consensus.

One element of community consensus in this process was that the Project should not involve any alteration of the existing Bridge. Accordingly, the Project proposed a separate and parallel pedestrian bridge to the west of the Bridge.

Grant Funding

City and County staff submitted a joint application for an ATP grant requesting funding for design and environmental approval. The ATP grant proposal was not successful and would likely not be successful in the foreseeable future. ATP project submittals score more points when projects are located within disadvantaged communities, which is not the case for this Project. As long as the ATP scoring parameters remain the same, future grant submittals will likely not be successful. The Project design costs are well over \$1 million,

which make other grant opportunities infeasible. Therefore, staff believes it has exhausted all existing grant options for the Project.

Concurrent and parallel to the community and grant writing process, Public Works staff has been evaluating the functionality and structural integrity of the Bridge. The Bridge currently has federal funds programmed through the HBP administered by Caltrans. The Bridge is eligible for HBP funds due to its classification as functionally obsolete. The Bridge is considered functionally obsolete based on Caltrans inspections, in accordance with the National Bridge Inspection Standards. The reason for this status is due to deck geometry (bridge width) and approach alignment, both of which are not adequate. Functionally obsolete does not communicate anything of a structural nature, as a functionally obsolete bridge may be perfectly safe and structurally sound. Based on Caltrans inspection reports, the Bridge is not structurally deficient.

Beginning October 1, 2016, bridges that are not classified as structurally deficient, and only classified as functionally obsolete due to bridge deck geometry, will no longer be eligible to receive HBP funding. This excludes bridges that are currently programmed. Therefore, if the City forgoes the currently programmed HBP funds for Mission Canyon Road, the Bridge would not be eligible for HBP funds in the near future, until the Bridge self-degrades and becomes structurally deficient.

The substandard bridge width and roadway approach to the Bridge may have been contributing factors in vehicular collisions that have been reported on or approaching the Bridge. Coincidentally, the HBP project to rectify these inadequacies would also allow for construction of a standard pedestrian crossing on the Bridge, and along the realigned portions of the roadway between the Mission to Puesta Del Sol. (See Attachment).

Bridge Rehabilitation Project

As stated above, the Bridge modifications required to remove the functional obsolete classification will require the widening of the Bridge and making smoother roadway curves approaching the Bridge from either side. Because the Bridge and the areas on either side are classified as historic resources, these modifications would require a process to determine the feasibility and environmental impacts of such a project. The State allows HBP funds to be used to investigate the feasibility and environmental determination phases, even if the City decides not to move forward with the Bridge project because of the environmental consequences.

Staff is recommending that Council forgo the HBP grant, because interested members of the community commented overwhelmingly that the Bridge should not be altered to accommodate pedestrian access along the Mission Canyon Corridor. Additionally, although the HBP grant would allow for bridge modifications that would improve traffic safety and add pedestrian facilities, the straightening of the approach roadways could result in higher vehicle speeds near the bridge.

BUDGET/FINANCIAL INFORMATION:

Moving forward with a Bridge rehabilitation project using State grant funds would require an 11.47 percent local match. As the Project is still very conceptual, the City match is estimated to range from \$500,000 to \$600,000. The bulk of the City's match would be required for construction, as only \$100,000 to \$150,000 would be needed for the design and right of way phases. In order to proceed with design at this time, the City match for design would have to come from Streets Fund appropriations previously approved for other purposes. The City match for construction would need to be planned out over several budget cycles.

ATTACHMENT: Project Map

PREPARED BY: Brian D'Amour, P.E., City Engineer/sk

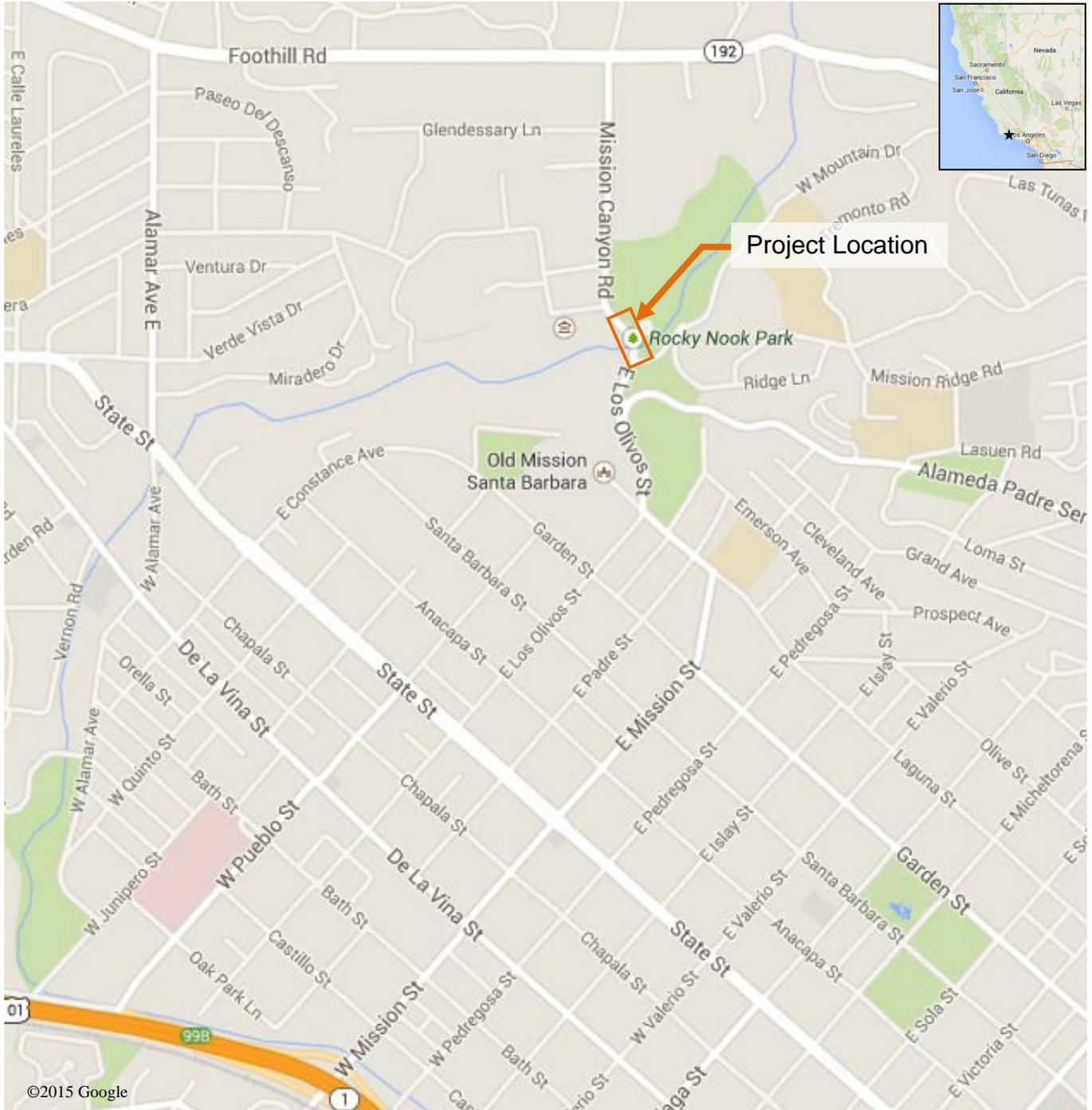
SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office



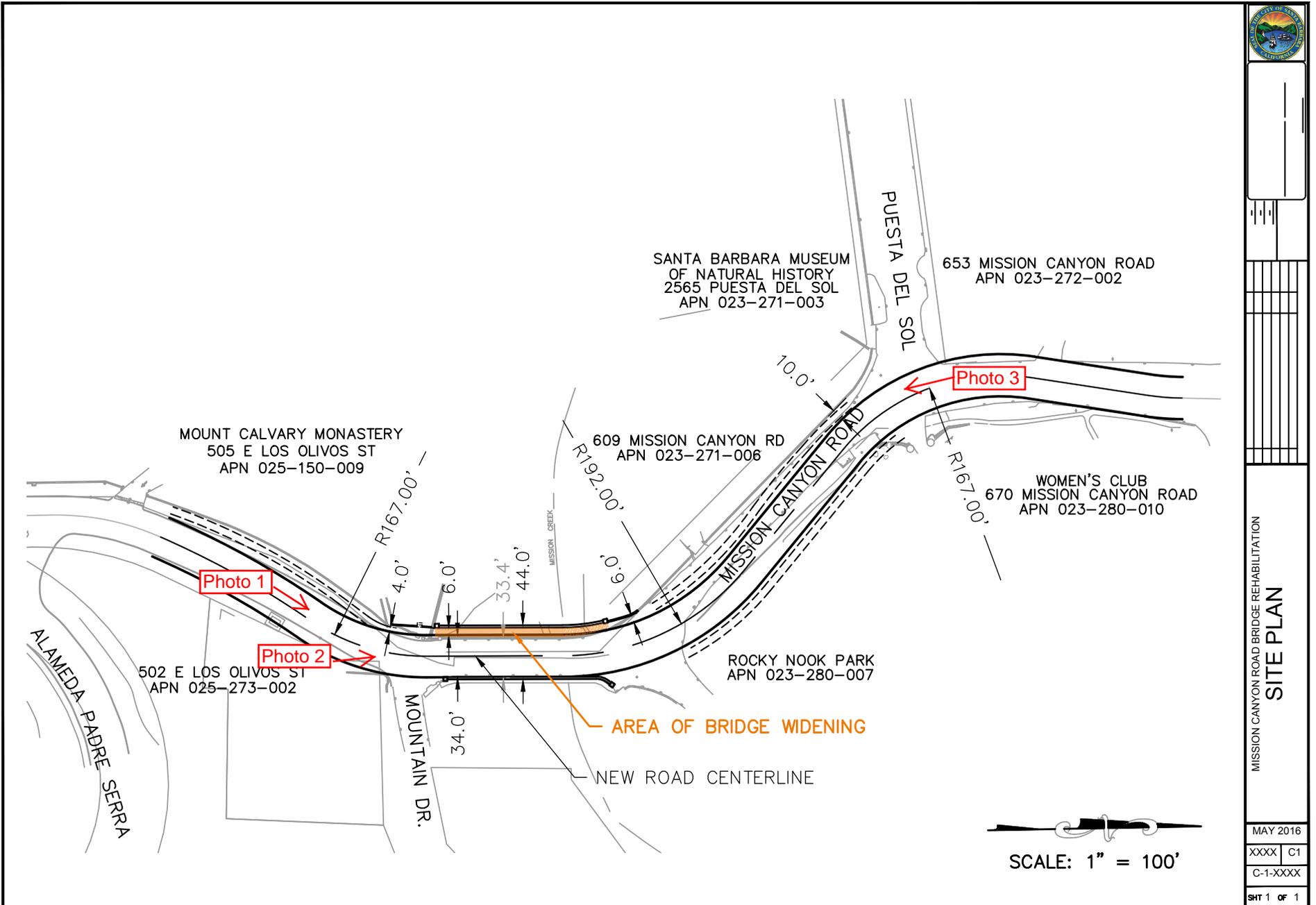
City of Santa Barbara

Mission Canyon Road Bridge Rehabilitation



Project Map





MISSION CANYON ROAD BRIDGE REHABILITATION
SITE PLAN



MAY 2016
XXXX C1
C-1-XXXX
SHT 1 OF 1



Photo 1 – Approach from South



Photo 2 – Mission Canyon Road Bridge looking North



Photo 3 – Approach from North



PUBLIC WORKS DEPARTMENT

MISSION PARK TO MISSION CANYON PEDESTRIAN AND BIKE WAY PROJECT

June 21, 2016

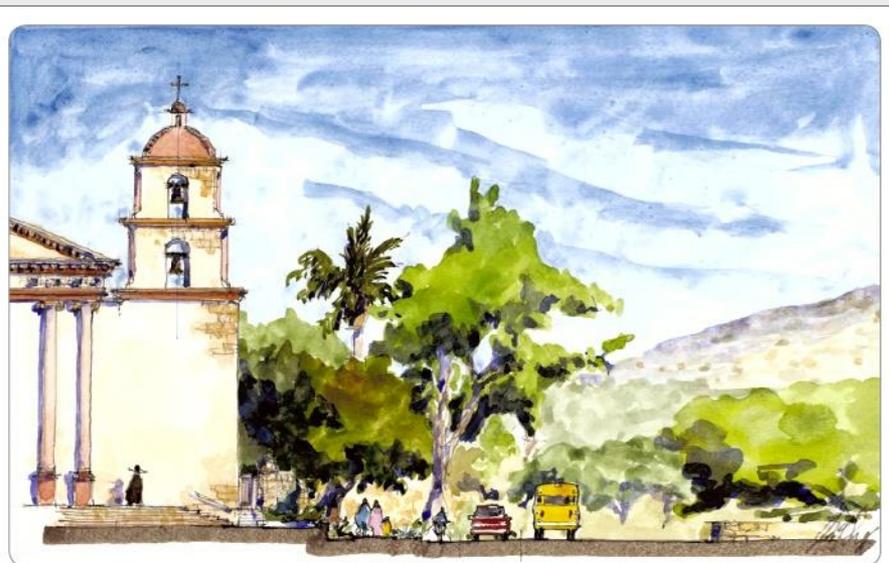


Overview

- Update: Mission Park to Mission Canyon Pedestrian and Bike Way Project
 - Background
 - Progress to date
- Intro: Mission Canyon Road Bridge Rehabilitation Project
 - Seeking Council direction

Mission Park to Mission Canyon Pedestrian and Bike Way Project

- 2011: Safe Passage
- 2012: MOU with County
- 2013-14: Community Engagement/Project Development
- 2015: Included in CIP/ATP Grant



MISSION PARK TO MISSION CANYON
MULTIMODAL IMPROVEMENTS PLAN

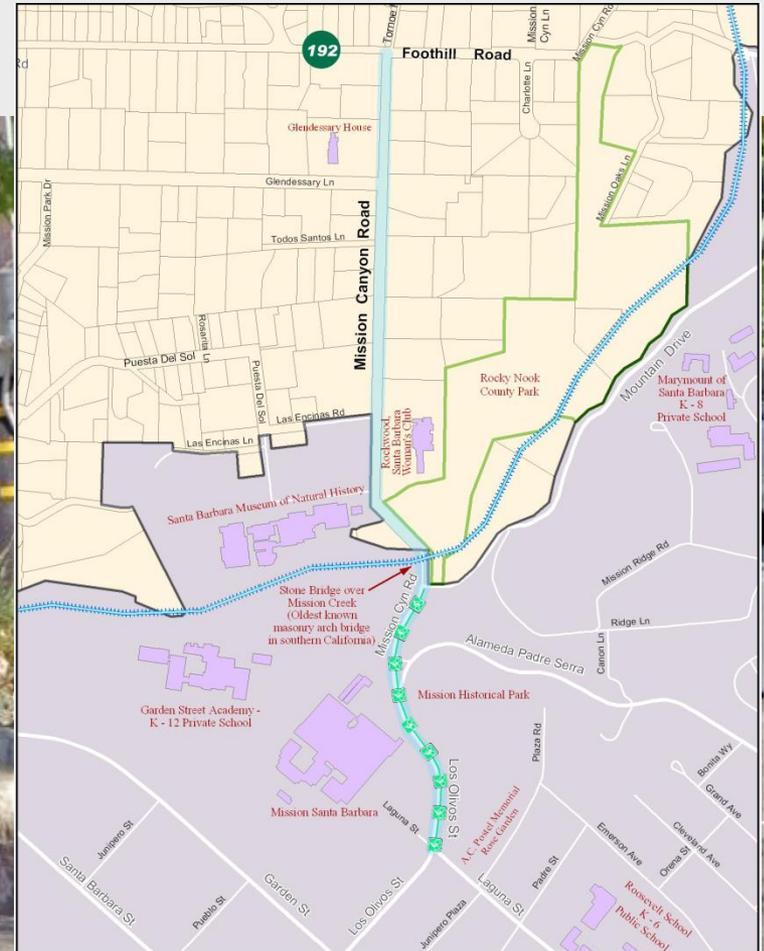
DRAFT | DECEMBER 2014



COUNTY OF SANTA BARBARA
CITY OF SANTA BARBARA

Mission Heritage Trail Association

Formally: Concerned Citizens for Passage

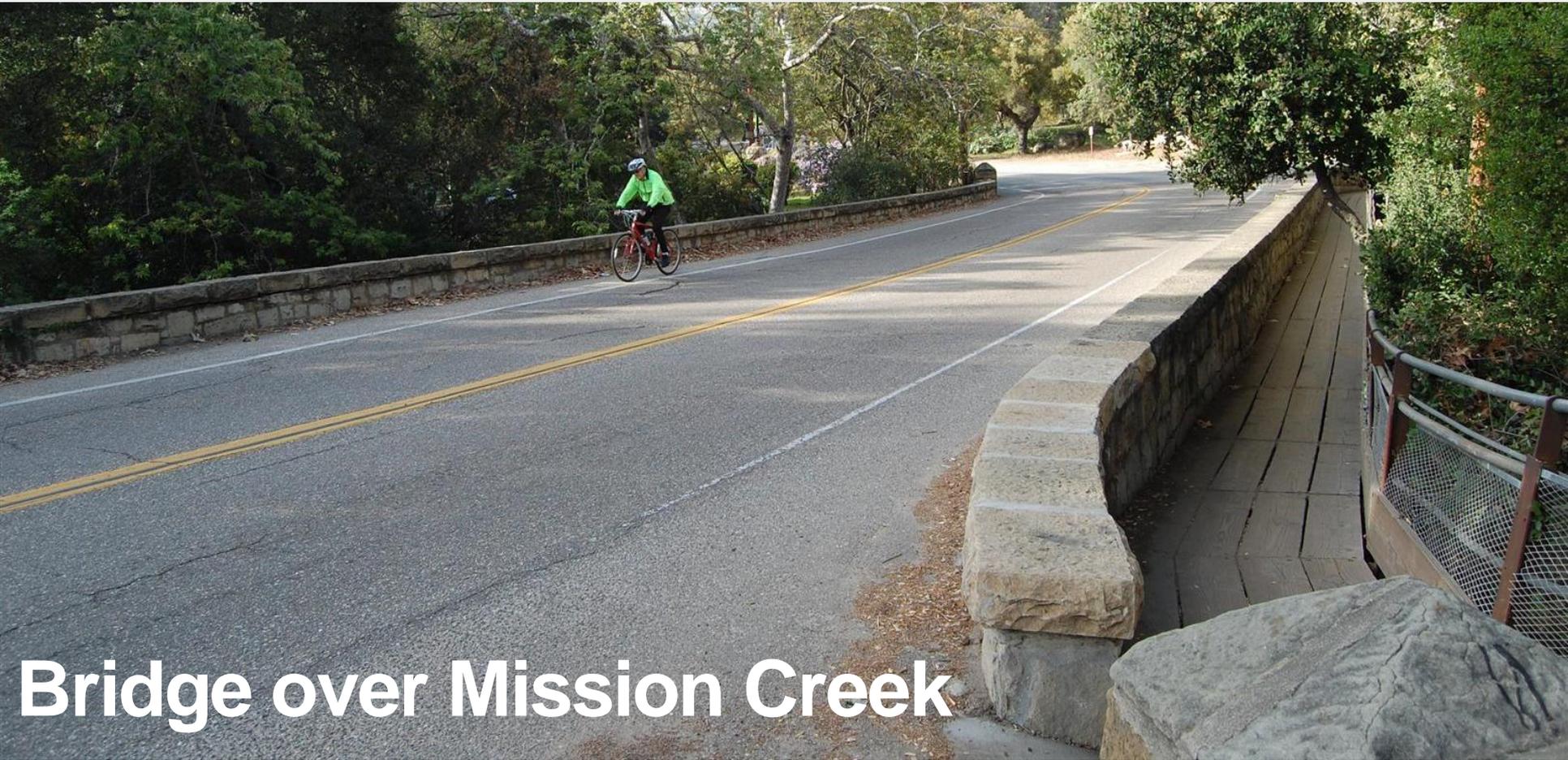


Listening Workshop

- What's important to you?
- What's not working well/needs to be fixed?
- What needs to be left alone?



What needs to be left alone?



Bridge over Mission Creek









Mission Canyon Corridor Planning Process
APS to Museum









Capital Improvement Project

- Environmental & Design: \$1.2 Million
- Construction: \$4.8 Million
- Funding source: Active Transportation Planning Grant



Mission Canyon Bridge Road Rehabilitation Project

- Highway Bridge Program
- Caltrans Grant
- Fixes bridge deficiencies
- Funds 80-85%



Highway Bridge Program

- Bath
- Ortega
- Chapala
- Mason
- De la Guerra
- Gutierrez







Photo 1 – Approach from South

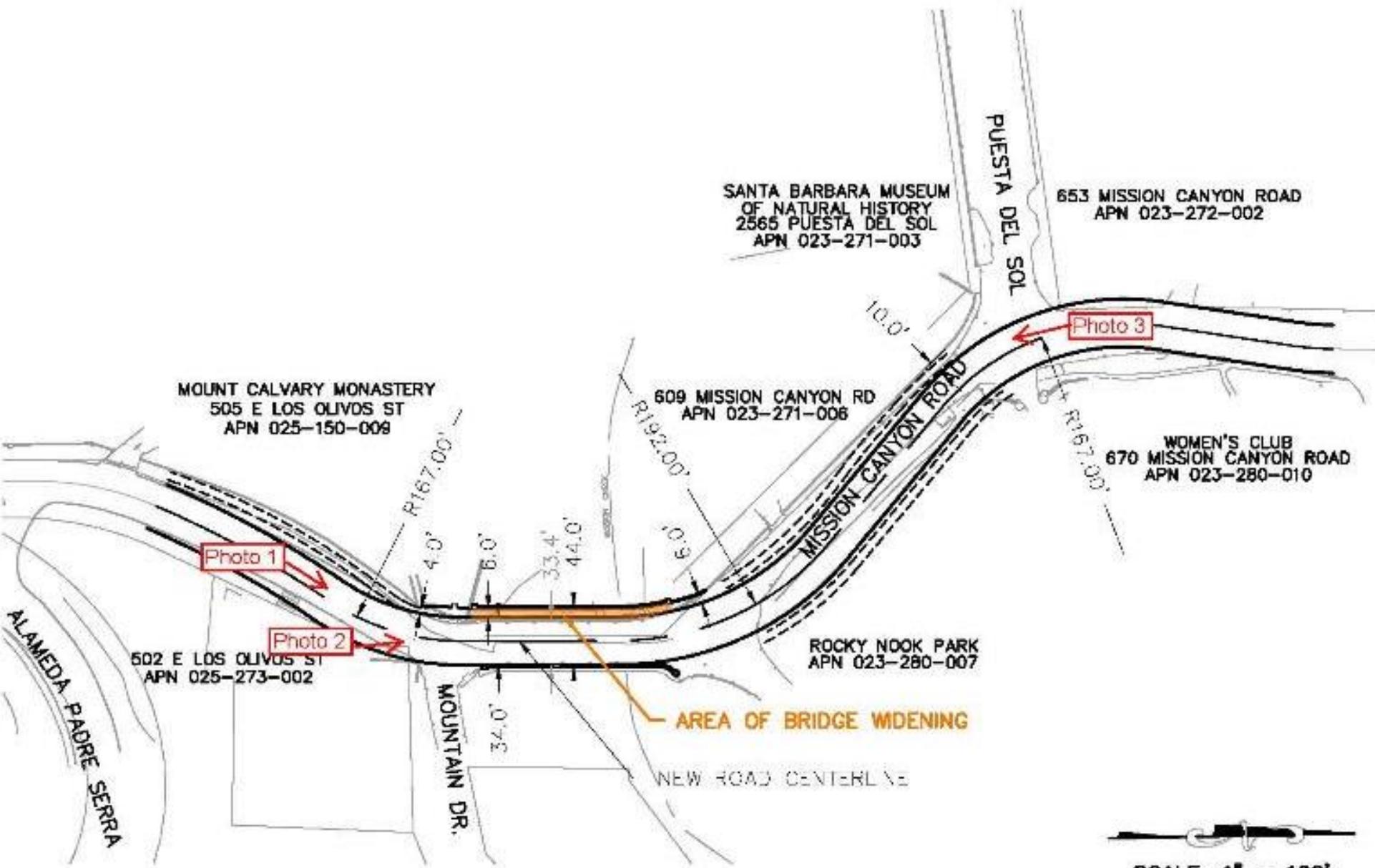


Photo 2 – Mission Canyon Road Bridge looking North





Photo 3 – Approach from North



SANTA BARBARA MUSEUM
OF NATURAL HISTORY
2565 PUESTA DEL SOL
APN 023-271-003

653 MISSION CANYON ROAD
APN 023-272-002

MOUNT CALVARY MONASTERY
505 E LOS OLIVOS ST
APN 025-150-009

609 MISSION CANYON RD
APN 023-271-006

WOMEN'S CLUB
670 MISSION CANYON ROAD
APN 023-280-010

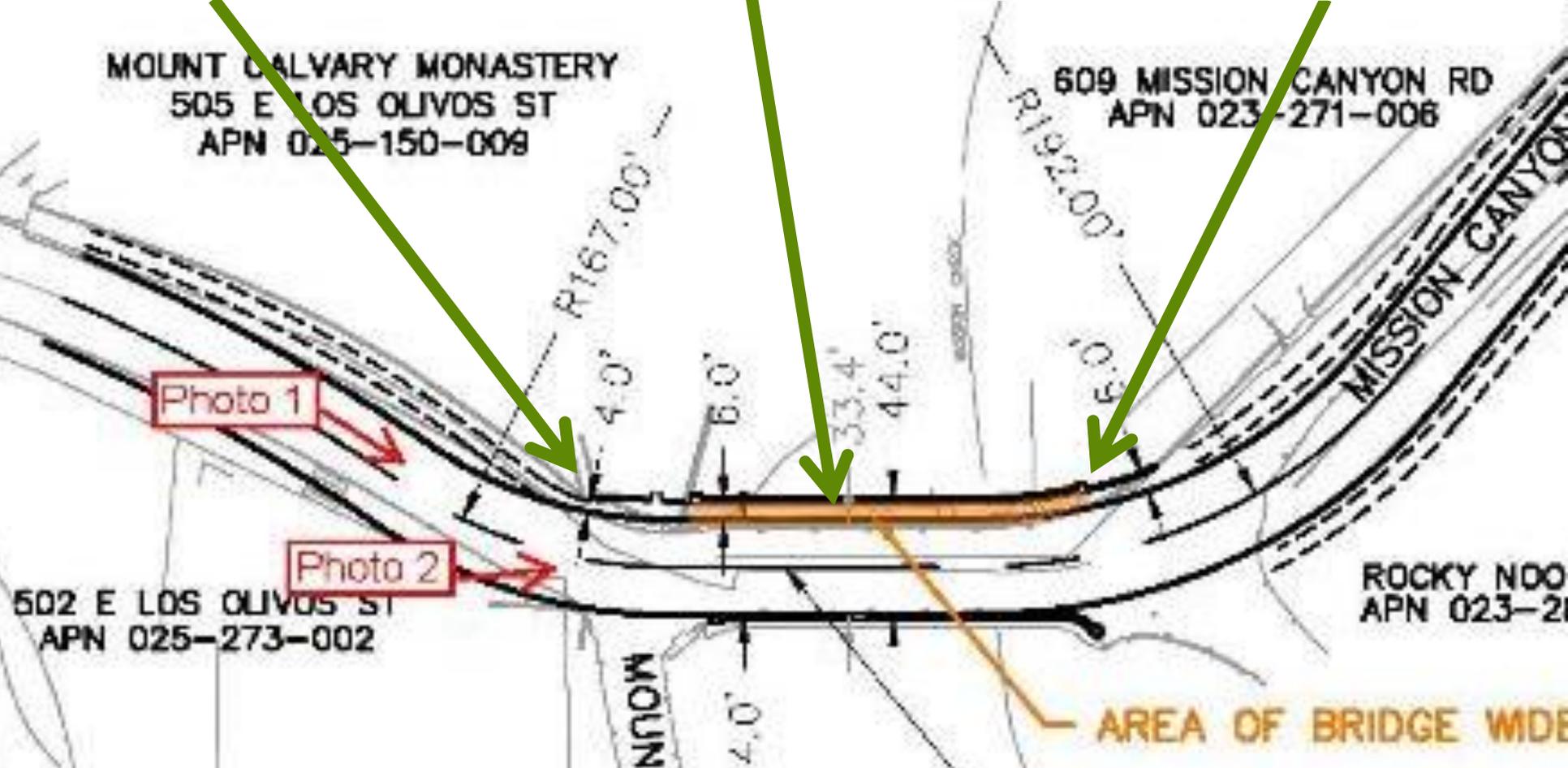
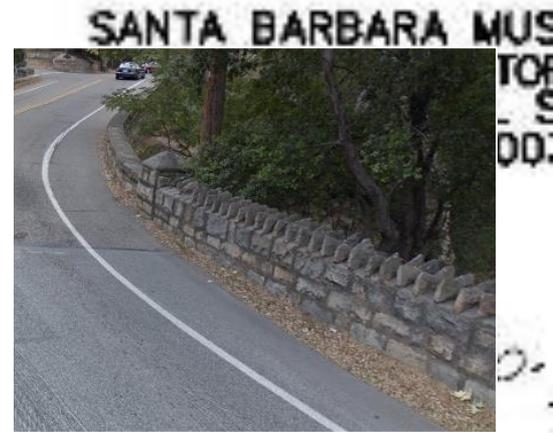
502 E LOS OLIVOS ST
APN 025-273-002

ROCKY NOOK PARK
APN 023-280-007

AREA OF BRIDGE WIDENING

NEW ROAD CENTERLINE

SCALE: 1" = 100'







Mission Canyon Bridge Road Rehabilitation Project

- Environmental Review/outreach
- Historic Resources
- Design
- Construction
- \$8 - \$10 Million
- City: \$1 – \$2 Million





Seeking Council Direction

- Mission Canyon Road Bridge Rehabilitation Project
 1. Move forward with the intention to widen the Bridge; or,
 2. Forgo the bridge rehabilitation grant.