



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 21, 2013

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: State Route 225 Relinquishment Authorizations

RECOMMENDATION: That Council:

- A. Receive an update on the State Route 225 Relinquishment;
- B. Authorize the City Administrator to execute a relinquishment agreement between the State of California Department of Transportation and the City of Santa Barbara for the relinquishment to the City of the portion of State Route 225 on Las Positas Road, Cliff Drive, and Castillo Street, subject to terms and conditions acceptable to the City Administrator and approval as to form of the agreement by the City Attorney; and
- C. Authorize the City Administrator to execute freeway maintenance agreements between the State of California Department of Transportation and the City of Santa Barbara for the Las Positas Road Overcrossing and the Castillo Street Undercrossing, subject to terms and conditions acceptable to the City Administrator and approval as to form of the agreement by the City Attorney.

EXECUTIVE SUMMARY:

As directed by Council on May 21, 2012, City staff has continued to work with Caltrans staff on the process of relinquishing State Route 225 (SR 225) from the State to the City of Santa Barbara (Attachment 1). Staff has also moved forward in evaluating the City records for the accident history of SR 225 and identifying needs and implementation options for traffic safety improvements along the SR 225 corridor (Attachment 2) that may be necessary.

City staff has continued to review the required draft documents submitted by Caltrans that outline the terms of the relinquishment. These documents include the Draft Project Scope Summary Report (PSSR), Draft Relinquishment Agreement, and Draft Freeway Maintenance Agreements (FMAs).

On March 15, 2013, Caltrans sent a letter to the City (Attachment 3) stating that in order to retain this year's State budgetary funding of \$819,000 for the relinquishment, it was

necessary for the City Council to approve the Relinquishment Agreement as presented by Caltrans, by April 30, 2013. However, City staff had identified several outstanding unresolved concerns with the proposed relinquishment that were not addressed in the draft documents provided by Caltrans, including the draft Relinquishment Agreement that Caltrans staff was asking Council to take formal action on.

During a conference call with Caltrans staff on April 19, 2013, City and Caltrans staff reached an understanding of how the previously identified outstanding issues will be addressed as the relinquishment process moves forward. Caltrans also agreed upon an extension of 30 days for Council action. This mutually agreed-upon understanding was memorialized in a letter addressed to Aileen Loe, Deputy District Director, dated May 7, 2013 (Attachment 4). City staff is recommending that Council authorize City Administrator to execute a relinquishment agreement and direct the City Administrator to negotiate the terms and conditions of such a relinquishment agreement and associated freeway maintenance agreements, subject to satisfactory resolution of the previously identified issues outlined in the City's May 7, 2013 letter.

DISCUSSION:

Background

On May 21, 2012, staff provided Council with an update on the SR 225 Relinquishment (Attachment 1). Council directed staff to move forward with the relinquishment process in parallel with preparation of a work plan to identify the locations, cost estimates, and timelines for the safety-oriented improvements that may be needed on the SR 225 corridor.

Updated Relinquishment Information

At the time of Council's last action on this item, the next steps in the relinquishment process were identified as follows:

- Caltrans initiates the PSSR;
- Caltrans submits the PSSR outlining relinquishment terms;
- City and Caltrans finalize the Relinquishment Agreement;
- City passes a resolution approving the Relinquishment Agreement accepting SR 225; and
- The California Transportation Committee (CTC) approves the relinquishment and transfer of funds.

Since May 2012, Caltrans has submitted to the City a Draft PSSR, which is intended to evaluate the existing condition of SR 225, determine what repairs are required to attain a state of good repair, establish the basis for the negotiation for funds provided to the City, and provide a cost benefit analysis to determine if the relinquishment is in the best interest of the State. The Draft PSSR includes several attachments, including two key documents that establish the terms of the relinquishment:

- Draft Relinquishment Agreement
- Draft FMAs for Las Positas Road overcrossing and Castillo Street undercrossing

In a letter to Christine F. Andersen, Public Works Director, dated March 15, 2013, (Attachment 3), Caltrans stated that the City needed to take formal action by April 30, 2013, in order for Caltrans to retain this year's funding for the relinquishment. Originally, this formal action was to include Council approval of a Resolution authorizing acceptance of the relinquishment of SR 225 based on the Relinquishment Agreement. Until receipt of this letter, City staff had not been informed of the April 30, 2013, deadline for Council action in order to secure the relinquishment funding. Due to several unresolved issues, City and Caltrans staff were unable to finalize the Relinquishment Agreement prior to the April 30, 2013, deadline.

On April 19, 2013, a conference call was held with Caltrans staff to discuss how to proceed with the relinquishment process given the outstanding issues. During that conference call, City and Caltrans staff reached an understanding of how the previously identified outstanding issues will be addressed, as memorialized in a letter addressed to Aileen Loe, Deputy District Director, dated May 7, 2013 (Attachment 4).

Below is a summary of the previously identified unresolved issues and how City and Caltrans staff have agreed to resolve each issue.

1. Draft SR 225 Relinquishment Agreement

- a. Issue: Las Positas Retaining Wall Repair – Although Caltrans has agreed to repair the existing 195-foot long retaining wall along the west side of Las Positas Road that is in need of structural rehabilitation, as identified in previous documents, no language had been included in the Draft PSSR or Draft Relinquishment Agreement to clarify responsibility for those repairs.

Resolution: Caltrans will exclude the wall from the relinquishment by easement. The City will take ownership of the wall only upon satisfactory completion of the repairs by Caltrans.

- b. Issue: Traffic Collision Data and Identified Safety Improvements – Neither the Draft PSSR or the Draft Relinquishment Agreement addressed additional traffic collision data provided by the City to Caltrans, or any proposed improvements, which City staff has determined to be necessary based on the collision history along the corridor. Caltrans has stated that they will not complete their review and analysis of the traffic collision data until July 2013.

Resolution: Based on their preliminary assessment of the data, Caltrans has been clear with the City that they do not anticipate that the City SR 225 accident data will meet State criteria for action based on their standard State "cost benefit analysis." If upon completion of a full accident

data analysis in July 2013, Caltrans determines that a project is warranted, Caltrans will complete improvements at no cost to the City. If Caltrans determines that no improvements are warranted (which is likely), the City would have to identify City funding for the identified improvements upon relinquishment of SR 225 to the City. However, Caltrans has agreed to address several minor, low-cost improvements, such as striping changes and vegetation trimming, along the corridor that were identified by the City's Traffic Engineer.

- c. Issue: CTC Approval Language – The Draft Relinquishment Agreement includes language that stated that the City would “accept and assume full maintenance ownership, responsibility, control and liability...in exchange for the payment of \$819,000 *or some other allocation made by CTC* deemed to be in the best interest for...” City staff was concerned that this language would bind the City to accepting the relinquishment even if the CTC did not approve the full agreed-upon payment amount of \$819,000.

Resolution: Caltrans staff has provided revised language to approve the full agreed-upon payment amount of \$819,000.

- d. Issue: Contamination Sites – Because the relinquishment is subject to the California Environmental Quality Act (CEQA), Caltrans has completed its CEQA review with a Categorical Exemption. Included as part of the Categorical Exemption is a memorandum dated March 15, 2013, disclosing potential contamination sites along the SR 225 corridor. The Draft Relinquishment Agreement did not address future liability for existing contamination upon relinquishment of SR 225 to the City.

Resolution: Caltrans and City attorneys will discuss a consensus to clarify potential City liability for soil and underground utility contaminations within the SR 225 right-of-way after relinquishment.

2. Freeway Maintenance Agreements

- a. Issue: Las Positas Road Overpass – As part of the SR 225 Relinquishment to the City, the Las Positas Road interchange will become an overpass of a City street through State right of way, which triggers the need for a Freeway Maintenance Agreement (FMA). The State will retain maintenance responsibility of the two structures associated with the interchange: 1) Highway 101 overcrossing through State Highway 101 right of way and 2) Union Pacific Railroad (UPRR) overhead through UPRR right of way. The State's maintenance responsibilities will include the structure below the deck surface, while the City will be responsible for maintaining the roadway surface, drainage system, lighting, as well as traffic service facilities (sidewalks, signs, pavement markings, etc.). As written, the current draft FMA transfers maintenance responsibility of the

bridge rails to the City; however, City staff believes that the bridge rails are integral to the bridge structure and should remain the maintenance responsibility of Caltrans. City staff requested that language be added to clarify that the City does not inherit maintenance responsibility for the adjacent railroad bridge structure. City staff also requested that language be added to state that the City's maintenance responsibility for the Las Positas Road overpass will not commence until Caltrans has brought the pavement surface up to a state of good repair.

Resolution: Caltrans has agreed to complete pavement resurfacing on the Las Positas overpass and other adjacent areas within the State right of way that need pavement maintenance, including pavement work on Modoc Road just east of Las Positas Road. Language has been included in the FMA to clarify that maintenance responsibility for the railroad overhead structure remains with the State upon relinquishment of SR 225 to the City. City staff will continue to work with Caltrans to reach a consensus related to maintenance of the bridge rails.

- b. Issue: Castillo Street Underpass – As part of the SR 225 Relinquishment to the City, the Castillo Street interchange will revert to an undercrossing of a City street through State right of way, which triggers the need for an FMA. Due to existing structural failures and ongoing problems with groundwater intrusion at this underpass, City staff has significant concerns about accepting any City ownership interest in the Castillo undercrossing or maintenance responsibility for any portion of the Castillo underpass. Due to these significant concerns, City staff has expressed to Caltrans the City's willingness to accept only maintenance associated with graffiti removal at the Castillo undercrossing.

Resolution: While verbal agreement to limit City responsibility to graffiti removal only was reached during the April 19, 2013 conference call with Caltrans staff, Caltrans' latest revision to the FMA reflects that the City will be responsible for graffiti removal, drainage and lighting installations, and other "traffic service facilities" on the Castillo underpass. City staff is continuing to work with Caltrans to reach a consensus on language clarifying that the maintenance responsibilities of the City at the Castillo Undercrossing are limited to graffiti abatement only.

Staff Response to Council Direction

At the May 21, 2012, City Council meeting, there was significant discussion about safety concerns and potential safety improvements along the SR 225 corridor. Council directed staff to complete a work plan to address the key safety-related issues, which has been completed through the preparation of a Traffic Operations Review, which addresses the following issues related to the SR 225 corridor:

- Overall corridor safety and opportunities for improvement,
- The effects of recent corridor changes (road diet) on traffic operations,
- A plan for phased pedestrian improvements, and
- Conceptual corridor alternatives and the effect on traffic operations.

Corridor Safety Review by City Staff

Staff performed a comprehensive crash analysis for the SR 225 corridor utilizing both the statewide crash database and local police records over the past ten years. The process of compiling all of the crash data along the SR 225 corridor was very time-consuming because of street naming/nomenclature discrepancies among the crash records (i.e., Highway 225 vs. Cliff Drive). Due to these reporting discrepancies, City staff identified significantly more crashes than Caltrans had identified as part of their initial study. For example, according to the Caltrans Draft PSSR, 69 crashes occurred along SR 225 between 2008 and 2010, while City staff identified 146 crashes during the same time frame.

In January and February 2013, City staff sent Caltrans a total of approximately 600 accident reports that Caltrans did not previously have in their records. Caltrans informed the City that they would need six months to complete their own crash analysis, which is currently scheduled to be completed in July. Caltrans has indicated that they will perform safety improvements only if the benefit to cost ratio is high enough to justify the expense, and if the safety improvements rank well among other competing State needs.

City staff found that the corridor as a whole has a crash rate that is consistent with statewide averages for similar facilities in California, with the exception of the section of Cliff Drive near the entrance to Santa Barbara City College. This segment has crash rates that are much higher than the statewide average, and will require expensive improvements to improve vehicular and pedestrian traffic movements. In addition, some other minor operational improvements were identified that can be corrected with less effort.

Specific safety needs identified by City staff includes the following:

- New traffic signal at Cliff Drive and the City College West Campus driveway,
- Improvements to the City College East Campus driveway (such as a roundabout, traffic signal, or turn restrictions), and
- Improvements to the section of Montecito Street between Cliff Drive and Rancheria Street.

City staff also completed a before and after crash analysis of the section of Cliff Drive that was given a road diet in August 2011 (Lighthouse Road to Weldon Road). There is a limited amount of "after" data available, but based on the available data, the restriping has resulted in improved safety. The average number of crashes per year in this segment was reduced from 5.83 to 1.33. A spot speed study was performed, and

results suggest that prevailing speeds continue to reflect the posted speed limit of 40 mph, which was last certified by Caltrans in 2007.

The Mesa community has also expressed a desire for other corridor improvements, such as improved pedestrian crossings, a pedestrian scramble (pedestrian only phase) at the Cliff Drive and Meigs Road intersection, and the extension of the road diet to the west. These other corridor improvement opportunities are described in detail in Attachment 2.

Steps to Affect Relinquishment

The relinquishment process as proposed includes the following steps:

- Council authorizes the City Administrator to execute a relinquishment agreement and related freeway maintenance agreements, subject to final negotiation of terms acceptable to the City Administrator and approval as to form of agreement by the City Attorney;
- City and Caltrans finalize PSSR, Relinquishment Agreement and FMAs, and City Administrator executes the agreements;
- The CTC approves the relinquishment and transfer of funds; and
- The CTC Resolution is recorded with the County Recorder's Office.

Summary

Staff seeks Council direction to authorize the City Administrator to negotiate the terms and conditions of a relinquishment agreement and authorize the City Administrator to sign the relinquishment agreement and freeway maintenance agreements, subject to final negotiation of terms acceptable to the City Administrator and approval as to form by the City Attorney.

ATTACHMENTS:

1. State Route 225 Relinquishment Update CAR, May 21, 2012
2. State Route 225 Traffic Operations Review, April 2, 2013
3. March 15, 2013, letter from Caltrans without attachments
4. Letter to Aileen Loe, Deputy District Director, May 7, 2013

PREPARED BY: John Ewasiuk, Principal Civil Engineer/AS/sk

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 21, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: State Route 225 Relinquishment Update

RECOMMENDATION: That Council:

- A. Receive an update on the State Route 225 Relinquishment; and
- B. Provide direction to City staff and the City Attorney regarding the State Route 225 Relinquishment and negotiations with Caltrans for the transfer of State Route 225 to the City.

DISCUSSION:

Background

On May 1, 2012, staff provided Council with an update on the State Route 225 (SR 225) Relinquishment (attached). Council directed staff to return to them within the month of May with an outline of a work plan and budget target to address the following issues:

- Identify trends and patterns of accident history to determine critical targets for safety improvements.
- Identify potential phased safety oriented improvements along SR 225 that are viable upon a future relinquishment of SR 225 to the City, including cost estimates and expected timelines.
- Report on how traffic operations have changed/improved since implementation of re-striping of Cliff Drive, which was completed by Caltrans last summer, including speed analysis.
- Additional analysis of accident claim history and related issues.

SR 225 Liability and Litigation Concerns

At the May 1, 2012 Council hearing on this subject, the City Attorney continued to express concern about the City's potential tort liability if the City were to unconditionally accept the relinquishment of SR 225 from Caltrans, in particular with respect to certain SR 225 intersections which, according to state records, have a high rate of injury

accidents. However, at the May 1, 2012, Council hearing, Caltrans representative Aileen Loe, Deputy District Director, reiterated that Caltrans is unwilling to consider any commitment to fund a reserve amount for such potential liability or to indemnify the City from SR 225 claims or litigation. As a result, the City Council asked Public Works staff to provide Council with a more comprehensive discussion of possible future risks, and directed staff to do further specific analysis of areas of SR 225 where potential traffic safety concerns are apparent.

Staff Response to Council Direction

Staff is proposing the following outline of a scope of work that will be presented and discussed at the May 21, 2012 Council meeting. The scope of work outline includes:

- An updated summary and analysis of accident data on SR 225, including key locations of highest accident occurrences.
- Identification of potential phased safety oriented improvements along SR 225 that are viable upon a future relinquishment of SR 225 to the City.
- Cost estimates and expected timelines of the potential phased improvements.

The work plan is expected to take six to nine months to complete and is estimated to cost between \$15,000 and \$30,000. The work plan is not expected to include a Public Outreach element in order to more quickly develop the data requested and in recognition of the fact that, if relinquishment were to occur, the involvement of the public in the development of an implementation strategy would follow.

BUDGET/FINANCIAL INFORMATION:

If directed by Council to proceed with the work plan, there are sufficient funds in the Streets Fund to cover these costs.

SUMMARY:

The SR 225 Relinquishment issues and updated information, as identified in previous Council Agenda Reports, form the basis for subsequent agreements between Caltrans and the City to accomplish the relinquishment.

Staff seeks Council direction for one of the following:

1. Move forward with the relinquishment without preparation of the proposed work plan identified above.
2. Move forward with relinquishment in parallel with preparation of the work plan.
3. Move forward with preparation of the work plan and return to Council for direction on how to proceed with the relinquishment.
4. Postpone the relinquishment until there is a better economic outlook for achieving community goals.
5. Table the relinquishment for future action.

ATTACHMENT: Council Agenda Report dated May 1, 2012, Item No. 13

PREPARED BY: John Ewasiuk, Principal Engineer/mj

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 1, 2012
TO: Mayor and Councilmembers
FROM: Engineering Division, Public Works Department
SUBJECT: State Route 225 Relinquishment Update

RECOMMENDATION: That Council:

- A. Receive an update on the State Route 225 Relinquishment; and
- B. Provide direction to City staff and the City Attorney regarding the State Route 225 Relinquishment and negotiations with Caltrans for the transfer of State Route 225 to the City.

EXECUTIVE SUMMARY:

Pursuant to Council direction, Public Works staff and Caltrans have been working for several years on issues related to relinquishing State Route 225 (SR 225) from Caltrans to the City. SR 225 consists of approximately 4.6 miles of roadway from the intersection of Castillo and Montecito Streets, west along Cliff Drive, then north along Las Positas Road to where it intersects US Highway 101 (see Attachment 1).

DISCUSSION:

Background

On January 24, 2012, staff provided Council with an update on the SR 225 Relinquishment. As reported in the January 24, 2012, meeting minutes, Council directed staff to move forward with the SR 225 Relinquishment subject to the following conditions:

- 1) Resolution of the City Attorney's concerns with liability and litigation related to the roadway;
- 2) Caltrans' completion of required drainage improvements or agreement to fund the City's estimate for this work;
- 3) Satisfactory negotiation with Caltrans on the assessment of the Las Positas Bridge overcrossing and the completion of needed repairs to this structure; and
- 4) That staff would return to Council for additional direction if necessary.

Generally, the meeting included discussion regarding the apparent financial and legal concerns including one-time and ongoing costs, and liability issues.

SR 225 Liability and Litigation Concerns

The City Attorney continues to have a concern about City tort liability regarding the City's acceptance of the relinquishment of SR 225 from Caltrans, in particular with respect to certain SR 225 intersections which, according to City records, have a high rate of accidents. As a result, the City Attorney's Office has recommended that the relinquishment of SR 225 to the City be expressly conditioned upon either the State agreeing to defend and indemnify the City with respect to those accidents or Caltrans agreeing to fund a reserve amount to cover the potential tort liability which would accrue to the City in taking title to SR 225. In addition, the City Attorney's Office suggests that Caltrans should agree to cooperate with the City in preserving the original Caltrans SR 225 design and maintenance records, which records will be necessary for the City to substantiate any design immunity defense applicable under the Government Tort Claims Act in the event of a lawsuit involving a serious accident on SR 225. However, to date Caltrans has responded that they are unwilling to consider any commitment to indemnify the City from SR 225 claims or litigation. As a result, the City Attorney is recommending that the City Council direct City staff and the City Attorney's office to continue their discussions with Caltrans for an appropriate form of indemnification of the City and concerning the transfer of SR 225 tort claim and litigation history records, as well as design and maintenance records to the City.

Updated Relinquishment Information

Following the Council meeting of January 24, 2012, there have been some significant developments as identified below:

On February 24, 2012, a meeting was held that included City staff, Mayor Schneider, Assemblyman Das Williams, and the Caltrans District 5 Director and members of his staff, to discuss the key SR 225 Relinquishment issues. The meeting proved very productive and subsequently, Caltrans updated and increased their drainage repairs estimate. Staff and Caltrans mutually agreed on a drainage repair estimate of \$819,000 (Attachment 2). The 2011 City estimate was \$804,075. Further, in a letter dated March 8, 2012, Caltrans notified the City that they would retain the Las Positas Road railroad bridge within their jurisdiction and it would not be included in the SR 225 Relinquishment boundaries (Attachment 3).

Additional City Improvements and Cost Considerations

As previously identified in the Council Agenda Report of January 24, 2012, if relinquishment were to occur, additional currently unfunded future costs are anticipated to be incurred by the City as described in detail in prior reports to Council.

- 1.) One Time City Expense for Traffic Signal Controller Conversion is approximately \$112,300.
- 2.) Ongoing Annual SR 225 Maintenance is approximately \$367,000 per year.
 - Street Infrastructure Maintenance (excluding Pavement Maintenance) is approximately \$159,000 per year.
 - Pavement Maintenance is approximately \$165,000 per year.
 - Traffic Signal Control System Maintenance is approximately \$43,000 per year.

No additional Street Fund revenues are projected as part of the relinquishment, so the impact of additional ongoing pavement maintenance for SR 255 would result in reduced street maintenance in other areas of the City.

Based on past public comment, there is an expectation that the City will provide other public improvements soon after relinquishment. The cost of these additional improvements is difficult to estimate, but an estimate of \$11.5 million is reflected in the City's Six-Year CIP category of unfunded projects.

Relinquishment Cost Estimate Summary

As previously indicated, staff and Caltrans have mutually agreed upon the \$819,000 for the drainage improvements and repairs; increasing their drainage repair estimate from \$697,000. This amount would be paid to the City as part of the relinquishment City/Caltrans Cooperative Agreement.

BUDGET/FINANCIAL INFORMATION:

If relinquishment is completed, the annual maintenance costs would come out of the City Streets Funds, which is expected to result in less pavement maintenance funding available to maintain the rest of the City's roadways. Other than the \$819,000 for the drainage repairs, the City will not receive any additional funding from Caltrans if this route is relinquished. If the City accepts SR 225, the cost for rectifying existing and future infrastructure deficiencies and additional ongoing repair, maintenance, and liability responsibilities, will be incurred by the City. Any additional proposed City improvements on Cliff Drive and Las Positas Road will compete with other City Capital funding priorities. Future improvements would be implemented over time, as funding is identified.

STEPS TO AFFECT RELINQUISHMENT

The relinquishment process, if approved, is anticipated to take 14 to 18 months and includes the following steps:

- Caltrans initiates the Project Scope Summary Report (PSSR),
- Caltrans submits the PSSR outlining relinquishment agreement terms,
- City and Caltrans finalize the Cooperative Agreement,
- City passes a resolution approving Cooperative Agreement accepting SR 225, and
- The California Transportation Committee approves the relinquishment and transfer of funds.

SUMMARY

The SR 225 Relinquishment issues, as identified in this report, form the basis for subsequent agreements between Caltrans and the City to accomplish the relinquishment.

Staff seeks Council direction to either:

- A. Move forward with relinquishment; or
- B. Postpone the relinquishment until there is a better economic outlook for achieving community goals; or
- C. Table the relinquishment for future action.

ATTACHMENTS:

1. Highway SR 225 Vicinity Map
2. 2012 Caltrans Drainage Repair Estimate
3. Caltrans Letter dated March 8, 2012

PREPARED BY: John Ewasiuk, Principal Engineer/mj

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office



City of Santa Barbara
Public Works Department

Interoffice Memorandum

DATE: April 2, 2013

TO: Christine F. Andersen, Public Works Department Director

VIA: Pat Kelly, Assistant Public Works Director/City Engineer *PK*

FROM: Derrick Bailey, Supervising Transportation Engineer *DB*

SUBJECT: State Route 225 Traffic Operations Review

At its May 21, 2012, meeting, City Council directed staff to study State Route 225 (SR 225) to identify potential traffic and safety operational issues that the City may be faced with upon completion of the relinquishment process.

Council directed staff to address several areas, including:

- Overall corridor safety and opportunities for improvement,
- The effects of recent corridor changes (road diet) on traffic operations,
- A plan for phased pedestrian improvements, and
- Conceptual corridor alterations and the effect on traffic operations.

In addition to these areas, this memo also addresses:

- Other considerations and anticipated needs, and
- Traffic signal warrant analyses.

Figure 1, attached, shows the corridor along with traffic volumes and posted speed limits.

Executive Summary

A crash review of the corridor for the past 10 years revealed that most of the corridor's crash rates are consistent with statewide averages, with the exception of the section between Loma Alta Drive and Rancheria Street, which is much higher than the statewide average.

Six short term safety improvements, illustrated in *Figure 2*, and summarized in *Table 1*, below, are recommended.

Table 1: Recommended Short Term SR 225 Traffic Safety Improvements

Location	Issue	Recommendation	Estimated Cost
Las Positas and Modoc Roads	Broadside crashes (southbound traffic signal violations due to roadway curvature). Poor visibility.	Traffic signal modifications (add southbound far side indication). Vegetation removal (NWC).	\$5,000
NB Las Positas Road at Las Positas Place	No left turn lane on high speed roadway	Restripe to include left turn lane	\$15,000
NB Las Positas Road at Jerry Harwin Parkway	Incorrect bike lane striping	Correct bike lane striping (bike lane to the right of a right turn lane)	\$15,000
Cliff Drive and City College (West) driveway	High side street traffic volumes and delays.	Install traffic signal.	\$300,000
Cliff Drive and City College (East) driveway	High crash location	Turn prohibition, traffic signal, or roundabout. Traffic signal could be built in combination with roundabout at Loma Alta.	\$1,000 to \$1.8 million (very rough estimate)
Montecito and Rancheria Streets	Rear end crashes (eastbound due to roadway curvature). Poor signal visibility.	Traffic signal modifications (add eastbound indication). Vegetation removal.	\$5,000
NB Las Positas at Veronica Springs	Traffic Signal Visibility	Vegetation removal	-
Montecito Street between Cliff Drive and Rancheria Street.	Rear end crashes, left turn crashes	Study alternatives, including EB left turn lane at Rancheria, turn prohibitions at Cliff/Montecito, and lane reconfiguration.	\$50,000 to \$100,000
Total Potential Costs			\$391,000 to \$2,240,000 (Depending on City College East Driveway solution)

In August 2011, a road diet was applied to SR 225 between Meigs Road and Loma Alta Drive. Historically, this section of SR 225 has seen a high number of single vehicle crashes and crashes involving parked vehicles. Although there is a limited amount of “after” data, it appears as though the crash and injury rates have decreased. A spot speed study performed by staff suggests that prevailing speeds continue to reflect the posted speed limit (40 mph).

The community has expressed a desire for improved pedestrian crossing conditions. Due to high operating speeds, inexpensive treatments such as signs and markings will not be effective. More substantial improvements that include curb extensions, median refuge islands, pedestrian activated flashers, and pedestrian hybrid beacons will be required to provide improved pedestrian crossing conditions. The cost per location will be between \$160,000 and \$300,000, depending on site specific configuration. Five new installations, when combined with existing traffic signals, would result in one-quarter mile crossing spacing and would cost about \$900,000.

The community has also expressed a desire for other improvements to Cliff Drive, including a pedestrian scramble crossing at Meigs Road, and extending the road diet west past Mesa Lane. The pedestrian scramble crossing will cause most traffic movements to operate at a level of service “F”, and actually increase delay for pedestrians. Extending the road diet is possible, but will require traffic signal phasing and striping changes at Meigs Road to mitigate delays caused by the loss of a traffic lane. Extending the road diet though Mesa Lane would cause significant delay to east and westbound movements during peak periods.

Other operational issues and potential future expenditures have been identified, including:

- A guard rail may need to be installed in the future on Las Positas Road. There currently does not appear to be a vehicle departure crash problem on Las Positas Road; however, in January 2012, there was a fatal single vehicle crash where the vehicle crashed into a tree. Another crash of this type could indicate the beginning of a trend. A 500-foot long guard rail would cost about \$60,000.
- At some point in the future, the City will be responsible for adding bicycle detection equipment at the seven signalized intersections, at a cost of about \$20,000 per intersection (\$140,000 total).
- The City may receive requests for pedestrian countdown timers. Installation cost would be about \$14,000.
- Several years ago, CalTrans installed ADA access ramps along the corridor. However, sidewalk-driveway crossings were not addressed. The City has identified about 95 potential driveways that do not meet ADA cross slope requirements. These driveways will have to be upgraded as part of the next full depth overlay, or added to the City’s backlog. The cost per driveway upgrade will be about \$5,000.

Analysis

Crash Analysis

The crash and injury rates for SR 225, in its entirety, are higher than the statewide average for similar facilities. Those corridor rates are skewed by the high rates between Loma Alta Drive and Rancheria Street. *Table 2*, below, presents some high level statistics on crash data over the last ten years. Caution should be used in interpreting these results. In urban areas, a higher than average crash rate does not mean the entire corridor experiences operational issues. In order to identify and address specific crash problems, patterns must be identified, typically at specific locations.

Table 2: State Route 225 Summary Crash Data

	10 Year (05/02 to 04/12)	3 year (05/09 to 04/12)	1 year (05/11 to 04/12)	Statewide Average*
Crash Rate (per million vehicle miles)	2.28	2.10	2.28	1.35 to 1.89
Injury Rate (per million vehicle miles)	1.59	1.36	1.40	.56 to .79
Total Crashes	540	149	54	-
Total Injuries	374	98	32	-
Total Fatalities	5	1	1	-

* Depending on segment.

Tables 3 and 4, below, break down the crash rates by segment and by intersection. *Tables 5 and 6*, below, show types of crashes and crash characteristics. Most segments and major intersections are at or below the statewide average. The only significant exception is the segment from Loma Alta Drive to Rancheria Street, which is much higher than the statewide crash rate average.

There have been 146 single vehicle crashes in the last 10 years (59 of which involved crashing into parked vehicles), accounting for over one-quarter of the total crashes. The road diet between Meigs Road and Loma Alta Drive appears to have improved conditions in that section, but additional time and crash data is necessary to make a conclusive decision. Extending the road diet west of Meigs Road is one alternative to reduce single vehicle crashes in that section of the road.

Table 3: State Route 225 Segment Crash Data

From	To	10 yr (05/02 - 04/12)		3 yr (05/09 - 04/12)		1yr (05/09 - 04/12)		Statewide Average	
		Crash Rate	Injury Rate	Crash Rate	Injury Rate	Crash Rate	Injury Rate	Crash Rate	Injury Rate
Rancheria	Loma Alta	14.3	9.42	15.2	3.25	26.0	26.0	1.89	.75
Loma Alta	Meigs	2.21	1.61	1.71	1.18	1.77	0.89	1.89/1.35*	0.75/0.56*
Meigs	Mesa Lane	1.82	1.08	1.42	0.77	2.71	0.77	1.89	0.75
Cliff Drive	Portesuello	0.1	0.2	0.3	0.5	0.75	0.5	1.35	0.56
Portesuello	Modoc	0.1	0.2	0.2	0.3	0.5	0.75	1.35	0.56

*Higher number for four lane configuration (pre August, 2011), and lower number for three lane configuration (post August, 2011)

Table 4: State Route 225 Intersection Crash Data

Intersection	10 yr (05/02 - 04/12)		3 yr (05/09 - 04/12)		1 yr (05/09 - 04/12)		Statewide Average	
	Crash Rate	Injury Rate	Crash Rate	Injury Rate	Crash Rate	Injury Rate	Crash Rate	Injury Rate
Castillo/Montecito	.43	.23	.44	.08	.14	.007	.55	.19
Rancheria	.42	.27	.21	.04	.12	.01	.55	.19
Loma Alta	.60	.34	.48	.14	.57	.07	.55	.19
Meigs	.60	.37	.57	.12	.16	.06	.55	.19
Mesa Lane/Flora Vista	.45	.36	.41	.03	.15	0	.55	.19
Cliff Drive/Las Positas	.30	.10	.48	.03	.24	0	.25	.08
Portesuello	.26	.21	.35	.09	.17	0	.55	.19
Modoc	.59	.42	.57	.10	.45	0	.55	.19

Table 5: Types of Crashes

Type of Crash	10 yr (05/02 - 04/12)	3 yr (05/09 – 04/12)	1 yr (05/09 – 04/12)
Broadside	149	43	14
Head On	53	14	10
Other	28	8	3
Single Vehicle into Parked Vehicle	59	11	6
Rear End	121	41	8
Side Swipe	43	22	10
Single Vehicle/Hit Object	87	22	10
Total	540	161	61

Table 6: Crash Characteristics

Type of Crash	10 yr (05/02 - 04/12)	3 yr (05/09 – 04/12)	1 yr (05/09 – 04/12)
DUI Related	82	14	3
Pedestrian Involved	13	6	4
Bicycle Involved	35	10	1

Specific Traffic Safety Improvement Opportunities Identified

Loma Alta Drive to Rancheria Street (including City College East driveway)

There are three types of crashes that are happening in this segment contributing to the high overall numbers:

- Angle (broadside) and left turn-head on type crashes at the City College east campus driveway,
- Single vehicle and sideswipe type crashes through the curved section, and
- Angle (broadside) and left turn-head on type crashes at Montecito Street.

If the City takes over SR 225, the City will need to address the Cliff Drive and City College (East) driveway, which lies within this high crash section of SR 225. This driveway is in the middle of a horizontal and vertical curve in the roadway that makes judging gaps in traffic difficult and entering the traffic stream awkward. Based on the crash experience warrant of the CA MUTCD, this location warrants a traffic signal, as 5 correctable type crashes occurred during a recent 12-month period (October 2010 to August 2011).

There are several alternatives to address the crash problems at this location:

- Prohibit egress left turns from City College. This would force all traffic east towards Castillo Street, which creates circulation issues for those drivers that want to travel west.
- Construct a roundabout. The footprint of a multi lane roundabout is large, and constructing a roundabout would be difficult and expensive due to the topography.
- Install a traffic signal. The spacing from Loma Alta is only 300-feet. Good traffic signal spacing on higher speed arterials is at least 800 feet, preferably more. Tightly spaced signals create traffic signal timing challenges, potential for spillback from one intersection to the next, and can confuse drivers because there are too many decisions to make in a short amount of time. The cost of a traffic signal would be much less than a roundabout. One alternative would be to install a roundabout at Loma Alta, and a traffic signal at the City College East driveway. This would likely improve performance at Loma Alta, and would maintain full access at the driveway.

Montecito Street, from Rancheria Street to Cliff Drive, should be studied in further detail. Existing crash patterns include eastbound rear ends, and left turn crashes to/from Montecito Street from Cliff Drive. Possible solutions include creating an eastbound left turn lane at Rancheria Street, which could include lane reconfiguration or spot widening to create room for a left turn lane, and prohibiting left turn access at Cliff Drive/Montecito Street. Because a turn prohibition would result in traffic being forced to use the Montecito Street and Rancheria

Street intersection, the safety impact of the additional traffic to that intersection will have to be further evaluated.

City College West Campus Driveway

Traffic volumes exiting the City College west campus driveway are very high, and side street queues and delays are long during peak periods. A traffic signal would improve operations, improve safety and provide a crossing location for pedestrians. A traffic signal warrant analysis is discussed later in this memo.

Las Positas Road and Modoc Road

At Las Positas Road and Modoc Road, there have been 16 angle crashes involving southbound vehicles, and three involving northbound vehicles in the past 10 years. Due to the curvature in the road, indications may be difficult to see. Far side indications, and a southbound traffic signal warning sign will provide earlier warning to approaching drivers.

A significant amount of vegetation on the northwest corner should be removed. This will improve southbound traffic signal visibility. This vegetation currently blocks the view of southbound to westbound right turners looking at southbound pedestrians stepping off the curb.

Montecito Street and Rancheria Street

At Montecito Street and Rancheria Street, there have been six rear end collisions and seven left turn head-on crashes involving eastbound vehicles in the past 10 years. An additional far side indication will improve signal visibility at the curve. Ultimately, an eastbound left turn lane would be the most preferable alternative.

Vegetation trimming is required on the northeast corner. This will improve visibility of the westbound traffic signal indications.

Las Positas Road and Jerry Harwin Parkway

CalTrans has placed a bike lane to the right of the northbound right turn lane, which creates a conflict point. The MUTCD prohibits this configuration. This striping should be changed to reduce liability exposure for the City.

Las Positas Road and Las Positas Place

At this location, there is no dedicated northbound left turn lane. Left turning traffic must wait for a gap in oncoming traffic in the northbound through lane. With a speed limit of 55mph, this creates the potential for severe rear end crashes. There appears to be enough room to stripe a short northbound left turn lane, removing this conflict.

Vegetation Removal

In addition to the recommended vegetation removal at Las Positas and Modoc Roads, and Montecito and Rancheria Streets, vegetation should be trimmed back on northbound Las Positas Road at Veronica Springs to improve traffic signal visibility.

Road Diet Before/After Comparison

In August 2011, a road diet was applied to SR 225 between Meigs Road and Loma Alta Drive. Historically, this section of SR 225 has seen a high number of single vehicle crashes, and crashes involving parked vehicles. A limited amount of post-road diet crash data is available, and it is too early to determine if the road diet will have a lasting effect on safety. However, early results are encouraging. *Table 7*, below, presents crash data for pre- and post-road diet implementation.

A spot speed study performed by staff suggests that prevailing speeds continue to reflect the posted speed limit (40 mph), which was last certified by CalTrans in 2007.

Table 7: State Route 225 Road Diet Analysis (Meigs Road to Loma Alta Drive)

	Pre-Road Diet (05/02 to 07/11)	Post-Road Diet (08/11 to 04/12)
Crash Rate (per million vehicle miles)	2.31	.94
Injury Rate (per million vehicle miles)	1.72	.23
Total Single Vehicle Crashes	54	1
Average Annual Single Vehicle Crashes	5.83	1.33

Pedestrian Enhancement Treatment Analysis

City Council directed staff to identify phased pedestrian crossing enhancements. The community has called for these improvements, particularly in the segment between Mesa Lane and Loma Alta Drive. Providing safe pedestrian crossing locations are particularly challenging on wide, high speed facilities such as SR 225.

Traffic engineering staff analyzed existing traffic speeds on this segment of SR 225, and found that 85th percentile speeds are about 45 mph. Considering these traffic speeds, extreme caution should be taken before establishing new pedestrian crossing locations because of the following:

- At 45mph, it takes drivers 360' to stop their vehicle.
- At 45mph, pedestrians are not likely to survive a collision. Establishing a crosswalk encourages pedestrian movements across vehicle paths.
- At 45mph, drivers can travel almost one-quarter mile in the same time it takes a pedestrian to cross Cliff Drive.
- At 45mph, a driver's cone of vision tends to narrow, and instead of focusing on side street traffic and pedestrians, drivers are focused further down the road. At slower speeds, drivers are much more likely to notice activity adjacent to the street.

To provide enhanced pedestrian crossing locations, there are limited alternatives available due to traffic speeds. These include:

- Pedestrian hybrid beacons (also known as HAWK's) can be used at mid-block locations only, and with locations that have expected usage of at least 20 pedestrians during peak hours.
- A combination of enhanced crosswalk features to increase driver awareness of the crossing location, control traffic speeds, and reduce pedestrian exposure to traffic. This type of treatment would include curb extensions, a median refuge island, and pedestrian activated flashers (at crosswalk and in advance).

Lower cost alternatives such as signs and pavement markings alone will not be effective in improving pedestrian crossing safety given the high traffic speeds.

Three concepts for pedestrian crossing treatments are attached in *Figures 3* through *5*. The community will likely have suggestions for the best place to locate enhanced crossings. Based on observations done while performing this review, the highest pedestrian crossing demand appears to be the area just west of City College.

Figure 3 illustrates a mid block crossing, utilizing curb extensions, a median refuge island, and a pedestrian hybrid beacon. Pedestrian hybrid beacons are only approved for use at

mid-block locations (not near side streets or major driveways). The estimated cost per installation is \$300,000.

Figures 4 and 5 illustrate enhanced pedestrian crossing concepts for Santa Cruz Boulevard and Oliver Road. Other locations may be more preferable. These crossing concepts include curb extensions, a median refuge island, and pedestrian activated flashers. Due to potential conflicts with driveways and left turn access, not all intersections will accommodate this configuration. The estimated cost per installation is between \$160,000 and \$180,000, depending on site specific conditions.

Staff identified five potential locations for enhanced pedestrian crossing treatments that will result in crossing spacing of about one-quarter mile, as illustrated in *Figure 6*. The community will likely have opinions as to the priorities, and perhaps identify other locations. The cost for these five enhanced crossing locations will be about \$900,000. The improvements could be constructed at once, or phased and prioritized based on community feedback. These locations are conceptual, and a thorough location-specific engineering analysis should be completed prior to moving forward with any improvements.

Safety grant money is not likely to be available for these improvements, as there have been few pedestrian involved crashes. Grants are evaluated based on past crash history.

It is recommended that MTD be consulted in identifying enhanced crossing locations so that bus stop locations and potential relocations can be coordinated to maximize safety for transit users, who typically have to cross the street on either their arrival or departure.

Conceptual Corridor Alterations

Several ideas have been put forth to alter the characteristics of the corridor.

Cliff Drive/Meigs Road intersection:

- One idea put forth is to reduce the number of lanes approaching the intersection, and decrease pedestrian crossing distances. Conceptually, this configuration could be implemented without reducing overall intersection performance if right turn lanes are preserved, and sight lines improved so that left turn phasing can be altered.
- Another idea put forth is to create an exclusive pedestrian phase (scramble crossing). This type of traffic signal phasing would increase delay for vehicles by about 50% (most movements would operate at a level of service "F"), and overall delay to most pedestrians would increase due to the extremely long cycle length required to accommodate all the different movements. Increased delay can have a negative impact on safety as intersection users become impatient or encourage traffic to divert,

which can cause safety issues on other streets. Pedestrian delays would see more of an improvement if the existing split phasing can be eliminated.

Extending the road diet west Beyond Meigs Road

- This would require the reduction of one eastbound and one westbound lane at the Cliff Drive/Meigs Road intersection. As discussed earlier, conceptually, this configuration could be implemented without reducing overall intersection performance, if right turn lanes can be preserved, and sight lines improved so that left turn phasing can be altered.
- The road diet could be extended west of the Mesa Lane/Flora Vista traffic signal; however east and westbound movements will experience a significant increase in delay during peak hours. The complex traffic signal phasing required due to the offset intersection requires allocation of a significant amount of green time to the side streets, which reduces efficiency of the major movements.

Other Considerations/Anticipated Needs

In addition to the traffic signal upgrades already identified to bring the seven traffic signals on SR 225 into the City's traffic signal system, staff anticipates receiving requests for bicycle detection and pedestrian countdown timers along the route. Video bicycle detection at these seven intersections will cost about \$140,000, and countdown timers will cost about \$14,000.

Several years ago, CalTrans installed access ramps along corridor. Staff identified approximately 95 sidewalk-driveway crossings that were not upgraded, so an ADA accessible pathway does not exist on all sidewalks. Upgrading these driveways will have to be addressed at some point in the future, either at the time of the next full depth overlay, or by adding these locations to the City's backlog. Cost per driveway will be approximately \$5,000, or \$475,000 total.

In January 2012, there was a fatal single vehicle traffic crash on Las Positas Road involving a vehicle crashing into a tree. Although there does not appear to be a safety issue or trend, another crash of this type could require the City to consider some type of roadside barrier or guard rail. A 500-foot long standard guard rail in the vicinity of the fatal crash would cost about \$60,000. Decorative guard rails could cost double to triple that amount.

Traffic Signal Feasibility Analysis

In addition to the analysis of crash data, traffic volume and delay data was collected and analyzed for potential traffic signals at all side streets. All side streets that have higher traffic

volumes or crash frequencies were investigated. The results of this effort are summarized in *Table 8*, below.

Table 8: Traffic Signal Feasibility Results Summary

Intersection	Meets Warrants?	Traffic Signal Recommended?	Comments
Cliff Drive and City College (East)	Yes	Maybe	Other alternatives should be considered first, including a roundabout or a turn prohibition.
Cliff Drive and City College (West)	Yes	Yes	High side street traffic volumes and delays.
Cliff Drive and Oceano Avenue	No	No	None.
Cliff Drive and La Marina	Yes	No	Traffic volume warrants were met, but crash history is low, and delay would likely increase. Overall traffic operations would not be improved.
Cliff Drive and Lighthouse Road	Yes	No	Traffic volume warrants were met, but crash history is low, and delay would likely increase. Overall traffic operations would not be improved.

Detailed traffic signal warrant analyses were performed, and are documented separately from this memo.

Conclusion

If the City takes over SR 225, the City will likely have to deal with a number of operational issues that were not previously identified. Recommended short term traffic safety improvements are summarized in the following table:

State Route 225 Operational Review

April 2, 2013

Page 15

Location	Issue	Recommendation	Estimated Cost
Las Positas and Modoc Roads	Broadside crashes (southbound traffic signal violations due to roadway curvature). Poor visibility.	Traffic signal modifications (add southbound far side indication). Vegetation removal (NWC).	\$5,000
NB Las Positas Road at Las Positas Place	No left turn lane on high speed roadway	Restripe to include left turn lane	\$15,000
NB Las Positas Road at Jerry Harwin Parkway	Incorrect bike lane striping	Correct bike lane striping (bike lane to the right of a right turn lane)	\$15,000
Cliff Drive and City College (West) driveway	High side street traffic volumes and delays.	Install traffic signal.	\$300,000
Cliff Drive and City College (East) driveway	High crash location	Turn prohibition, traffic signal, or roundabout. Traffic signal could be built in combination with roundabout at Loma Alta.	\$1,000 to \$1.8 million (very rough estimate)
Montecito and Rancheria Streets	Rear end crashes (eastbound due to roadway curvature). Poor signal visibility.	Traffic signal modifications (add eastbound indication). Vegetation removal.	\$5,000
NB Las Positas at Veronica Springs	Traffic Signal Visibility	Vegetation removal	-
Montecito Street between Cliff Drive and Rancheria Street.	Rear end crashes, left turn crashes	Study alternatives, including EB left turn lane at Rancheria, turn prohibitions at Cliff/Montecito, and lane reconfiguration.	\$50,000 to \$100,000
Total Potential Costs			\$391,000 to \$2,240,000 (Depending on City College East Driveway solution)

New pedestrian crossings should be established with caution due to the traffic speeds on Cliff Drive. These crossings will likely cost approximately \$160,000 to \$300,000 each. Providing five pedestrian crossings that result in one-quarter mile spacing will cost about \$900,000.

The next scheduled roadway resurfacing project will provide an opportunity for striping modifications, including extending the road diet west beyond Meigs Road. Further investigation to fully quantify and mitigate the impacts of restriping/lane configuration changes is needed.

Other operational issues and potential future expenditures have been identified, including:

- A guard rail may need to be installed in the future on Las Positas Road. There currently does not appear to be a vehicle departure crash problem on Las Positas Road, however, in January 2012, there was a fatal single vehicle crash where the vehicle crashed into a tree. Another crash of this type could indicate the beginning of a trend. A 500-foot long guard rail would cost about \$60,000.
- At some point in the future, the City will be responsible for adding bicycle detection at the seven signalized intersection, at a cost of about \$20,000 per intersection (\$140,000 total).
- The City may receive requests for pedestrian countdown timers. Installation cost would be about \$14,000.
- Several years ago, CalTrans installed ADA access ramps along the corridor. However, sidewalk-driveway crossings were not addressed. The City has identified about 95 potential driveways that do not meet ADA cross slope requirements. These driveways will have to be upgraded as part of the next full depth overlay, or added to the City's backlog. Cost per driveway upgrade will be about \$5,000.

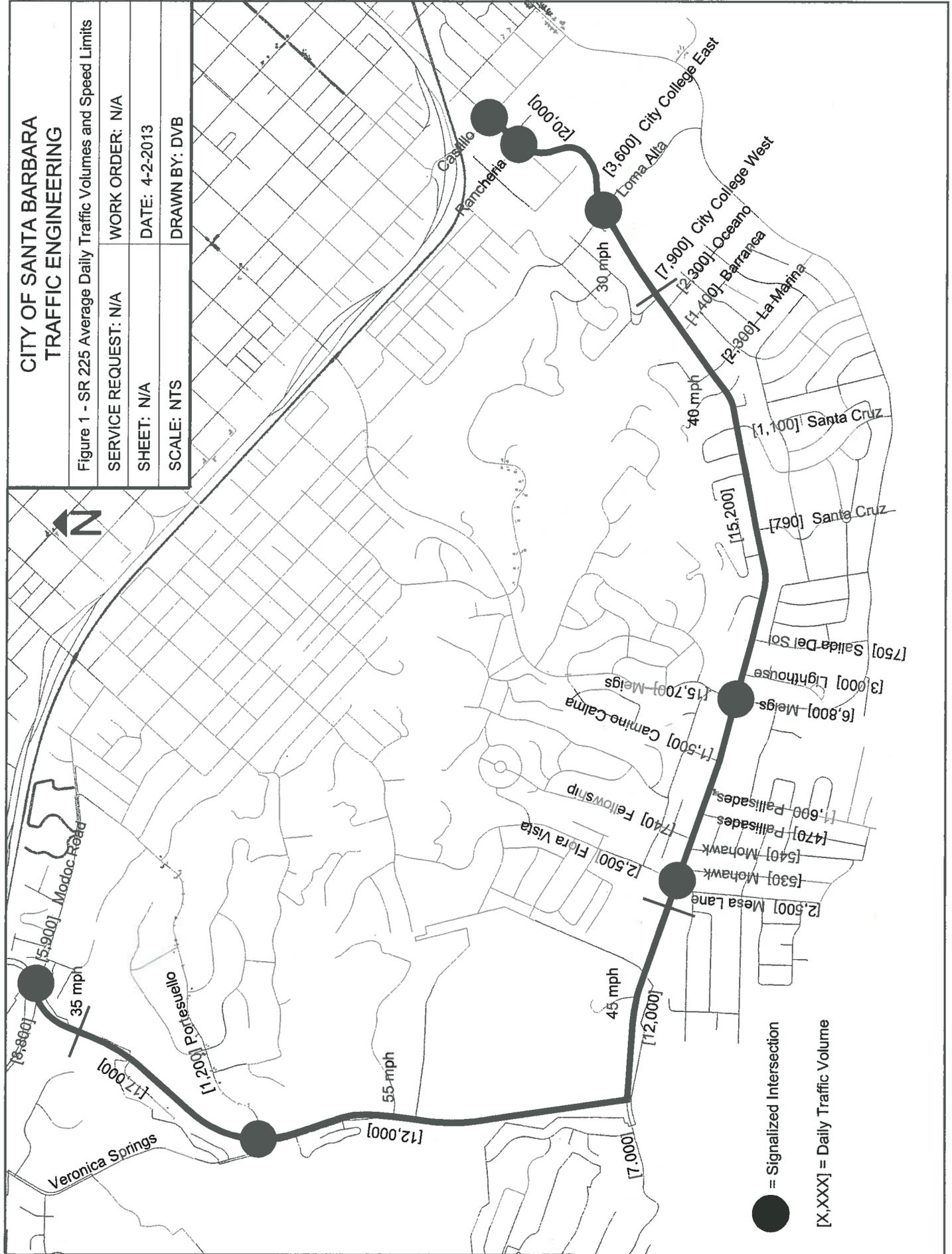
Attachments: Figure 1 – SR 225 Average Daily Traffic Volumes and Speed Limits
Figure 2 – Recommended Short Term Safety Improvements
Figure 3 – Mid Block Pedestrian Crossing Concept
Figure 4 – Santa Cruz Pedestrian Crossing Concept
Figure 5 – Oliver Pedestrian Crossing Concept
Figure 6 – Phased Pedestrian Enhancements

DB/kts

CITY OF SANTA BARBARA TRAFFIC ENGINEERING

Figure 1 - SR 225 Average Daily Traffic Volumes and Speed Limits

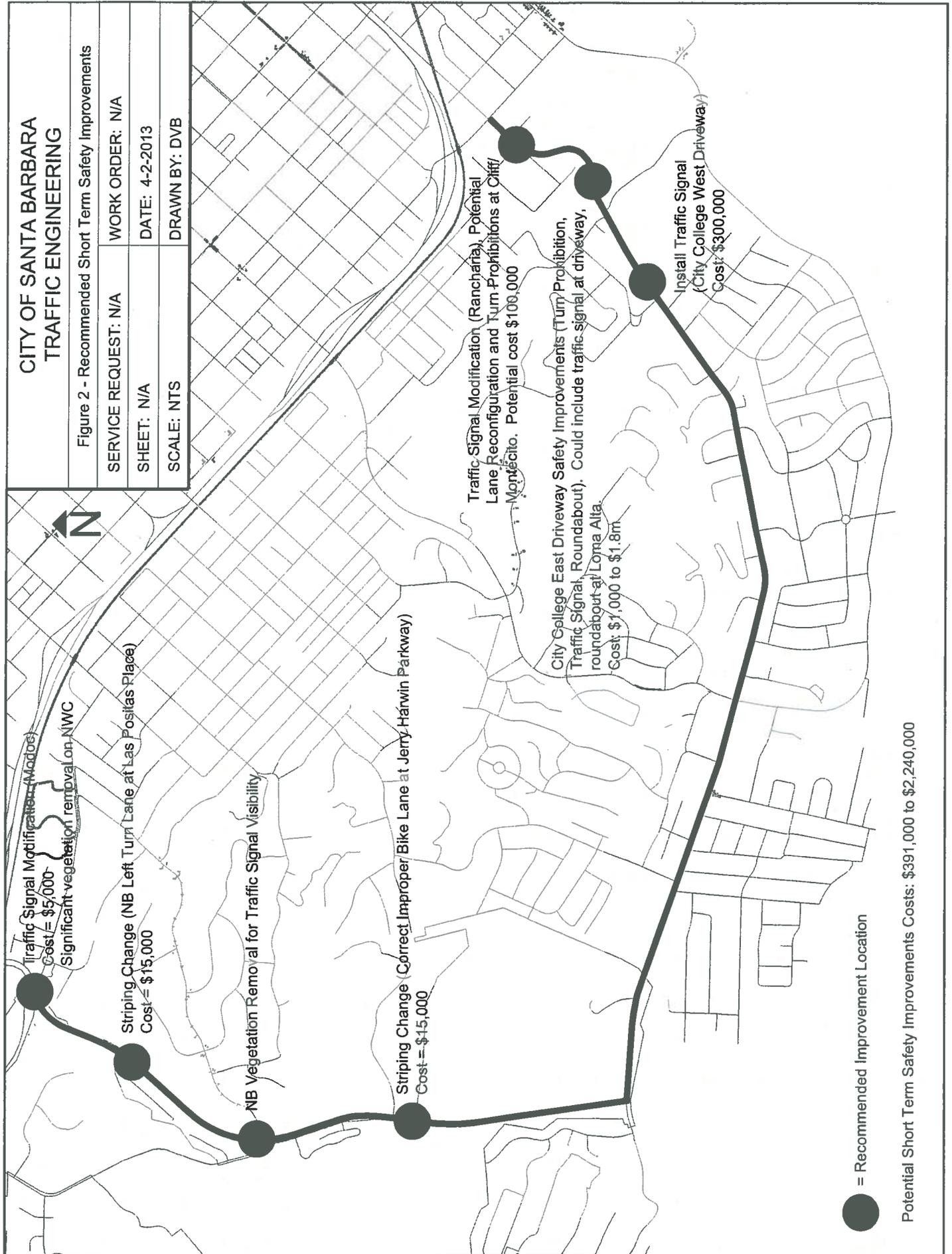
SERVICE REQUEST: N/A	WORK ORDER: N/A
SHEET: N/A	DATE: 4-2-2013
SCALE: NTS	DRAWN BY: DVB



**CITY OF SANTA BARBARA
TRAFFIC ENGINEERING**

Figure 2 - Recommended Short Term Safety Improvements

SERVICE REQUEST: N/A	WORK ORDER: N/A
SHEET: N/A	DATE: 4-2-2013
SCALE: NTS	DRAWN BY: DVB



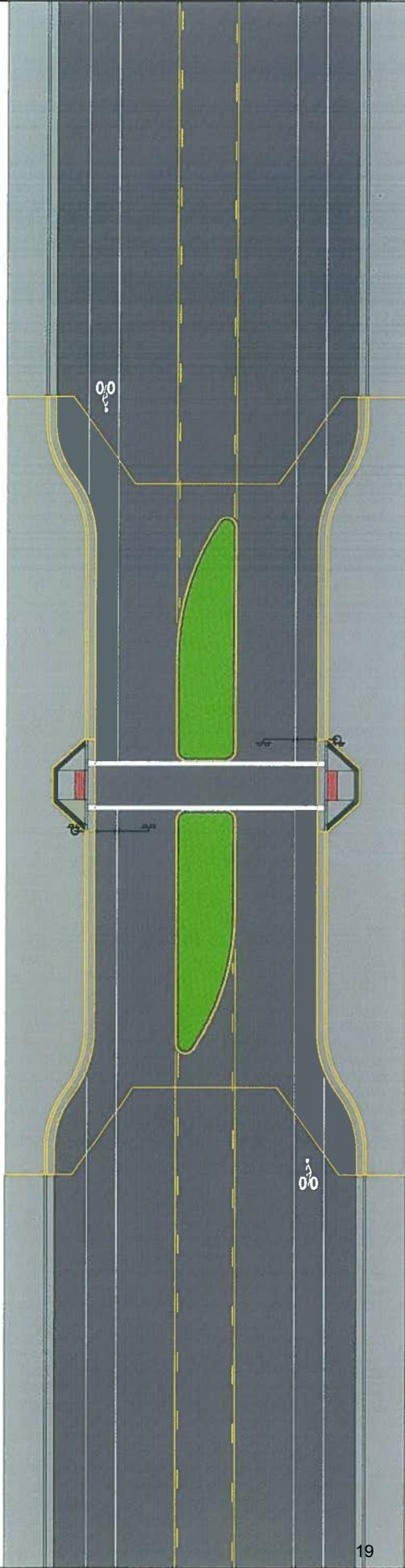
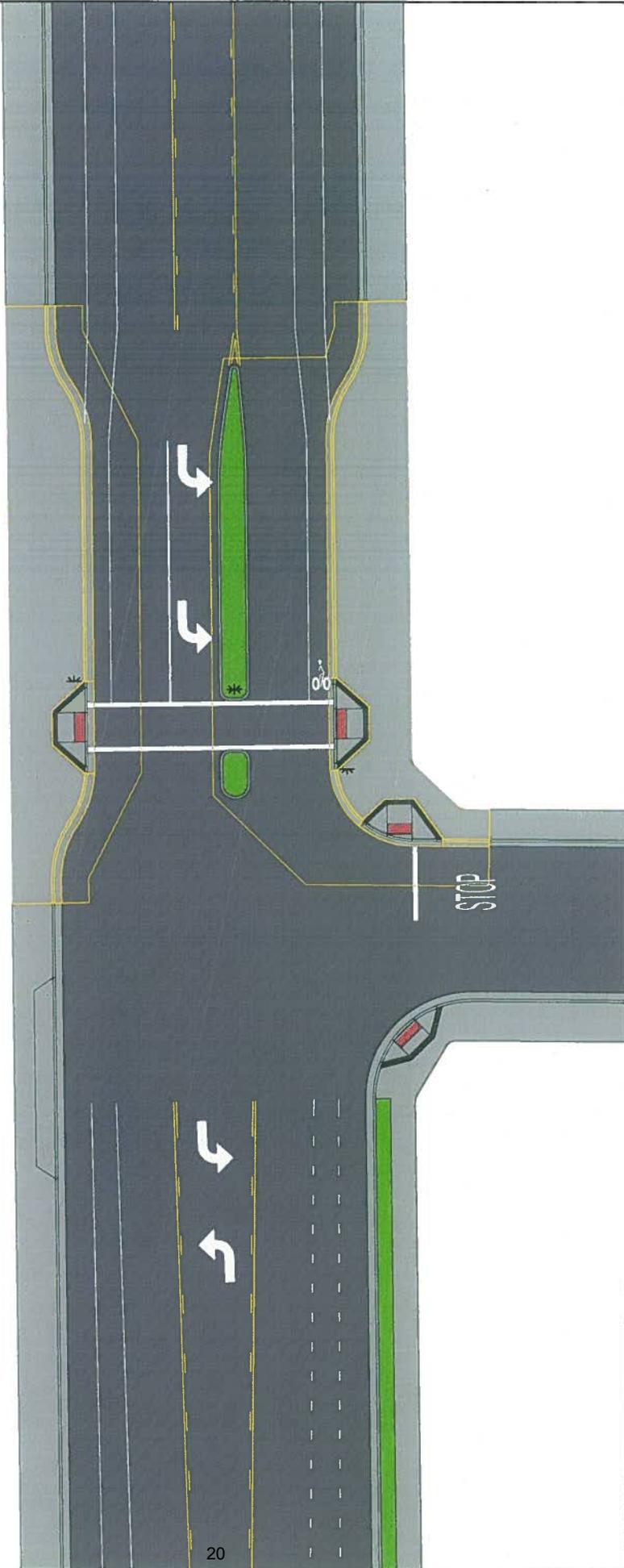


FIGURE 3
MID BLOCK
PEDESTRIAN HYBRID BEACON

DESIGN	DB
DRAWN	MR
CHECKED	DB
DATE	4/1/2013
SCALE	1" = 30'



DESIGN	DB
DRAWN	MR
CHECKED	DB
DATE	4/2/2013
SCALE	1" = 30'

FIGURE 4
SANTA CRUZ
 PEDESTRIAN RECTANGULAR FLASHING BEACON





DESIGN	DB
DRAWN	MR
CHECKED	DB
DATE	4/2/2013
SCALE	1" = 30'

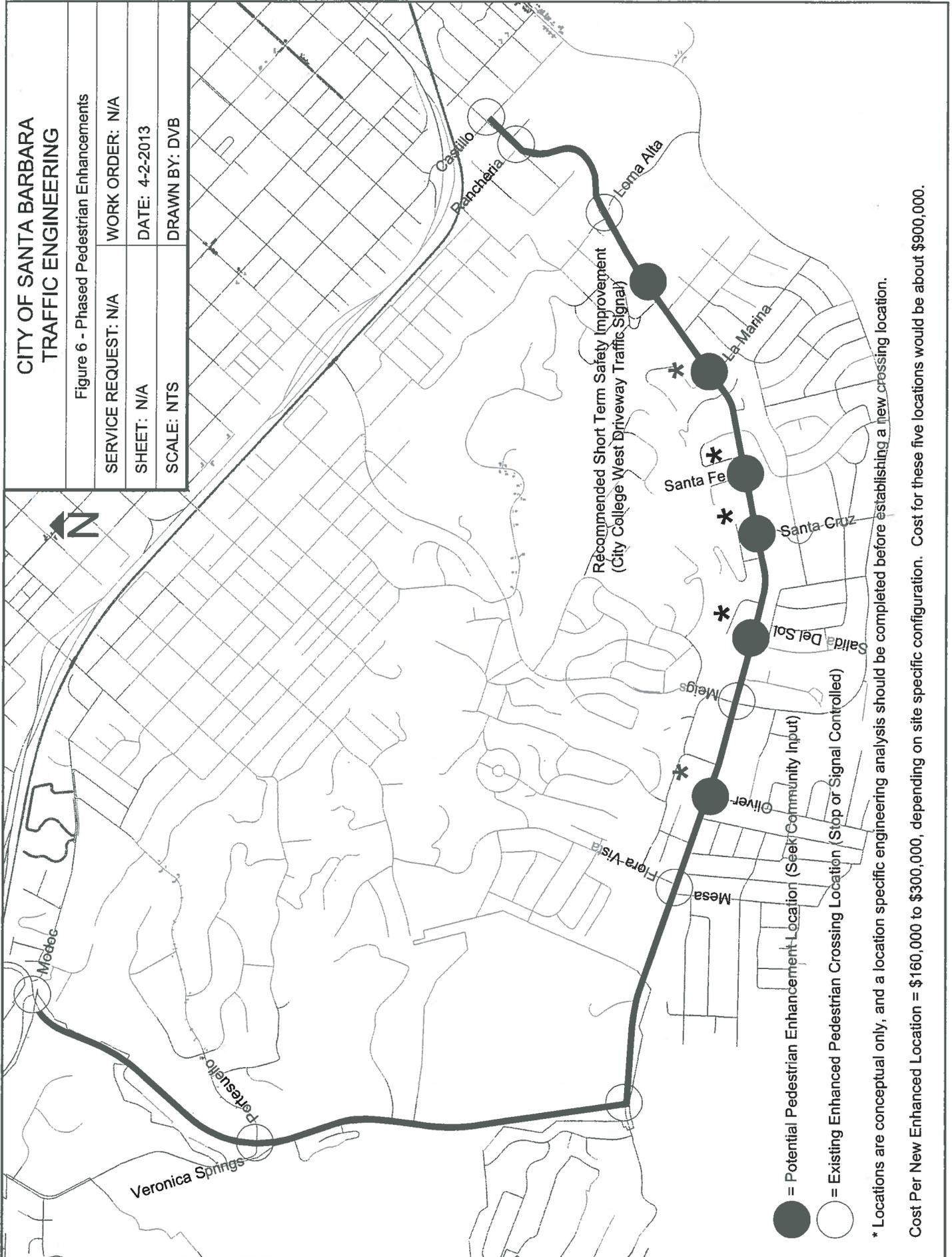
FIGURE 5
OLIVER
PEDESTRIAN RECTANGULAR FLASHING BEACON



CITY OF SANTA BARBARA TRAFFIC ENGINEERING

Figure 6 - Phased Pedestrian Enhancements

SERVICE REQUEST: N/A	WORK ORDER: N/A
SHEET: N/A	DATE: 4-2-2013
SCALE: NTS	DRAWN BY: DVB



- = Potential Pedestrian Enhancement Location (Seek Community Input)
- = Existing Enhanced Pedestrian Crossing Location (Stop or Signal Controlled)

* Locations are conceptual only, and a location specific engineering analysis should be completed before establishing a new crossing location.

Cost Per New Enhanced Location = \$160,000 to \$300,000, depending on site specific configuration. Cost for these five locations would be about \$900,000.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549- 3101
FAX (805) 549-3259
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

March 15, 2013

Christine Andersen
Public Works Director
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102

STATE ROUTE 225 RELINQUISHMENT AGREEMENT

Dear Ms. Andersen:

In order to fulfill the May 21, 2012 request by the Santa Barbara City Council (Council) to pursue relinquishment of State Route 225, a formal action by the Council is needed by April 30, 2013 for the California Department of Transportation (Caltrans) to provide funding as part of the transaction.

Enclosed with this letter is the Relinquishment Agreement (Agreement) which must be executed by the California Department of Transportation and the city of Santa Barbara by June 30, 2013. Toward that end, a Council Resolution authorizing acceptance of the route based on this Agreement is needed by April 30, 2013. This timing is necessary to secure the funding that has been reserved in Fiscal Year 13/14.

The reservation of funds, in the amount of \$819,000, is based upon the cost to relinquish as previously discussed. A schedule delay would jeopardize these funds and there is no certainty that any funding for relinquishment would be available in a future year.

Meanwhile, our staff continues to evaluate the numerous collision reports provided by your staff in January and February of this year. If the outcome of our evaluation determines that a project is needed, Caltrans would fund, develop and construct the project. Under this situation, we would defer the final step of the relinquishment (recordation) until such time that the project is completed. Meanwhile, please stress with the Santa Barbara Police Department its responsibility to report accidents on a monthly basis to the California Highway Patrol (California Vehicle Code Section 20008.)

Christine Andersen

March 15, 2013

Page 2

Notwithstanding the outcome of the evaluation referenced above, our staff is also assembling all required documentation to complete the relinquishment process. The Project Scope Summary Report, which has been shared with your staff in draft form, has been updated to address issues raised by your staff and will be transmitted under separate cover.

We are looking forward to finalizing this relinquishment. Please contact me or Claudia Espino at (805)-549-3640 or at Claudia_Espino@dot.ca.gov, if you have any questions.

Sincerely,



AILEEN K. LOE
Deputy District Director
Planning and Local Assistance

Enclosures

- Relinquishment Schedule
- Relinquishment Agreement (Cooperative Agreement)

cc: 37th District Assemblymember Das Williams
Mayor Helene Schneider

Route 225 Proposed Relinquishment Schedule

(As of March 5, 2013)

	Task	Description of Task	Responsible Party	Target Completion Date
1	Legislation Enacted	City to procure required Legislation, Prior to RAC approval	City of Santa Barbara	October 7 2011*
2	City Council Approval	Direction to proceed with relinquishment	City Council	May 21 2012*
3	Project Scope Summary Report (PSSR)	Prepare Draft PSSR	Caltrans	Sep 2012*
4	Draft Relinquishment Agreement	Begin negotiations with city staff to develop agreement.	Caltrans and City of Santa Barbara	Nov 27, 2012*
5	City Resolution	City Council to approve Resolution authorizing the acceptance to the relinquishment of SR 225 based on Relinquishment Agreement (Cooperative Agreement)	City of Santa Barbara	April 2013
6	Freeway Maintenance Agreement	City and Caltrans to approve modification to existing Freeway Maintenance Agreement.	Caltrans and City of Santa Barbara	June 2013
7	Executed Relinquishment Agreement & Approved PSSR	Caltrans to approve Relinquishment Agreement and PSSR. <ul style="list-style-type: none"> • Agreement Fact Sheet • Cooperative Agreement 	Caltrans	June 2013
8	CTC Package Submittal	Relinquishment package submitted to CTC: <ul style="list-style-type: none"> • Approved PSSR • Cooperative Agreement • Approved Legislation • City Resolution • Legal Description • Mapping • Transmittal Letter 	Caltrans	July 2013
9	Close Out Meeting	Process Final Steps of Relinquishment	Caltrans and City of Santa Barbara	August 2013
10	CTC	Approval of Relinquishment	CTC	October 8, 2013
11	Transfer Funds	Funds transferred to City	Caltrans	November 2013
12	Recordation	CTC Resolution recorded with the County Recorder's Office	Caltrans	December 2013

* Actual Date

RELINQUISHMENT AGREEMENT

This Agreement, entered into effective on _____, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "CALTRANS", and the

CITY OF SANTA BARBARA, a body politic and a municipal corporation of the State of California, referred to herein as "CITY",

RECITALS

1. CALTRANS and CITY, pursuant to Streets and Highways Code section 73, are authorized to enter into a Cooperative Agreement in order to relinquish to CITY a portion of a State Highway within CITY's jurisdiction.
2. CALTRANS intends to relinquish to CITY that portion of State Route 225 (SR 225) between Post Mile (PM) 0.031 to PM 4.55 as shown in Exhibit A, attached to and made a part of this Agreement, referred to hereinafter as "RELINQUISHED FACILITIES". This relinquishment is based on Assembly Bill 957 (Committee on Transportation) which was enacted on October 7, 2011. CITY is willing to accept said RELINQUISHED FACILITIES upon approval by the California Transportation Commission (CTC) of a Resolution of Relinquishment and CALTRANS's recording of said Resolution in the County Recorder's Office.
3. CALTRANS and CITY agree that RELINQUISHED FACILITIES are currently in a state of good repair. CALTRANS and CITY have negotiated an understanding that CITY will accept and assume full maintenance, ownership, responsibility, control and liability in perpetuity over the RELINQUISHED FACILITIES in exchange for the payment of \$819,000 or some other allocation made by CTC deemed to be in the best interest for.
4. The parties hereto intend to define herein the terms and conditions under which RELINQUISHED FACILITIES is to be accomplished.

SECTION I

CITY AGREES:

1. Execution of this Agreement constitutes CITY's waiver of CALTRANS' obligation to provide ninety (90) days prior notice of CALTRANS' "Intention to Relinquish" as set forth in Streets and Highways Code section 73.
2. To accept that allocation, determined by the CTC to be in the best interest of CALTRANS, as CALTRANS' only payment obligation for this RELINQUISHED FACILITIES.

3. To accept ownership, including all of CALTRANS' current obligations, rights, title and interest in RELINQUISHED FACILITIES upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office and to thereafter operate, maintain, and be liable for RELINQUISHED FACILITIES at no additional cost to CALTRANS.
4. To accept RELINQUISHED FACILITIES in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in a Disclosure of Potential Contamination Memorandum, dated March 15, 2013, for SR-225. CITY has received and reviewed a copy of the above-referenced Memorandum. Upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office, CALTRANS will not be responsible for any present or future remediation of said hazardous materials.

SECTION II

CALTRANS AGREES:

1. To relinquish, upon the approval of the CTC's Resolution of Relinquishment, the RELINQUISHED FACILITIES.
2. To forward and support CITY's request to CTC for the allocation of \$819,000 with the expectation that CTC will determine that this or some other allocation is in the best interest of CALTRANS.
3. To submit the CTC Resolution of Relinquishment to the County Recorder's Office for recording.
4. To pay CITY, within thirty (30) days of approval of funding by CTC, the amount of \$819,000 or any other allocation approved by the CTC. The payment of those funds will represent CALTRANS's only payment obligation for the purpose of the RELINQUISHED FACILITIES.
5. To transfer to CITY, within sixty (60) days of the recordation of the CTC's Resolution of Relinquishment, copies of all available CALTRANS records and files for RELINQUISHED FACILITIES, including, but not limited to, plans, survey data and right of way information.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of CALTRANS under the terms of this Agreement are subject to

the appropriation of resources by the Legislature, State Budget Act authority, and the allocation of any funds by the CTC.

2. CALTRANS reserves the right to enter, at no cost to CALTRANS, RELINQUISHED FACILITIES, to modify or add signage, drainage, and other improvements necessary for State Highway operations. CITY agrees to allow CALTRANS access to operate, maintain, add, remove, or modify CALTRANS' facilities retained in those collateral facilities.
3. RELINQUISHED FACILITIES may be recaptured by CALTRANS for future transportation project at no cost to CALTRANS and CITY agrees to reconvey property when so requested.
4. CITY shall fully defend, indemnify and save harmless CALTRANS and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the Disclosure of Potential Contamination Memorandum, dated March 15, 2013, for SR-225, provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred on or arise after the date of the recordation of the CTC's Resolution of Relinquishment.
5. CALTRANS shall fully defend, indemnify and save harmless CITY and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the Disclosure of Potential Contamination Memorandum, dated March 15, 2013, for SR-225, provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred or arose before the date of recordation of the CTC's Resolution of Relinquishment.
6. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify and save harmless CALTRANS and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under this Agreement.
7. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend,

indemnify and save harmless CITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

8. No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
9. This Agreement shall terminate upon recordation of the CTC's Resolution of Relinquishment for RELINQUISHED FACILITIES in the County Recorder's Office and payment by CALTRANS of \$819,000 or any other allocation by CTC to CITY, except for those provisions which relate to indemnification, ownership, operation, and maintenance, which shall remain in effect until terminated or modified in writing by mutual agreement.

SIGNATURES

PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CITY of SANTA BARBARA

By: _____
Mayor

By: _____
District Director

Attest: _____
City Clerk

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

Attorney
Department of Transportation

City Counsel

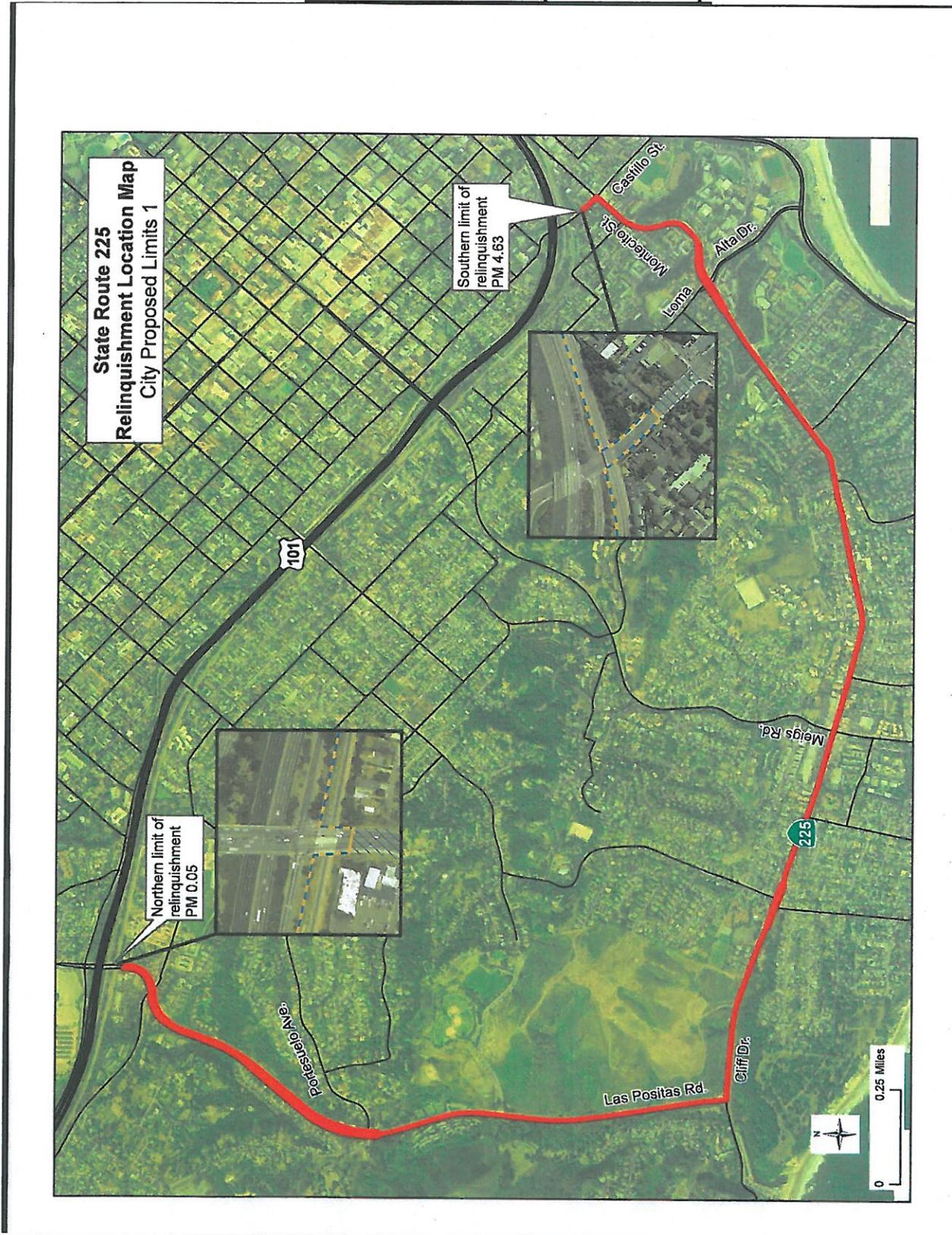
CERTIFIED AS TO FUNDS

District Budget Manager

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

Accounting Administrator

EXHIBIT "A" – Relinquishment Map





City of Santa Barbara

Public Works Department

www.SantaBarbaraCA.gov

Main Office

630 Garden Street
P.O. Box 1990
Santa Barbara, CA
93102-1990

Administration

Tel: 805.564.5377
Fax: 805.897.2613

Engineering

Tel: 805.564.5363
Fax: 805.564.5467

Facilities

Tel: 805.564.5415
Fax: 805.897.2577

Street Maintenance

Tel: 805.564.5413
Fax: 805.897.1991

Transportation

Tel: 805.564.5385
Fax: 805.564.5467

Water Resources

Tel: 805.564.5387
Fax: 805.897.2613

May 7, 2013

Ms. Aileen K. Loe Deputy
District Director Planning and
Local Programs Caltrans -
District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

SUBJECT: State Route 225 Relinquishment

Dear Ms. Loe:

On April 19, 2013, we held a conference call with you and some of staff to discuss how to proceed with the SR 225 relinquishment process given the outstanding issues that had been identified by City staff. During that conference call, City and Caltrans staff reached an understanding of how the previously identified outstanding issues will be addressed in order to move forward with the relinquishment process. The purpose of this letter is to memorialize this mutually agreed-upon understanding between Caltrans and City staff. Below is a summary of the previously identified unresolved issues and how City and Caltrans staff have agreed to resolve each issue.

1. Draft Relinquishment Agreement

- a. **Issue:** Las Positas Retaining Wall Repair – Although Caltrans has agreed to repair the existing 195-foot long retaining wall along the west side of Las Positas Road, that is in need of structural rehabilitation as identified in previous documents, no language had been included in the Draft PSSR or Draft Relinquishment Agreement to clarify responsibility for those repairs.

Resolution: Caltrans will exclude the wall from the relinquishment by easement. Caltrans will quitclaim the easement and the City will take ownership of the wall upon satisfactory completion of the repairs.

- b. **Issue:** Traffic Collision Data and Identified Safety Improvements – Neither the Draft PSSR or the Draft Relinquishment Agreement addressed additional traffic collision data provided by the City to Caltrans or any proposed safety improvements, which City staff has determined to be necessary based on the collision history along the

corridor. Caltrans has stated that they will not complete their review and analysis of the traffic collision data until July 2013.

Resolution: Based on their preliminary assessment of the data, Caltrans does not anticipate that the crash data will meet State criteria for action. If, upon completion of a full analysis in July 2013, Caltrans determines that a project is warranted, Caltrans will complete improvements at no cost to the City. If Caltrans determines that no improvements are warranted, the City would have to identify funding for the identified improvements upon relinquishment of SR 225 to the City. Caltrans Operations staff is working with the City Engineer and Traffic Engineer and Caltrans has agreed to address several minor, low-cost safety improvements along the corridor.

- c. Issue: California Transportation Commission (CTC) Approval Language – The Draft Relinquishment Agreement included language that stated that the City would "accept and assume full maintenance ownership, responsibility, control and liability...in exchange for the payment of \$819,000 *or some other allocation made by CTC* deemed to be in the best interest for..." City staff was concerned that this language would bind the City to accepting the relinquishment even if the CTC did not approve the full agreed-upon payment amount of \$819,000.

Resolution: Caltrans staff has assured City staff that, based on historical actions, the CTC intends to approve the full agreed-upon payment amount of \$819,000. If, for any reason, the CTC does not approve the full funding amount, Caltrans has assured City staff that the City will have the opportunity to opt out of the relinquishment. City and Caltrans attorneys will discuss a consensus regarding language to be included in the Relinquishment Agreement.

- d. Issue: Contamination Sites- Because the relinquishment is subject to the California Environmental Quality Act (CEQA), Caltrans has completed its CEQA review with a Categorical Exemption. Included as part of the Categorical Exemption is a memorandum dated March 15, 2013, disclosing potential contamination sites along the SR 225 corridor. The Draft Relinquishment Agreement did not address future liability for existing contamination upon relinquishment of SR 225 to the City.

Resolution: Caltrans and City attorneys will discuss a consensus to clarify liability after relinquishment.

2. Freeway Maintenance Agreements

- a. Issue: Las Positas Road Overcrossing – As part of the SR 225 Relinquishment to the City, the Las Positas Road interchange will become an overcrossing of a City street through State Highway 101 right of way, which triggers the need for an FMA. The State will retain maintenance responsibility of the two structures associated with the interchange: 1) Highway 101 overcrossing through State Highway 101 right of way and 2) Union Pacific Railroad (UPRR) overhead through UPRR right of way. The State's maintenance responsibilities will include the structure below the deck surface, while the City will be responsible for maintaining the roadway surface, drainage system, lighting, as well as traffic service facilities (sidewalks, signs, pavement markings, etc.). City staff is working with Caltrans staff to clarify responsibility for the bridge rails and requested that language be added to clarify City maintenance responsibility. City staff also requested that language be added to state that the City's maintenance responsibility for Las Positas Road will not commence until Caltrans has brought the pavement surface up to a state of good repair.
- b. Resolution: Caltrans has agreed to complete pavement resurfacing on the Las Positas overpass and other adjacent areas within the State right of way that need pavement maintenance, including pavement work on Modoc Road just east of Las Positas Road. Language has been included in the FMA to clarify that maintenance responsibility for the railroad overhead structure remains with the State upon relinquishment of SR 225 to the City.
- c. Issue: Castillo Street Underpass – As part of the SR 225 Relinquishment to the City, the Castillo Street interchange will revert to an undercrossing of a City street through State right of way, which triggers the need for an FMA. Due to existing structural failures and ongoing problems with groundwater intrusion at this underpass, City staff had significant concerns about accepting maintenance responsibility for any portion of the underpass.

Resolution: Caltrans has agreed to revise the FMA to reflect that the City will be responsible for graffiti removal only on the Castillo underpass.

Public Works staff is making every effort to finalize the Relinquishment Agreement and FMAs prior to the next requested Council action scheduled for May 21, 2013; however, in the event that the agreements are not finalized before that time, City staff requests that Caltrans provide a letter to City staff confirming that this letter memorializes the understanding reached with City and Caltrans staff.

Please let me know if this letter's summary of the issues and mutually agreed-upon resolutions differs from your understanding.

The City of Santa Barbara appreciates the effort Caltrans' staff has put forth on this relinquishment effort, and we look forward to continuing this rapport.

Sincerely,



Christine F. Andersen
Public Works Director

ASing

cc: Mayor Helene Schneider
James L. Armstrong, City Administrator/Clerk/Treasurer
Pat Kelly, Assistant Public Works Director/City Engineer
Browning Allen, Transportation Manager
John Ewasiuk, Principal Civil Engineer
Timothy Gubbins, District Director, Caltrans, District 5, 50 Higuera Street,
San Luis Obispo, CA 93401-5415
Steve Price, Deputy District Director-Maintenance and Operations, Caltrans,
District 5, 50 Higuera Street, San Luis Obispo, CA 93401-5415
Claudia Espino, Advanced Planning Chief, Caltrans, District 5, 50 Higuera
Street, San Luis Obispo, CA 93401-5415
Lance Gorman, Senior Maintenance Engineer, Caltrans, District 5, 50 Higuera
Street, San Luis Obispo, CA 93401-5415

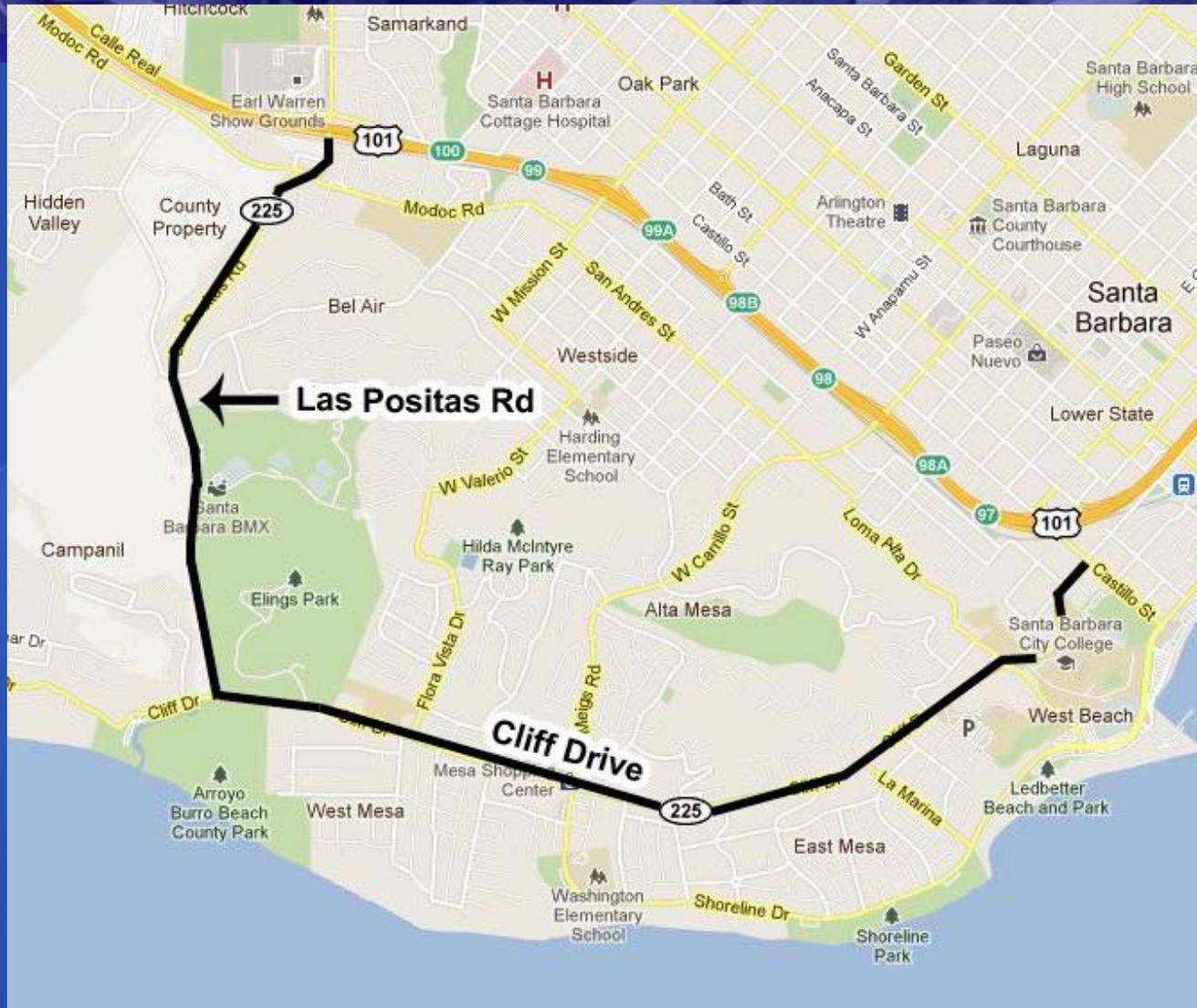


State Route 225 Relinquishment Authorizations



May 21, 2013

State Route 225 Location



A collage of four images: a road with a roundabout, a close-up of a car wheel, a person working on a road surface, and a surveyor using a tripod-mounted instrument.

Previous Council Action

On May 21, 2012, Council directed staff to:

- **Move forward with the relinquishment; and**
- **Prepare a work plan to address the following issues:**
 - **Overall corridor safety and opportunities;**
 - **The effects of recent corridor changes (road diet) on traffic operations; and**
 - **Conceptual corridor alternatives and phased pedestrian improvements.**

Traffic Operations Review

Effects of Recent Corridor Changes

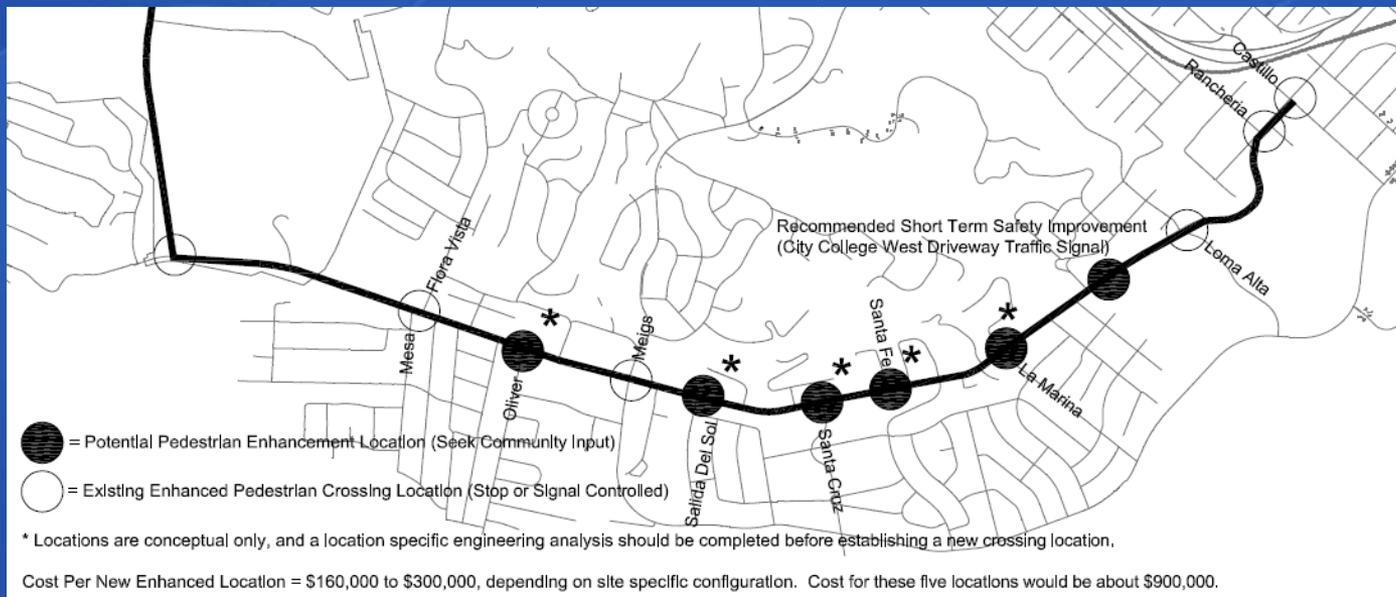
- Road diet – before & after analysis:
 - Average number of crashes per year has dropped (5.83 to 1.33).
 - Spot speed study suggests that prevailing speeds reflect posted speed limit of 40 mph.



Traffic Operations Review

Potential Phased Pedestrian Improvements

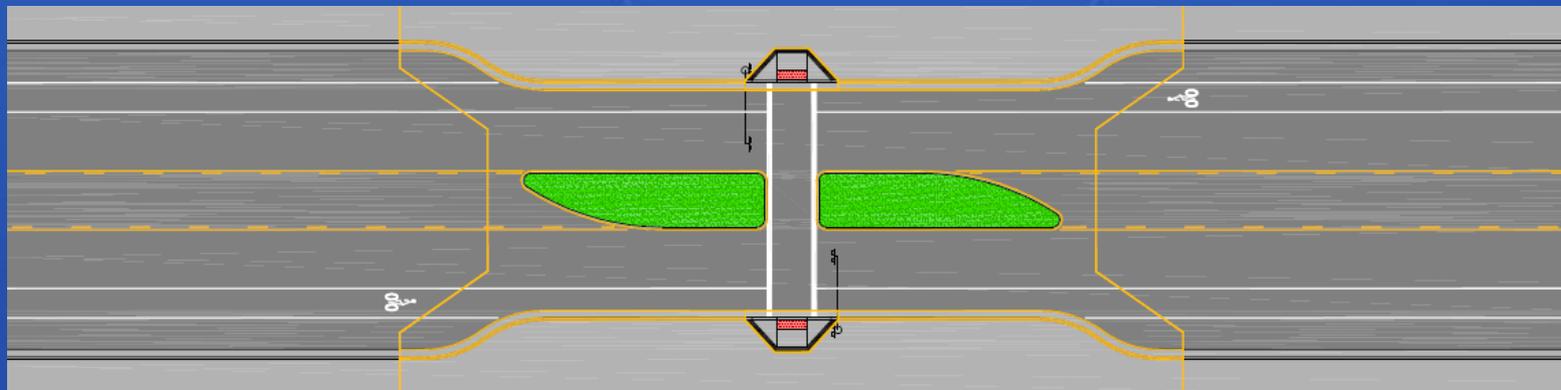
- Five potential locations identified for enhanced pedestrian crossings - Total cost estimated - \$1,350,000 (unfunded)
- Due to high speeds, signs and paint are not enough



Traffic Operations Review

Potential Phased Pedestrian Improvements (cont.)

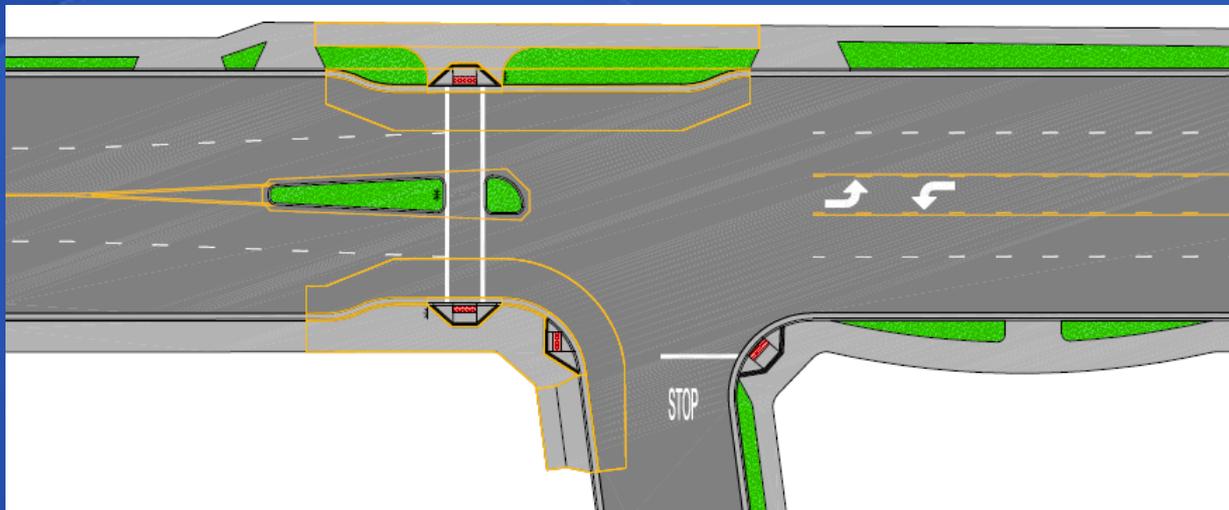
- Three concepts for pedestrian crossing treatments developed
 - Mid block crossing
 - Curb extensions
 - Median refuge island
 - Pedestrian hybrid beacon
 - Estimated cost per installation: \$450,000



Traffic Operations Review

Potential Phased Pedestrian Improvements (cont.)

- Three concepts for pedestrian crossing treatments developed
 - Enhanced pedestrian crossing for Santa Cruz Blvd. & Oliver Rd.
 - Curb extensions
 - Median refuge island
 - Pedestrian activated flashers
 - Estimated cost per installation: \$225,000 - \$270,000



Oliver Rd.

City Relinquishment Costs

Anticipated maintenance costs as reported in May 2012:

- **One-time City Cost**
 - Traffic signal controller conversion - \$120,000
 - Needs to be included in FY 14 budget
- **Ongoing Annualized Maintenance Costs - \$400,000/year**

Relinquishment Negotiations

Outstanding Issues:

- **Draft Relinquishment Agreement**
 - Las Positas Retaining Wall Repair
 - Traffic Collision Data & Identified Safety Improvements
 - CTC Approval Language
 - Contamination Sites
- **Draft Freeway Maintenance Agreements**
 - Las Positas Road Overpass
 - Castillo Street Underpass



Council Action

Staff seeks Council direction to :

Authorize the City Administrator to negotiate the terms and conditions of a relinquishment agreement and authorize the City Administrator to sign the relinquishment agreement and freeway maintenance agreements, subject to final negotiation of terms acceptable to the City Administrator and approval as to form by the City Attorney.

Relinquishment Process

Once Council authorizes the City Administrator to execute a relinquishment agreement and related freeway maintenance agreements, City and Caltrans staff will work together to finalize the PSSR, Relinquishment Agreement, and FMAs. After the City Administrator executes the agreements, the CTC approves the relinquishment and transfer of funds and the CTC Resolution is subsequently recorded with the County Recorder's Office.

The relinquishment is anticipated to be complete by end of calendar year 2013.

Questions?



05/17/2012

State Route 225



Cliff Drive at City College West Driveway (looking easterly)

State Route 225



Cliff Drive at City College East Driveway (looking easterly)

State Route 225



**Las Positas south of Elings Park Entrance
(looking south towards Cliff Drive)**



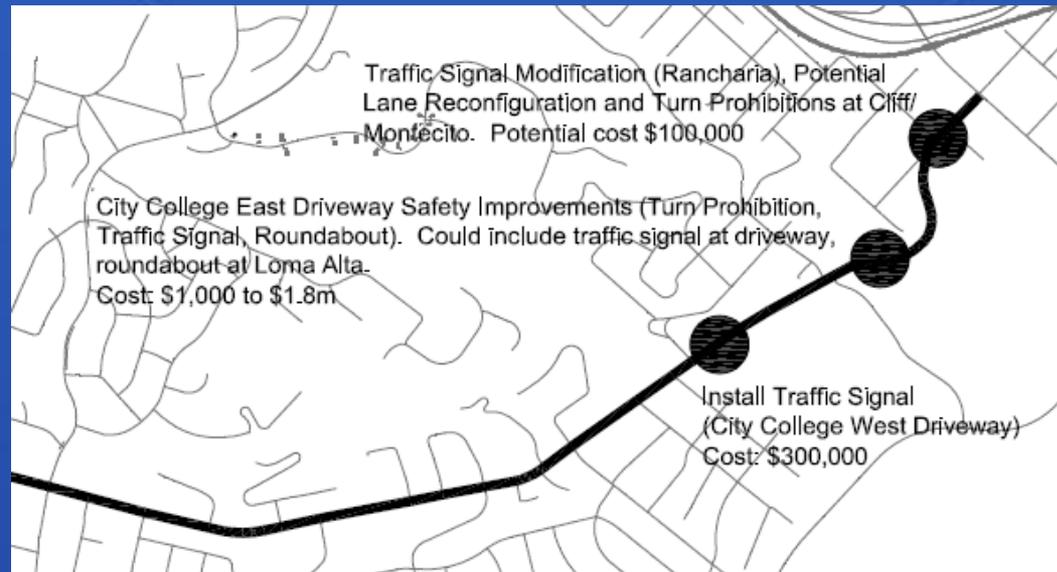
NOT FOR PRESENTATION

For reference only

Traffic Operations Review

Corridor Safety Review (cont.)

- Safety needs identified include:
 - New traffic signal at Cliff Drive and City College West Campus driveway;
 - Improvements to City College East Campus driveway; and
 - Improvements to section of Montecito between Cliff and Rancheria
- Total cost estimated: \$351,000 - \$2,200,000 (unfunded)



City Relinquishment Costs

Draft PSSR includes Caltrans's 10-year maintenance costs for SR 225 corridor in Draft PSSR:

- **Total 10-year maintenance cost: \$7,029,300**
- **Average annual cost: \$702,926**
- **Includes pavement overlay in 2005**

Description	Estimated by City in May 2012	Provided by Caltrans in March 2013
Annual Maintenance Cost	\$367,000	\$702,926

Summary of Costs

Description	Estimated Cost
One-time Required Costs	
Traffic signal controller conversion	\$112,300
Safety Improvements	
New traffic signal @ Cliff/ City College (West)	\$300,000
Improvements @ Cliff/City College (East)	\$1,000 - \$1,800,000
Study alternatives on Montecito from Cliff to Montecito	\$50,000 - \$100,000
Enhanced pedestrian crossings (five locations)	\$1,350,000
Anticipated Needs	
Video bicycle detection	\$140,000
Pedestrian countdown timers	\$14,000
ADA improvements at sidewalk/driveway crossings	\$475,000
Guard rail on Las Positas Rd.	\$60,000 - \$180,000
Total Cost of Improvements:	\$2,502,300 - \$4,471,300

Summary of Costs

Description	Estimated Cost
Improvement Costs	\$2,502,300 - \$4,471,300
Ongoing Annual Maintenance Costs	
Street Infrastructure Maintenance	\$159,000
Pavement Maintenance	\$165,000
Traffic Signal Maintenance	\$43,000
Total:	\$367,000/year
Maintenance Costs Over 10 Years	\$3,670,000
TOTAL CITY COST OVER 10 YEARS*	\$6,172,300 - \$8,141,300
*Does not include pavement overlay or account for inflation	

All of these costs are currently UNFUNDED