



**TO:** Mayor and Councilmembers

**FROM:** Rosemarie Gaglione, Public Works Director

**CONTACT:** Teresa Lopes, Senior Project Manager  
James Winslow, Senior Project Manager

**SUBJECT:** Bicycle Capital Improvement Program Project Update

**RECOMMENDATION:**

Receive an update on the City's Bicycle Capital Improvement Program Projects.

**BACKGROUND:**

The City's Capital Improvement Program (CIP) consists of a broad array of projects to improve and/or replace aging infrastructure, address existing deficiencies, and construct new facilities to serve existing and future community needs. Some of the City's CIP projects were inherited from the County upon incorporation while others were identified as part of the City's General Plan Transportation Element. Regardless of how the individual projects came to be, the City's CIP continues to evolve and grow as the needs of the City change.

Each year staff provides an overview of the CIP to Council as part of the budget process. Council has requested an update/overview of the Bicycle CIP projects at this time due to public interest in these projects. The presentation will include a summary listing of existing and proposed bicycle and pedestrian projects. The update does not include all of the new projects that may come out of the Bike Ped Master Plan because the process is not yet complete.

**DISCUSSION:**

The City's Five-Year CIP includes 56 projects at an estimated cost of over \$155 million dollars. Of these, there are currently nine active CIP Bicycle projects with an estimated cost of just under \$11 million dollars budgeted for FY 17/18.

1. Hollister Class 1 Bike Path:

The Hollister Class I Bike Path project added a Class I Bike Path/Multi-purpose path along the south side of Hollister Avenue from Pacific Oaks Road to west of Pebble Beach Drive. The project was funded in part with \$1.644 in Active Transportation Program (ATP) funds along with local funds as a Safe Routes to School project. Construction of the project began in late May 2017. As of the writing of this report the construction is nearly complete. It is anticipated the project will be complete in December 2017. Staff is working in partnership with the Coalition For Sustainable Transportation (COAST) to provide outreach/education to the students at Ellwood Elementary School after all components of the project have been constructed as part of COAST's Safe Routes to School Program. The outreach is tentatively scheduled for early January (after Christmas break). An outreach session for the community is also being considered in addition to the school outreach to give all members of the community an opportunity to ask questions and provide feedback on the project.

2. Ward Drive Class 2 Bike Lane:

The Ward Drive Class 2 Bike Lanes project constructed approximately 4,600 feet of new Class II bike lanes along Ward Drive from south of Hollister Ave to the southern terminus of Ward Drive at the Atascadero Creek Trail (Obern Trail). The project also included construction of new curb, gutter and sidewalk in front of the Rancho Goleta mobile home community. The project was funded in part with funding from South coast Regional Bicycle and Pedestrian Program Grant (Measure A) program along with local funds. Construction began in late April 2017 and is now complete.

3. San Jose Creek Bike Path – South and Middle Extent projects:

The San Jose Creek Bike Path Project has three segments. The Northern segment is in the County and they are currently working on this project that will create a Class I facility from just above Calle Real to Cathedral Oaks Road.

The Middle segment is divided into two parts. The upper section will take users from Armitos Avenue north to Calle Real where they will be able to hook up with the Northern segment. This section is in the design phase and requires coordination with Caltrans and the railroad. A recent positive development is that Caltrans is going to replace the bridge that carries HWY 101 over San Jose Creek and staff can work with Caltrans to accommodate the bike path project. All of the funding is not yet in place. The lower section of the Middle segment will take users from Armitos Avenue to Hollister Avenue and the new park. This section will be constructed at the same time as the park. The right of way phase will begin shortly.

The Southern segment will provide a Class I facility to take users from Hollister Avenue to Sandspit Road adjacent to HWY 217. Caltrans is replacing the bridge that carries HWY 217 over San Jose Creek and staff is working with Caltrans to

accommodate the bike path. This project also requires coordination with the County since much of the project lies within their jurisdiction.

4. Cathedral Oaks Class 1 Bike Path:

The Cathedral Oaks Class 1 Bike Path Project includes constructing a Class I Bike Path on Cathedral Oaks Road from the San Pedro Creek Bridge west to Glen Annie Road. The purpose is to extend the existing Class I Bike Path on Cathedral Oaks by Dos Pueblos High School east from Glen Annie Road. This is a heavily traveled bicycle commuter and Safe Routes to School route. Cathedral Oaks is a major arterial and is also heavily used by vehicles. Extending the Class 1 bike path east to San Pedro Creek will remove an existing gap and barrier in the City's bike network, especially for students going to Dos Pueblos High School from the east.

The project is in the planning stage. Staff could apply for an Active Transportation Program (ATP) grant for this project. The next round of ATP grant Call for Projects will occur in the spring of 2018. Staff will bring the list of potential ATP applications to Council in January.

5. 101 Overcrossing:

The City has received the draft Project Study Report (PSR) from the design consultant Drake Haglan and Associates (DHA) for review. The draft PSR includes layout plans and exhibits for the three project build alternatives. All of the proposed alternatives include buffered bike lanes, as well as a Class I/multi-purpose facility that will provide connectivity between the Hollister Class I and destinations on the north side of US 101. The draft package under review includes a Preliminary Environmental Analysis Report (PEAR) as well as traffic counts which will be utilized to support the traffic engineering portion of the future EIR. Upon completion of the City's review, the PSR will be submitted to Caltrans for review and conceptual approval.

6. Fairview Overcrossing Class 1 Bike Path (new project):

At the December 5, 2017, Council meeting in the afternoon, staff recommended Council approve Amendment No.1 to KTU&A's Agreement No. 2016-045. The amendment includes an additional scope of work task to evaluate the Fairview Overcrossing. In response to numerous comments centered on the Fairview Avenue, Hollister Avenue, Calle Real, US 101 overcrossing, and removal of the pedestrian access ramp to Calle Real, staff requested KTU&A evaluate and prepare schematics to construct a Class 1 Bike Path on the west side of Fairview Avenue. The work includes determining a layout, fitting the bike path within the City right-of-way, and potential connections at the ends of the new bike path. If the Council approves the amendment, staff will return to Council at a future date with the feasibility analysis, evaluation, and recommendations.

On December 11, 2017, staff will recommend that the Planning Commission amend Resolution No. 17-05, "A Resolution of the Planning Commission of the City of Goleta, California, Rescinding Resolution No. 17-04 and Finding the Fiscal Year 2017-2018 Capital Improvement Program is in Conformance with the Goleta General Plan / Coastal Land Use Plan Pursuant to Section 65401 of the Government Code" to include the Fairview Overcrossing Class 1 Bike Path Project. This project's conformity with the General Plan would be subject to policies contained in the Transportation Element of the General Plan.

The current project description for the Fairview Overcrossing Class 1 Bike Path Project – Hollister Avenue to Calle Real includes constructing approximately 2,600 linear feet of 12-foot-wide Class 1 Bike Path along the western side of Fairview Avenue from Hollister Avenue north to Calle Real (project). The project will retain the existing sidewalk on the west side, add a Class 1 Bike Path adjacent to the sidewalk (to accommodate both bicycles and pedestrians), and remove the striped Class 2 bike lanes on both sides to install a three-foot raised buffer between the Class 1 bike path and the southbound travel lane. The travel lanes will be adjusted from 12-feet-wide to 11-feet-wide to accommodate the new bike path. The project will also include roadway re-striping, potential utility relocation and signal modifications. Coordination with Caltrans and the City of Santa Barbara will be necessary since the project crosses through their jurisdictions.

Staff will return to Council in January 2018, recommending Council authorize the project and allocate budget resources for the design, environmental, and construction phases for the new project. Staff could apply for an Active Transportation Program (ATP) grant for this new project. The ATP grant process will occur in the spring of 2018.

7. Storke Road Evaluation (new project):

At the December 5, 2017 afternoon Council meeting, staff recommended Council approve Amendment No.1 to KTU&A's Agreement No. 2016-045. The amendment includes an additional scope of work task to evaluate Storke Road for bicycle and pedestrian improvements. In response to public comments, Planning Commission recommendations, and Council concerns, staff included a task to perform an evaluation of bicycle and pedestrian options along Storke Road between Del Norte Drive/Calle Real across US 101 to the City limits. This will include a feasibility analysis for options and layouts for bike and pedestrian infrastructure improvements along Storke Road.

If the amendment is approved by Council, staff will return to Council at a future date with the feasibility analysis, evaluation, and recommendations.

8. Hollister Complete Streets Corridor Plan:

The Complete Streets project team has essentially completed Task 1, which consists of Existing Conditions Assessment and Traffic Studies. The Consultant will

be submitting the final Existing Conditions and Needs Assessment Report by the end of the month.

Staff is currently working on Task 2 of this Project, which is the Develop and Analyze Alternatives phase. The Consultant Team has developed three initial concept alternatives. These alternatives have been reviewed and discussed at the following meetings:

- *Consultant Consultation and Brain Storming Meeting August 30, 2017*  
This meeting involved a gathering of the consultants and City staff working on the Complete Streets Project, Old Town Sidewalks Project, and the Bike Ped Master Plan Project. The purpose was to discuss the projects' schedules, current phase, potential issues, and to coordinate the projects and vision moving forward. The concept alternatives were presented and discussed at this meeting and comments were recorded.
- *Project Stakeholder's Meeting, October 25, 2017*  
The concept alternatives were presented to the project stakeholders/technical advisory committee. The concepts were discussed and input recorded from the Stakeholder group.
- *City of Goleta Open House, November 2, 2017*  
The concept alternatives were displayed and discussed. Input from those in attendance was recorded.

Upcoming Public Outreach for Alternatives:

- *Special Meeting with Old Town Business Owners*  
The team felt it beneficial to specifically seek input from business owners, therefore, a special meeting will be held, inviting Old Town Business Owners to review and provide input on the concept alternatives. Staff will work with the Goleta Chamber of Commerce Business Group as well as the Old Town Community Association to reach out to all the business owners in Old Town, including all building and property owners. This meeting is tentatively scheduled for the 3<sup>rd</sup> week of January. A date and time certain will be set by the end of this week.
- *Public Outreach Meeting / Design Charrette*  
The Project Team will present the concept alternatives to the public in a special outreach meeting held in Old Town (Community Center). The meeting is tentatively scheduled for the 3<sup>rd</sup> week of January. A date and time certain will be set by the end of the week. The team will send postcards to residents of Old Town and deliver letters door to door as necessary to reach residents in Old Town and encourage attendance. The team is working with key community representatives that due to their experience and presence in Old Town, will encourage and promote community participation.
- *Present Alternatives to Council*

Once all the business owners and public outreach meetings have been concluded and input compiled, the team will present the alternatives to Council. Staff will request Council to provide input on direction on a preferred alternative. This could be pursued as a special council meeting and follow up with a decision regular meeting. These meetings are likely to occur in February and March 2018.

#### 9. *Bicycle and Pedestrian Master Plan:*

The goal of the City's BPMP is to encourage the development of an integrated bicycle and pedestrian system throughout the City of Goleta with connections to other regional bike systems. The existing Interim BTP does not include an updated list of projects, current next generation mobility planning, or a formal pedestrian planning component. In essence, it does not meet the current requirements. The BPMP will incorporate these items into the final planning document.

The BPMP goal will be accomplished using the following four key elements:

- 1) Identifying gaps and barriers, both perceived and actual, in the existing network where high priority routes are disconnected;
- 2) Developing a metric and methodology for prioritizing alternative transportation projects including identifying the need in disadvantaged communities such as Old Town, family friendly routes, and a tiered bicycle network that would serve experienced riders and less experienced riders;
- 3) Incorporating bicycle and pedestrian design guidance into City street standards that can be applied to a typology of different streets and provide for a sustainable community; and
- 4) Encouraging the use of walking and biking as viable alternative modes of transportation.

The City's Sustainable Communities Planning grant application lists three primary objectives that are being used to evaluate meeting the goals identified in the grant. The three primary objectives include the following:

1. Promote Public Health,
2. Reduce Automobile Usage and Fuel Consumption, and
3. Promote Equity.

Each primary objective includes corresponding indicators, data source, indicator baseline, grant-term milestones, implementation milestones, and anticipated outcomes. Staff will use the indicators and metrics to determine meeting the grant goals and objectives.

#### *Public Workshops and Outreach*

The team developed the Community Outreach Plan (Outreach Plan) to ensure successful completion of the BPMP. The Outreach Plan has four goals:

- 1) Encourage participation at our public workshops,
- 2) Encourage residents to complete the online survey,

- 3) Provide meaningful opportunities for community input, and
- 4) Deliver clear and consistent messages in the community.

Messaging includes encouraging those who work and live here to walk and bike in Goleta; communicating that together we will improve safety and reduce gaps in the network; prioritizing projects based on community input and support; reducing greenhouse gas emissions; and promoting public health and transportation equity. The Outreach Plan is geared towards Goleta residents, businesses, UCSB faculty, staff and students, and users of the facilities (individuals outside the City limits). The team implemented the Outreach Plan and is successfully engaging the community, local agencies, non-profits, and community organization groups throughout this process. Based on the data below, the team is successful in meeting the goals identified in the Outreach Plan.

Staff has held 13 workshops, TAC, commission, and/or various City events and meetings that have been open to the public. Public participation has so far been very successful and well received by the Community. Over 2,500 comments have been received on the BPMP, of those, 1,617 were survey responses received in both electronic and hard copy format during the formal public comment period between October 2016 and February 2017. Additionally, staff received numerous comments directly to the printed maps at the public meetings and workshops. Comments continue to come in at commission and TAC meetings, via email, and YouTube videos. This response far exceeds any outreach event in the past and anything the consultant has experienced. The survey and continued community engagement has been a huge outreach success for the City of Goleta with a total population of approximately 30,000.

The first two community events included a booth at the Lemon Festival on September 24, 2016 and the Farmer's Market on September 25, 2016 hosted by staff and the consultant. These booths provided excellent opportunities to engage directly with attendees, present information, and collect opinions from locals and visitors in the area. Attendees marked up maps, provided comments and input, and took the survey either digitally or on paper. The team provided handouts with the link to the online survey and Quick Response (QR) code. This code eases future access for individuals who preferred to provide comments after the events. An estimated 175 people on September 24, 2016 and 75 people on September 25, 2016 stopped by the booths. The team also handed out approximately 70 postcards that contain the link to the survey and online map.

The team hosted three community workshops – two in early November 2016 at the Goleta Valley Community Center and at UCSB and one in early December 2016 at Encina Royale. The purpose of these workshops was to connect and engage with individuals living and working in Goleta to broaden outreach and input on the plan. The workshops began with a brief presentation of the project that included 1) goals and purpose, 2) timeframes, 3) expectations, 4) next steps. After allowing time for questions and answers, staff then opened the meeting up to for an interactive public review and comment on the maps and figures. Staff had approximately ten (10) printed maps placed on tables around the room. The maps reflected the existing and planned walking

and bicycling routes already identified in the City. Two maps of the entire City – one each for walking and bicycling – were available to mark-up. To help identify specific, smaller areas of concern, staff divided the City into four quadrants and maps of each quadrant were printed and available to mark-up – four maps each for walking and bicycling. Approximately 35-45 individuals showed up to each of the three workshops held in the fall. Spanish translation services were provided at workshops in Old Town.

Staff posted the online survey on the City's website on September 22, 2016. The Survey was closed on February 21, 2017. The online survey identified demographic information including whether a respondent is a resident, student, business owner, visitor, etc. The survey also included a link to an interactive GIS map. The map provided a supplemental method of input where users added location-specific issues. The survey was available in English and in Spanish.

The final survey results indicate that, of the 1,617 responses, almost 48% of respondents are Goleta residents. Almost 54% of respondents identify as male, and almost 50% checked that they are in the age range of 19-44 years. Almost 70% of the respondents indicated that they bike as one of their travel means through Goleta, while 51% indicate they walk, and almost 86% indicate that they drive (likely a walk or bike and drive combination). Overwhelmingly, the respondents would like to see better bicycle and pedestrian facilities near shopping centers, Old Town Goleta, and parks and schools.

Staff also received almost 200 unique responses (not repeated) about barriers to walking more often for short trips in addition to the two most checked major obstacles to walking: "sidewalks, paths or crossings are missing or in poor condition" and "need to transport other people and things." For biking, respondents primarily indicated that they regularly bicycle for "leisure or fitness" and "to commute to work." Most indicate a typical distance of between 1-3 miles and 4-5 miles. Barriers to bicycling more often for short trips results in the top three major obstacles being: "Lack of and/or poor condition of bike facilities," "traffic too fast and heavy," and "need to transport other people and things." Approximately 145 unique responses were also received to this question.

Unlike most surveys where anonymity is more common, approximately 31% of respondents provided their name and email address to stay informed about the project. This high percentage along with responses received and quality of the comments are significant in providing useful feedback and implies that public participation is high for this project.

Spanish translation services were provided at workshops in Old Town. Staff is continuing to receive and seek public comment on BPMP.

#### *Project Branding and Communications*

Staff, along with the consultant team, designed a branding initiative specific to Goleta. The initiative includes a logo and catch phrase that incorporate pedestrian as well as bicycling activities (see below).





### *Data Analysis*

After the survey closed, the consultant analyzed the comments and entered them into a database. The consultant generated maps using Geographic Information Systems (GIS) showing the locations as a heat map of intensity which means that the greater the volume of comments at one location the darker the color. The consultant also analyzed all the background and other pertinent data. This includes such things as attractors, schools, reported collisions, gap closures identified, Safe Routes to Schools and Safe Routes for Seniors corridors, the public transportation network, and Census Bureau and federal statistics such as children under 14 years of age, seniors over 65 years of age, percent of the population that walks to work, households with no vehicles, and population and employment density. In addition to reviewing the previous interim Bicycle Transportation Plans from 2005 and 2009, the consultant also reviewed the sections of the General Plan that apply to walking and bicycling to ensure that the BPMP is consistent with the General Plan policies.

Following the data analysis period, the team held a follow-up workshop at the Goleta Valley Community Center on June 21, 2017. The purpose of this workshop was to present the results of the analysis of the existing data combined with the public comments and a preliminary list of short to intermediate time frame potential list of improvements. Because the City received such strong public comments combined with data analysis, the consultant created a robust map of the City showing the areas of potential concern and comments.

The compilation of comments revealed that the area of Fairview Avenue, Calle Real, US 101 overcrossing area is in need of significant improvements. Staff identified this as the “Focus Area”. Therefore, in addition to providing a map of the entire City for the public to add additional comments and notes at this stage in the process, staff provided a second map based on the locations and intensity of the public input (the heat map intensities) that zoomed in on this “Focus Area”. The public could then mark up the City-wide map as well as the zoomed in Focus Area map and provide updated comments. The city-wide and Focus Area maps include comments from the June 21, 2017 meeting, the Capital Improvement Plan (CIP) projects, and long-term visionary projects. In response to public inquiries, a list of approximately ten initial locations in the City showing potential improvements that could be made within a short-term to intermediate timeframe was provided including a list of the CIP projects that are already in the City’s budget. During the outreach process, the City received comments regarding opportunities for improvements in areas that are outside the City boundaries. The team is sharing those comments and feedback from the public outreach process regarding these potential areas of concern with our neighboring agencies – County of Santa

Barbara, City of Santa Barbara, and UCSB. The City had approximately 20 members from the public attend the meeting. Spanish translation services were provided.

Following the June 21, 2017, meeting and in response to questions from the public meeting, staff revised the potential list of improvements from the top 10 prioritized short-term and intermediate list to include all the potential improvements. The Goleta Bicycle and Pedestrian Master Plan – Potential Improvements List is divided into five categories:

- 1) Public comments corresponding improvements,
- 2) Potential improvements proposed in the General Plan Transportation Element,
- 3) Potential improvements identified in the CIP,
- 4) Potential city-wide improvements (those such as street lighting and pavement maintenance applied city-wide), and
- 5) Long-term vision (future opportunities) projects.

The Potential Improvements List also summarizes the methodologies and weighting factors typically applied using GIS software to provide an initial potential improvement prioritization analysis ranking score – both weighed and non-weighted. These categories include the following factors:

- Safety assessment,
- Importance to the community score,
- Collisions,
- Gap closure potential
- An aggregate of the Census data,
- Proximity to schools,
- Proximity to seniors over 65, and
- Grant competitiveness.

#### *Technical Advisory Committee*

Staff invited members from the local adjacent agencies as well as non-profit groups to join the Project in two capacities. First, agencies and organizations such as the Santa Barbara Bicycle Coalition (SBBike), Coalition for Sustainable Transportation (COAST), and UCSB agreed to partner with the City on the Project by providing in-kind services towards the grant through staffing the workshops and assisting with the process. The second method is through participating on the TAC. The TAC is made up of members from the Goleta Public Works Department, Planning and Environmental Review Department, County of Santa Barbara, City of Santa Barbara, UCSB, SBBike, COAST, Santa Barbara Metropolitan Transit District (MTD), Santa Barbara County Association of Governments (SBCAG), Goleta Chamber of Commerce, Traffic Solutions, Goleta Neighborhood Clinic, and community associations. Also, in response to a recent request, a member of the Goleta Union School District Board is being added to the TAC.

The City has held six TAC meetings to date with two more planned in the coming months. Most of the TAC meetings were held in Council Chambers and were open to

the public. The TAC's role is to provide comments and assistance reviewing the data, potential list of improvements, policies, and the draft BPMP. The consultant drafted the document outline which the team presented to the TAC for review and comment. Staff adjusted the document outline and reorganized the order slightly based on TAC and Planning Commission feedback. The master plan document outline includes the following: Vision, Goals, and Objectives; Relationships to Planning documents; Benefits of Walking and Bicycling; Community Input; Facility types; Current states of practice; Existing Conditions and Analysis; Recommendations; and Potential Future Funding Opportunities.

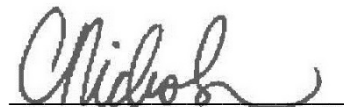
On November 16, 2017, the TAC met to discuss the draft policies. This particular TAC meeting was not open to the public because the policies may conflict with the General Plan or other City documents and the team wanted input from the representatives on the TAC prior to making the information public. The TAC made recommendations on the format of the draft policies and draft policies to include in the plan. Staff provided the list of policies from other agencies to the TAC to highlight for inclusion and return to staff within two weeks. The consultant will compile the list of policies and create a tracking system to identify which policies might conflict with the City's General Plan or Zoning Ordinance, and identifying methods to address the potential conflict (e.g. potential General Plan Amendment, etc.). Staff sent the draft policy list to the TAC for review and posted it to the BPMP website. The TAC also met on November 30, 2017, to review and discuss the draft chapters of the BPMP document. This meeting was open to the public. Staff provided agendas, the draft chapters, and the draft policy language to the TAC representatives in advance of the meeting. At the time of writing this staff report, the meeting had not occurred. Staff will provide a status update at the Council meeting.

The consultant is also working on Phase II of the project, which includes developing design guidelines for the City's streets and roadways. The updated City road standards will provide direction and consistency that is specific to the City of Goleta to be used by staff, consultants, and developers when designing/redesigning the City's roadways. This portion of the Project is funded primarily through local Measure A grant funds. This is anticipated to be completed by the summer of 2018.

#### **FISCAL IMPACTS:**

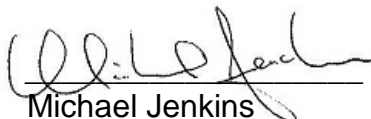
There is no cost associated with receiving this presentation. Individual project either are currently funded, or will be brought to Council in the future with a funding request.

**Reviewed By:**



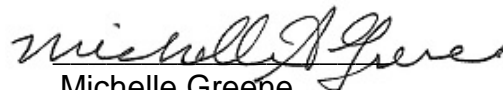
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