WESTERN GOLETA
101 OVERCROSSING UPDATE

City Council Presentation

July 18, 2017

PROJECT PURPOSE

- Reduce Traffic congestion at Storke Road/Glen Annie Road Interchange and along Storke Road
- Improve vehicular, bicycle and pedestrian access for residents of both sides of the freeway
- Improve bicycle/pedestrian safety
- Reduce emergency response times across Highway 101 and UPRR

PROJECT BACKGROUND

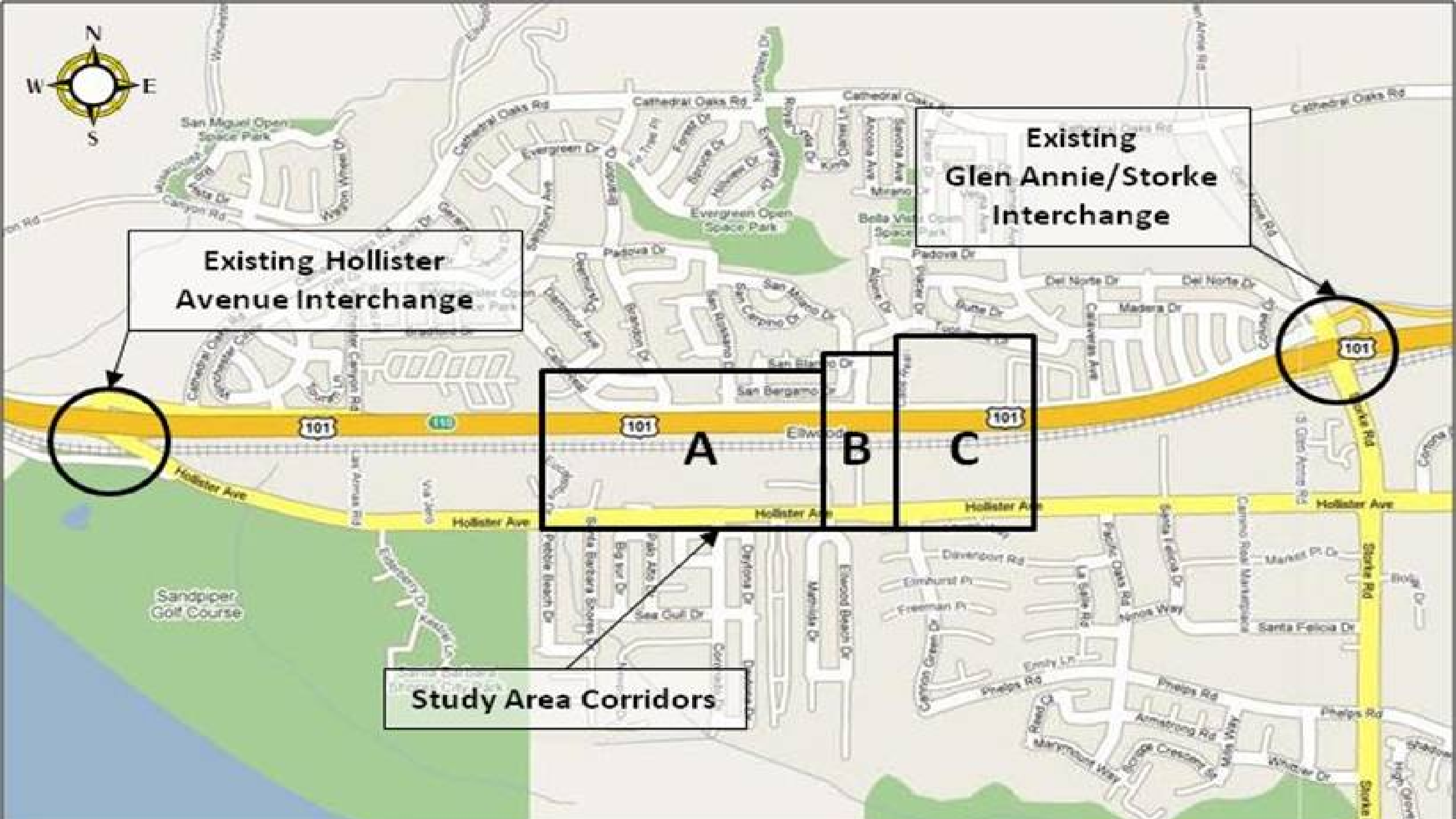
- Project listed in the General Plan under T.E. 5.5
- Goleta's only "listed" project under Measure A

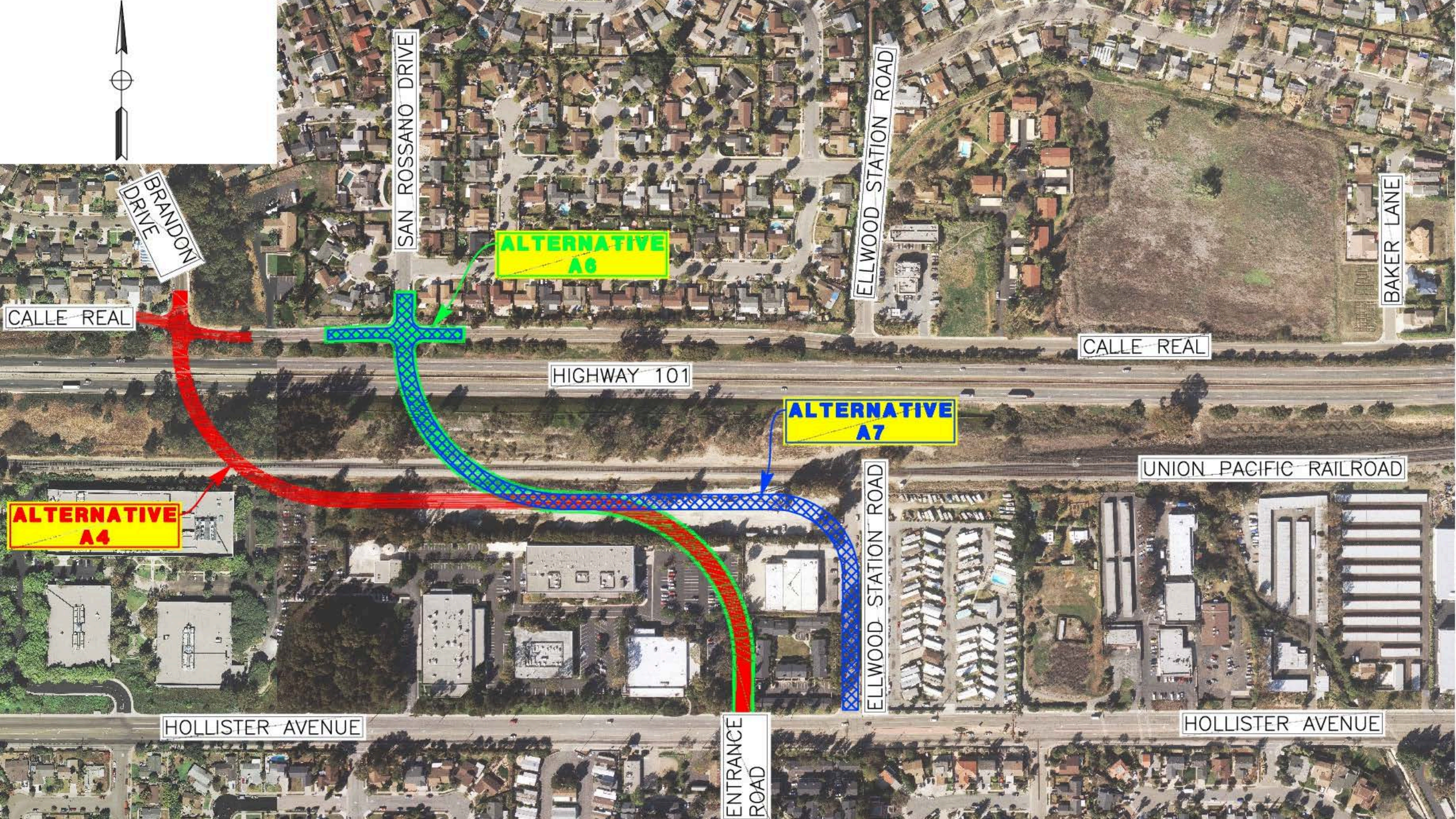
PROJECT DEVELOPMENT TO DATE

- Feasibility Study completed in 2009 by Drake Haglan and Associates
- Began with 13 possible alignments
- Three alignments recommended for further study (A4, A6 and C5).
- February 2010 – City holds Community Outreach Open House Event

PROJECT DEVELOPMENT TO DATE

- Based on feedback, City and their design team develop new alternative A7
- November 2010 – City holds a second Community Outreach Open House Event
- December 2010 Draft Project Study Report (PSR) prepared by Drake Haglan and Associates, recommends alternatives A4, A6 and A7
- Since 2010, staff has pursued various grant opportunities for funding the project


N
W
E
S
Existing Hollister Avenue Interchange
Existing Glen Annie/Storke Interchange
A
B
C
Study Area Corridors
101
Hollister Ave
Storke Rd
Cathedral Oaks Rd
Evergreen Open Space Park
San Miguel Open Space Park
Sandpiper Golf Course
Davenport Rd
Phelps Rd
Santa Felicia Dr

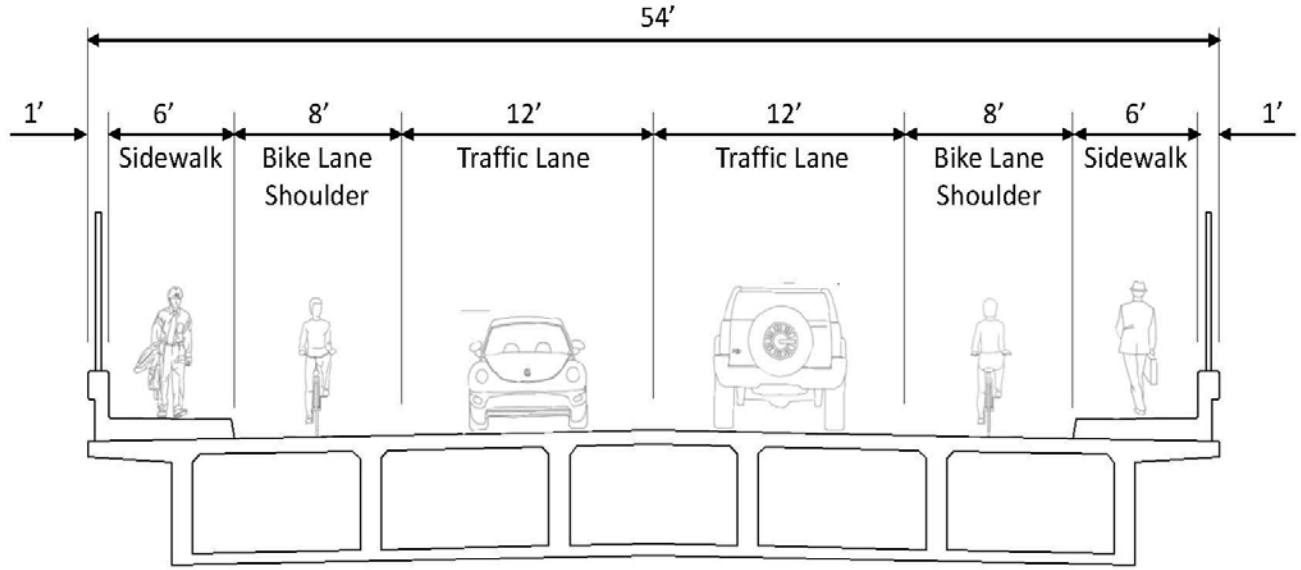

BRANDON DRIVE
SAN ROSSANO DRIVE
ELLWOOD STATION ROAD
BAKER LANE
ALTERNATIVE A6
CALLE REAL
CALLE REAL
HIGHWAY 101
ALTERNATIVE A7
UNION PACIFIC RAILROAD
ALTERNATIVE A4
ELLWOOD STATION ROAD
HOLLISTER AVENUE
HOLLISTER AVENUE
ENTRANCE ROAD

RECOMMENDED ALIGNMENTS

ALTERNATIVE A-4

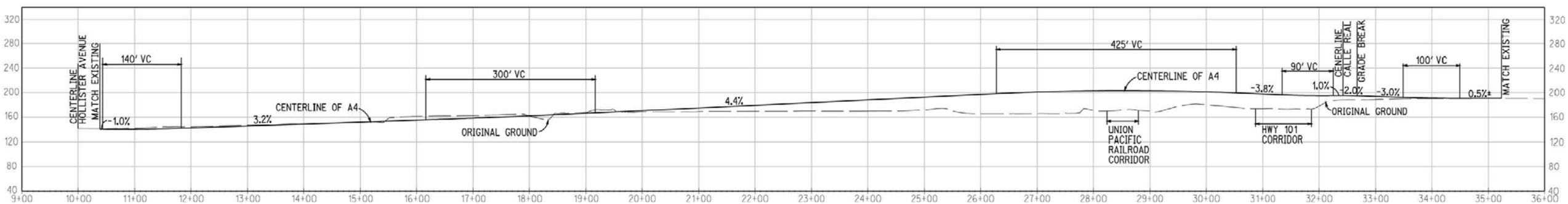
Overall Key Features

- Connects Hollister Ave/Entrance Rd Intersection south of the freeway to Calle Real/Brandon Dr Intersection north of the freeway
- Approximate Total Project Cost = $24.7 Million
- Design Speed of 30 mph
- Maximum vertical grade of 4.4% (≤5% preferred for bicyclists/pedestrians)
- Calle Real will need to be raised by approximately 7’ at the intersection with Brandon Dr
- Calle Real will be realigned to the south away from residences at Calle Real/Brandon Dr



Typical Section

A-4

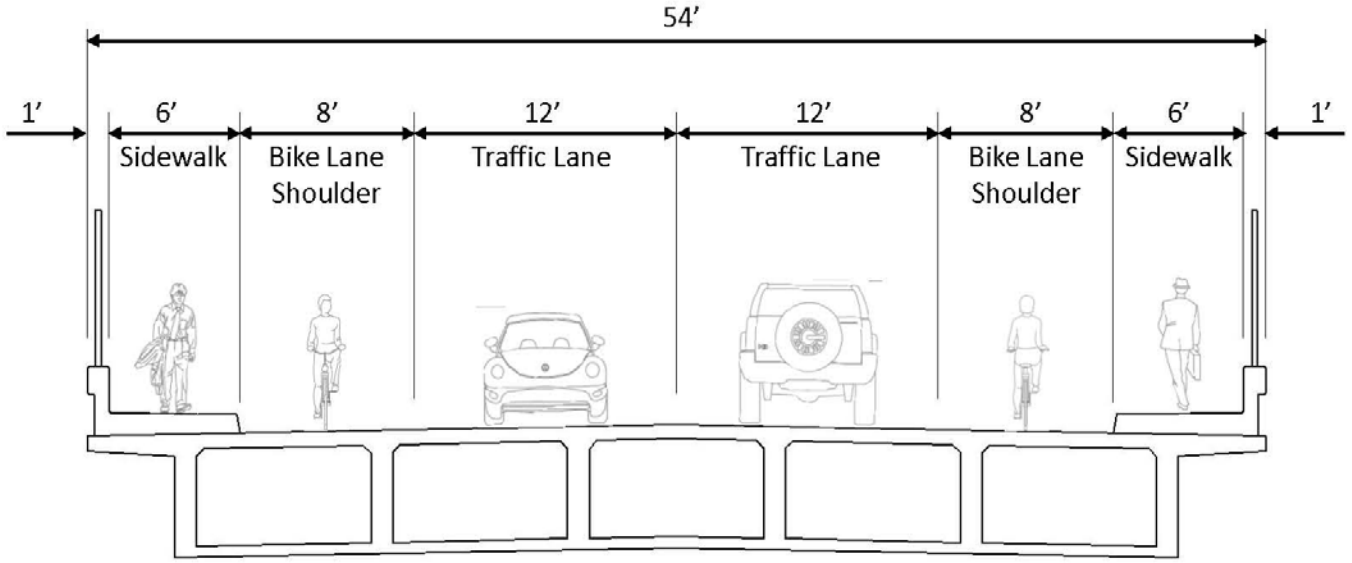


Profile

ALTERNATIVE A-6

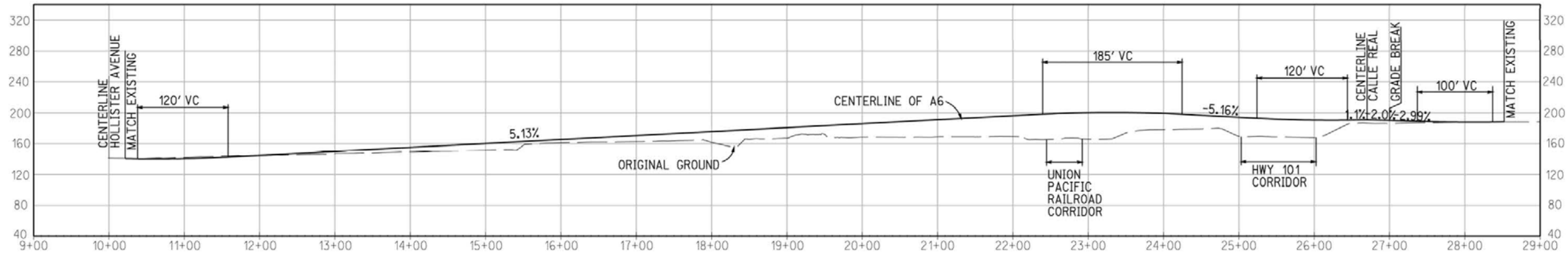
Overall Key Features

- Connects Hollister Ave/Entrance Rd Intersection south of the freeway to Calle Real/San Rossano Dr Intersection north of the freeway
- Approximate Total Project Cost = $22.6 Million
- Design Speed of 30 mph
- Maximum vertical grade of 5.16% (≤5% preferred for bicyclists/pedestrians)
- Calle Real will need to be raised by approximately 4’ at the intersection with San Rossano Dr (intersection is currently about 4’ below the adjacent properties)



Typical Section

A6

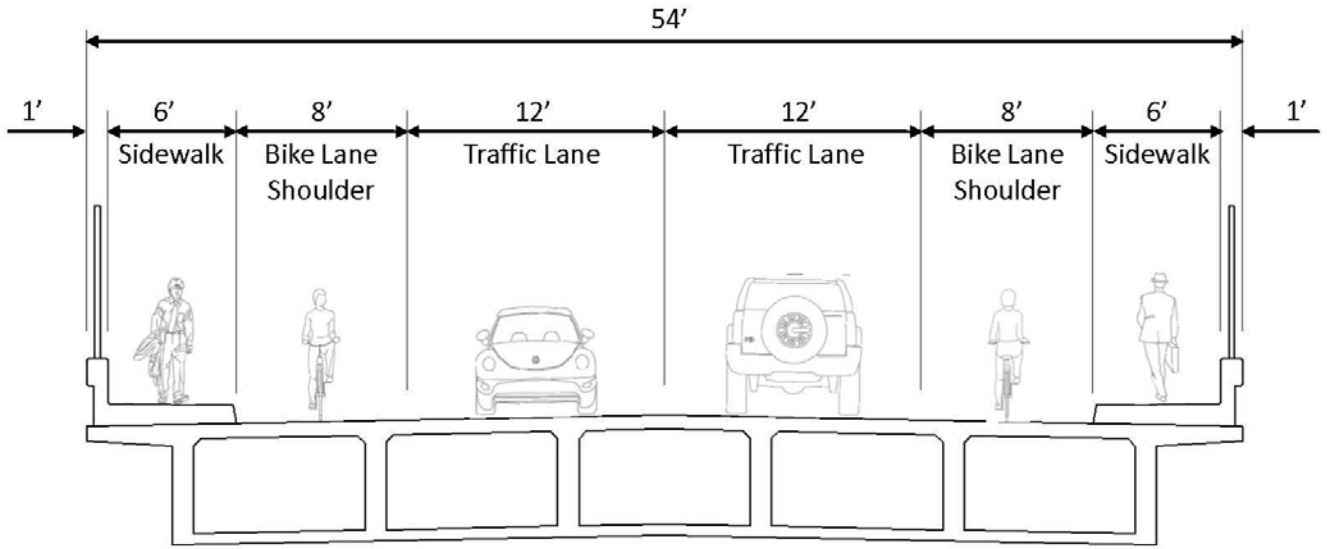


Profile

ALTERNATIVE A-7

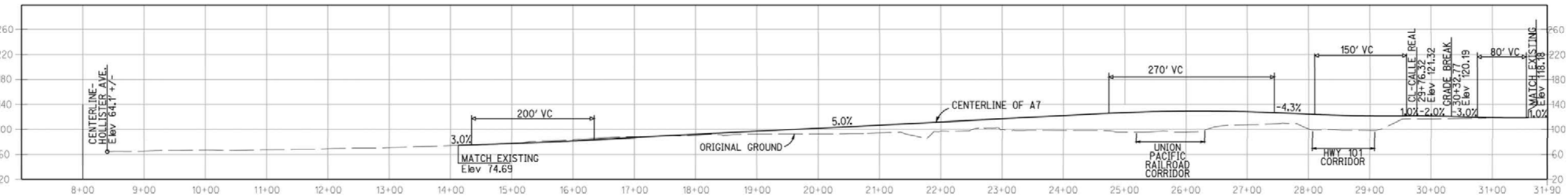
Overall Key Features

- Connects Hollister Ave/Ellwood Station Rd Intersection south of the freeway to Calle Real/San Rossano Dr Intersection north of the freeway
- Design Speed of 30 mph
- Maximum vertical grade of 5.0% (≤5% preferred for bicyclists/pedestrians)
- Calle Real will need to be raised by approximately 4’ at the intersection with San Rossano Dr (intersection is currently about 4’ below the adjacent properties)
- Similar project costs and traffic impacts/benefits as Alt A6



Typical Section

A7



Profile

TRAFFIC SIMULATIONS

Projected 2030 Peak 15 Minute AM Traffic

Screen 1 – No Build Alternative

Screen 2 – Alternative A4

Screen 3 – Alternative A6/A7

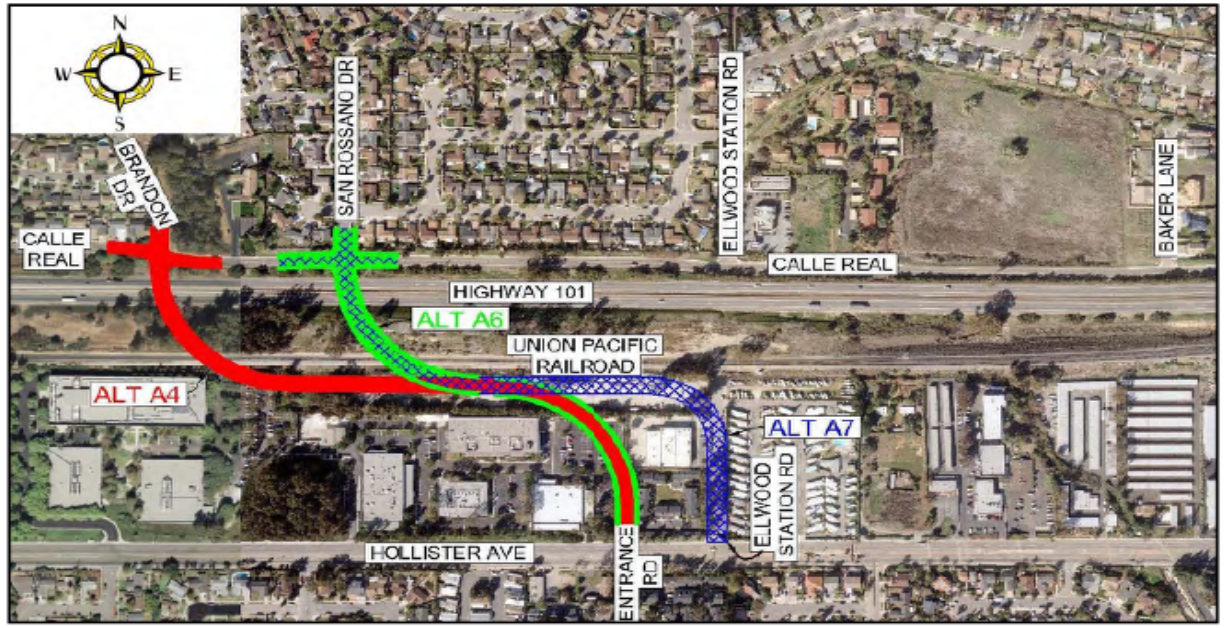
Screen 4 – Alternative C5

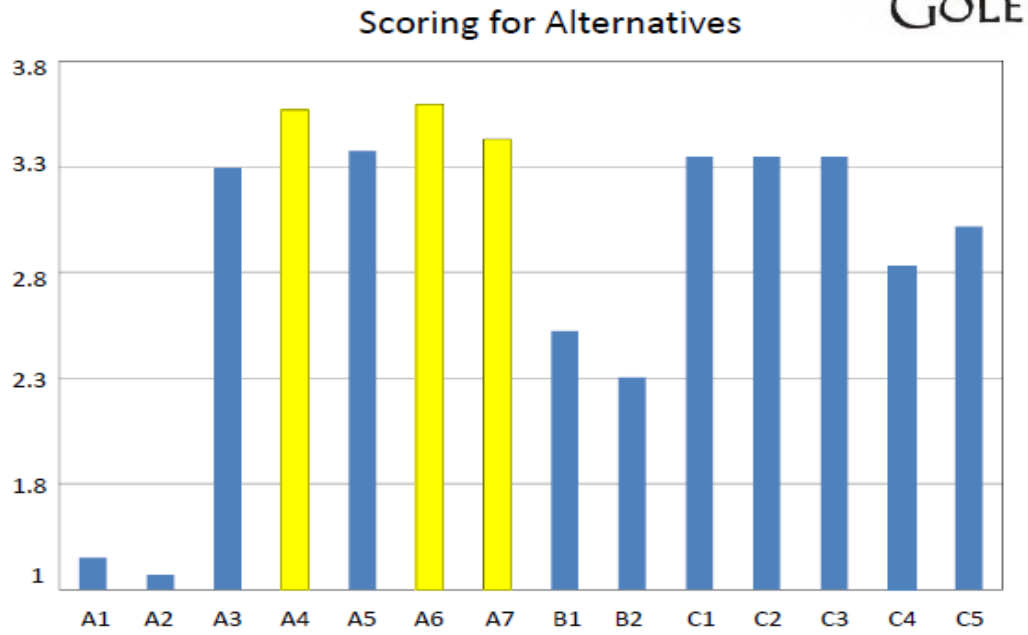
Why prepare traffic simulations?

- Address concerns associated with proposed overcrossing increasing traffic within adjacent neighborhoods
- Illustrate traffic impacts such as queue lengths at intersections, etc.

1. Baseline simulation validated to traffic counts & travel time surveys performed by the City of Goleta
2. 2030 future year simulations based on Goleta Travel Model forecasts
3. Developed by Dowling Associates

RECOMMENDED ALIGNMENTS





Scoring Breakdown for Recommended Alternatives

	Criteria	Alternative A4			Alternative A6			Alternative A7		
		Category Score	Weight	Weighted Score	Category Score	Weight	Weighted Score	Category Score	Weight	Weighted Score
A	Meets ADA Requirements	5	11%	0.55	2.5	11%	0.27	5	11%	0.55
B	Design Speed	2.5	3%	0.08	2.5	3%	0.08	2.5	3%	0.08
C	Potential to Add Future Highway Ramps	5	2%	0.11	5	2%	0.11	5	2%	0.11
D	Direct Access to Calle Real	5	5%	0.27	5	5%	0.27	5	5%	0.27
E	Traffic Increase in Residential Areas	0	12%	0.00	0	12%	0.00	0	12%	0.00
F	Traffic Reduction to Glen Annie/Storke/101 Interchange	5	14%	0.71	5	14%	0.71	5	14%	0.71
G	Traffic Reduction to Hollister/Storke Intersection	2.5	13%	0.33	2.5	13%	0.33	2.5	13%	0.33
H	Business Property Impacts	2.5	7%	0.16	2.5	7%	0.16	2.5	7%	0.16
I	Residential Property Impacts	5	10%	0.49	5	10%	0.49	2.5	10%	0.25
J	Biological Resources Impacts	2.5	4%	0.11	5	4%	0.22	5	4%	0.22
K	"Open Space" or "Scenic Viewpoint" Impacts	5	1%	0.05	5	1%	0.05	5	1%	0.05
L	Right of Way	0	0%	0.00	0	0%	0.00	0	0%	0.00
M	Construction Costs	5	9%	0.44	5	9%	0.44	5	9%	0.44
N	Pedestrian Walking Time	2.5	8%	0.19	5	8%	0.38	2.5	8%	0.19
	TOTALS			**3.52**			**3.54**			**3.38**

NEXT STEPS FOR PA/ED PHASE

- Finalize Project Study Report/Project Development Report (PSR-PDS)
- Community Outreach
- Preliminary Engineering (geometric layout, structural concept, drainage, landscape, traffic)
- Complete environmental studies and environmental document (EIR)
- Complete Project Report and approval of selected Alterative by Caltrans

CITY OF GOLETA

ENVIRONMENTAL REPORTS

- Traffic analysis
- Geotechnical investigation
- Drainage/storm water quality studies
- Biological studies
- Cultural/Archaeological/Historic studies
- Air quality impact study
- Noise study
- Visual impact study
- Environmental impact report

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENTATION (PA&ED)

- Current proposed phase
- Cost: $1.24 million
- Estimated duration: 18-24 months

FINAL DESIGN

- Estimated cost: $1.5 million
- Estimated duration: 12-24 months

AGREEMENTS

- Cooperative Agreement between City and Caltrans for design and environmental review
- Caltrans Encroachment Permit
- Union Pacific aerial easement and flagging agreement

FUNDING

FY 2017/2018 budget provides for $419,372. Together with FY 2016/2017 carryover of $1,074,917, there are sufficient funds available and no additional budgetary obligation is required.

FUNDING

- Potential $6.5 million STIP funding for ROW acquisition beginning 2022
- Measure A - $7 million programmed for construction only in 2027
- No Measure A money for design
- GTIP can be used for design – but not enough is available

FUNDING OPTIONS - GRANTS

- Alternative Transportation Program
  - Staff will apply this summer
- Various planning grants
  - Staff will search for and apply for any relevant opportunities

SEQUENCING AND FUNDING

- Use a combination of phased funding and milestones to:
  - ✓ Optimize funding flexibility
  - ✓ Maximize grant opportunities
    - The further along the project is, the more competitive it is
    - The work will occur over multiple grant cycles
  - ✓ Minimize encumbrances
    - Reduce the impact on overall City budget

REQUEST FOR COUNCIL APPROVAL

Staff recommends council approval of Professional Services Agreement with Drake Haglan and Associates for Project Approval and Environmental Documentation Phase Services for the Goleta Overpass Improvement Project in an amount not-to-exceed $1,241,140

QUESTION AND ANSWER

OTHER FUNDING OPTIONS

- GTIP

  Cannot be used to fund the entire project

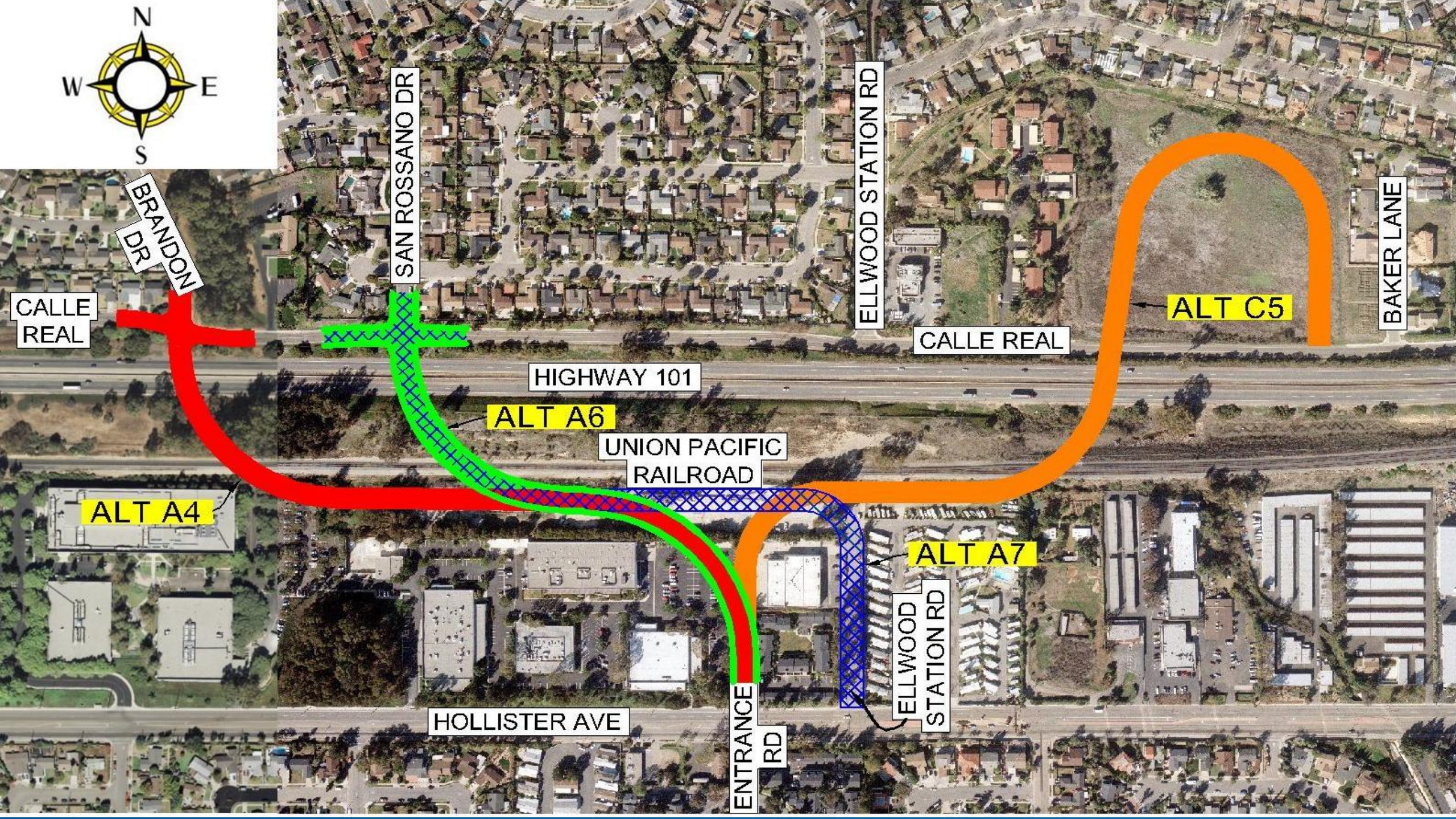
- LRDP

- General Fund

  Use General Fund money to complete all or a portion of the remaining environmental, right of way and design

- Bond for the all or part of the environmental, right of way and design costs

- A combination of grants, General Fund, GTIP and bonds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