



Agenda Item C.1
DISCUSSION/ACTION ITEM
Meeting Date: January 19, 2021

TO: Mayor and City Councilmembers

FROM: Charles W. Ebeling, Public Works Director

CONTACT: Teresa Lopes, Senior Project Engineer

SUBJECT: Continuation of Item from December 15, 2020 about the Hollister Avenue Complete Streets Corridor Plan (Project No. 9001) and Creation of a New Hollister Avenue Old Town Interim Striping Project

RECOMMENDATION:

- A. Create a new Capital Improvement Program project titled the Hollister Avenue Old Town Interim Striping Project and authorize a new appropriation of \$70,000 from the Measure A fund balance to the new project account assigned by staff; and
- B. Direct staff to initiate design for the Hollister Avenue Old Town Interim Striping Project based on a two-lane Hollister Avenue.

BACKGROUND:

The Hollister Avenue Complete Streets Corridor Plan Project (Complete Streets Project) is included as part of the City's 5-year Capital Improvement Program (CIP) and identified as CIP Project No. 9001. The goal of the Complete Streets Project is to enhance and prioritize safety, access, and mobility for all users and all modes of transportation along Hollister Avenue in Old Town Goleta. The proposed project focuses on improvements to the Hollister Avenue corridor between Fairview Avenue and State Route 217.

On September 9, 2014, the City received a notice of award of the United States Department of Transportation's (US DOT) FY 2014 National Infrastructure Investments of Transportation Investment Generating Economic Recovery (TIGER) VI Discretionary Grants program for the conceptual design of the Hollister Complete Streets Project in the amount of \$236,000. The TIGER grant funding covered only the conceptual design work and did not fund the full project delivery process that includes environmental review, design and construction phases of a project.

In September 2016, the City Council approved professional design services agreement No. 2016-114 with TJKM to provide a conceptual design for the project. On May 15, 2018, the City Council approved an amendment to the TJKM agreement to include additional

preliminary design traffic analysis to the scope of work. Public Works Department staff (Public Works) provided a project update to the Planning Commission on April 9, 2018 and also provided a project status update to the City Council on May 1, 2018.

DISCUSSION:

This is a continuation of the discussion from the December 15, 2020 City Council meeting on this topic.

Public Works, in collaboration with the design consultant TJKM, have completed the grant funded conceptual design phase work for the Hollister Avenue Complete Streets Corridor Plan Project. On December 15, 2020, the project was brought before the City Council to provide an update of the Conceptual Design work completed. During this meeting, Public works presented the three conceptual designs that were developed as part of the Complete Streets Project work effort. Public Works also presented the results of the preliminary traffic analysis associated with the two-lane and four-lane alternatives for existing and future 2040 traffic conditions. The conceptual design alternatives are shown and summarized in Attachment 1. Public Works presented two options for moving forward with the project as follows:

Option 1 - Move forward with the Environmental Review phase of the Complete Streets Project: The TIGER grant only funded the conceptual design phase of the Hollister Avenue Corridor Complete Streets Corridor Plan Project and the funds have now been exhausted. The conceptual design phase, analyzed and summarized the existing conditions, conducted a needs assessment to determine the deficiencies and improvements desired/needed, identified and developed three feasible alternatives to meet the goals and objectives of the project, performed public outreach to receive feedback on the proposed project alternatives, and conducted planning level preliminary traffic analysis to compare the proposed alternatives.

The next step in the standard project delivery process would be to enter the environmental review phase for the Complete Streets Project. A full environmental analysis of the proposed project alternatives would be conducted, and the appropriate environmental document would be developed. The environmental document would analyze all impacts associated with the project alternatives and identify measures necessary to mitigate those impacts. During the environmental review phase of the project, a more detailed traffic analysis would be conducted.

Once the environmental review phase was complete and a preferred project alternative was identified, the project could then move forward to the final design phase. This would be followed by the construction. There is currently development impact fee (DIF) and Long Range Development Plan (LRDP) funding available to fund the environmental review phase. However, there currently is no project funding available for the final design or construction phases of the project. It should also be noted that the construction phase of the project would likely be 3-5 years out at the earliest and has the potential to be delayed even further depending on various factors such as the type of environmental document required, extent and findings of additional public outreach, additional design

studies, project design, and project funding. Given the challenges of proceeding with any of the three alternatives for the Complete Streets Project, staff also identified a new Option 2.

Option 2 - Initiate a new Hollister Avenue Old Town Interim Striping Project: Based on the long timeline and lack of funding needed to construct the Complete Streets Project, Public Works has identified an option to design and construct an interim striping project (Hollister Avenue Old Town Interim Striping Project). The interim project would primarily consist of implementing the two-lane alternative from the Complete Streets Project with changing roadway striping, legends, and signage. The interim striping project design would look at conceptual designs presented in Complete Streets Project Alternatives B and C and would also analyze modifications to these concepts such as adjusting the position of the Class II bike lane in relation to the on-street parking.

Public Works would pursue this project as a high priority and then seek further direction from the City Council on prioritization and funding of the Complete Streets Project. Prioritization of projects in the Department of Public Works Capital Improvement Program Division occur yearly as the Work Programs and Budgets are developed for each Department within the City.

The interim striping project would focus only on restriping Hollister Avenue in Old Town Goleta and defer the other improvements to be completed to the Complete Streets Project, such as sidewalk widening, new medians, landscaping, and other beautification elements. The interim project would restripe Hollister Avenue as a two-lane roadway. The project would include adding Class II bike lanes within the existing roadway width. This would reduce the two major obstacles to implementing the Complete Street Project, the long timeline and lack of funding, while allowing the City to temporarily implement and meet the primary goals of the Complete Streets Project.

Public Works has also recently been in the process of refining the Old Town Parking and Safety project. The purpose of the project was to improve sight distances with red curb modifications and to improve parking by changing the length of time that cars can park along Hollister in Old Town. The Neighborhood Services and Public Safety Department had conducted public workshops and developed a conceptual plan. Public Works was then assisting with the engineering to develop the final improvements. The design of the interim striping project would replace many aspects of the Old Town Parking and Safety project design elements. If the interim striping project is constructed, then Public Works staff would not continue to pursue the Old Town Parking and Safety Project. After the interim striping project is constructed, Public Works would be able to monitor the Old Town parking needs to determine if there is still a need to adjust the length of time cars are able to park.

To deliver an interim striping project, Public Works would still have to go through the standard project delivery process consisting of conceptual design, environmental review, final design, and construction phases of the project delivery process. However, the interim striping project could be implemented in a shorter time and at a much-reduced cost compared to the Complete Streets Project. The Conceptual Design phase of the Interim

Striping Project will require a design level traffic analysis and engineering survey. Due to the extensive existing striping and the cross section of Hollister Avenue in the Old Town Goleta area, the Interim Striping Project will likely include a full width pavement grind and overlay of the roadway. The pavement grind and overlay would help reduce driver confusion with old striping. Therefore, staff is recommending City Council approve a new Hollister Avenue Old Town Interim Striping Project and direct staff to initiate project design based on a two-lane Hollister Avenue roadway layout.

FISCAL IMPACTS:

Complete Streets Project Cost Estimates

The cost of completing the full Complete Streets project is estimated as follows.

Project Components	Estimated Costs*	Funding Source	Funding Amounts*
Staff	\$ 150,000	TIGER Grant (419)	\$ 236,000
Conceptual Design (Consultant)	\$ 300,000	LRDP (230)	\$ 340,500
Environmental Review (Consultant)	\$ 500,000	Transportation - DIF (220)	\$ 267,700
Design (Consultant)	\$ 700,000	Measure A (205)	\$ 99,000
Construction	\$ 2,000,000	Measure A (205) Future	\$ 315,000
Construction Contingency	\$ 400,000	<i>Unfunded</i>	\$ 3,041,800
CM (Consultant)	\$ 250,000		
Total:	\$ 4,300,000	Total:	\$ 4,300,000

* Project cost estimate does not include old work efforts prior to conceptual design/TIGER grant.

Complete Streets Project Funding

The Complete Streets Project account currently has approximately \$615,000 in DIF, Measure A and LRDP funds to be used for the environmental review phase of the project. No funding is currently budgeted/available for the final design phase and construction phase of the Complete Streets Project. The table below summarizes the FY 20/21 project budget amounts and funding source accounts for the Hollister Avenue Complete Streets Corridor Plan Project (CIP No. 9001):

Project: Hollister Avenue Complete Streets Corridor Plan Project (CIP No. 9001)				
Account	Fund Type	FY 2020\21 Adopted Budget	YTD Actual/ Encumbrance	Available Balance
205-90-9001-57070 (Design/Env.)	Measure A	\$ 32,973	\$ 6,288	\$ 26,685
220-90-9001-57070 (Design/Env.)	Transportation - DIF	\$ 267,708	\$ 19,231	\$ 248,477
230-90-9001-57070 (Design/Env.)	LRDP	\$ 340,500	\$ 0	\$ 340,500
	Total	\$ 641,181	\$ 25,519	\$ 615,662

Public Works is recommending that the City Council create a new CIP project titled the Hollister Avenue Old Town Interim Striping Project and authorize a new appropriation of \$70,000 from the Measure A fund balance to the new project account assigned by staff. The \$70,000 will be used to initiate and define the scope and cost of the interim striping project, perform an engineering level traffic study and obtain an engineering survey and topographic mapping. With the scope and cost of the project defined, Public Works may return to the City Council with the scope, cost and a proposed schedule for the project. At that time, further appropriations for project will likely be needed. There is approximately \$570,000 of Measure A fund balance currently available.

ALTERNATIVES:

The City Council may elect not to create a new Hollister Avenue Old Town Interim Striping Project and direct staff to instead proceed with the environmental review phase of the Hollister Avenue Complete Streets Corridor Plan Project. Alternatively, City Council may direct staff to proceed with design of the Hollister Avenue Old Town Interim Striping Project based on a four-lane roadway layout instead of a two-lane roadway.

Reviewed By:

Legal Review By:

Approved By:


Kristine Schmidt
Assistant City Manager


Michael Jenkins
City Attorney


Michelle Greene
City Manager

ATTACHMENTS:

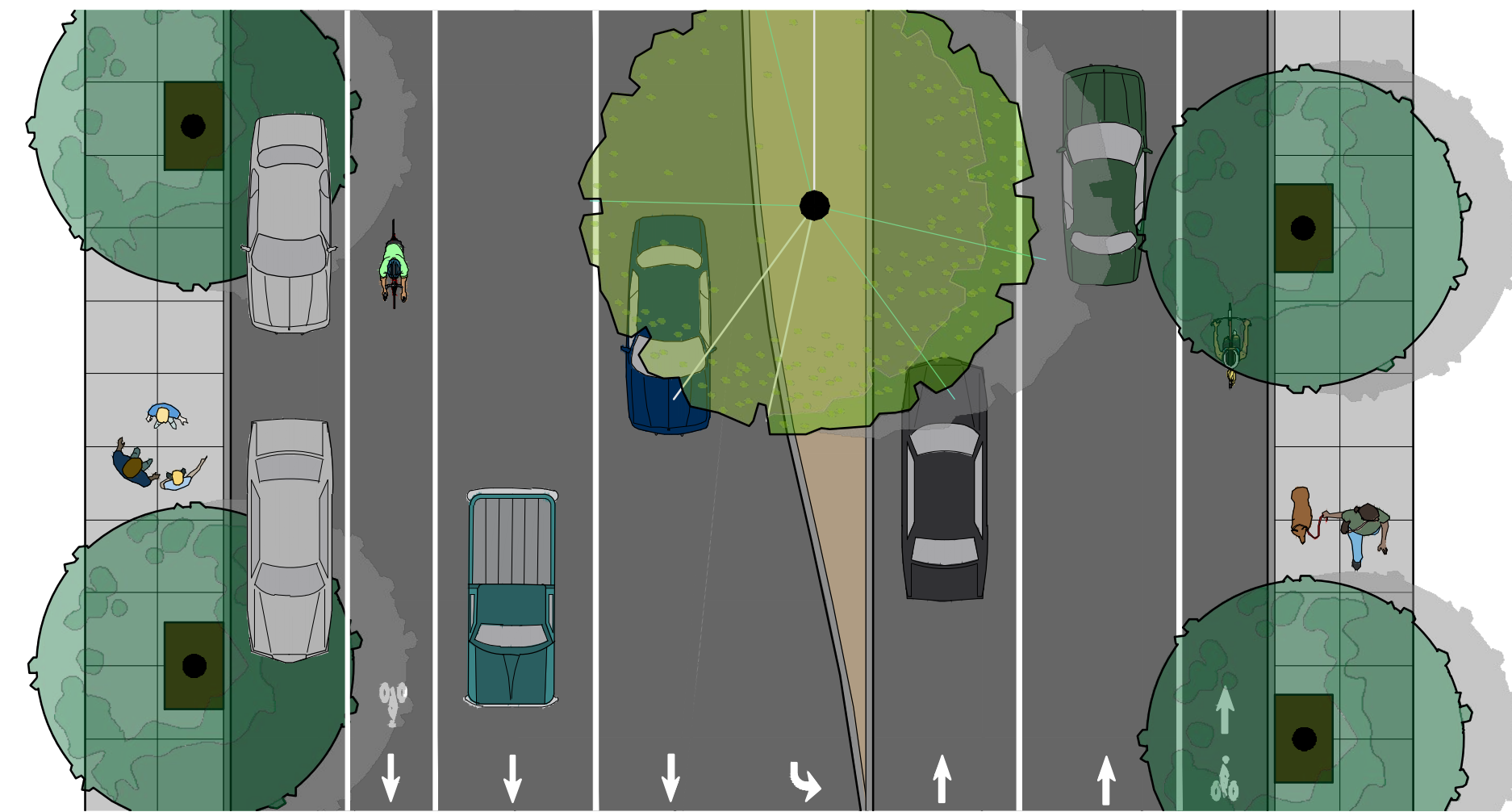
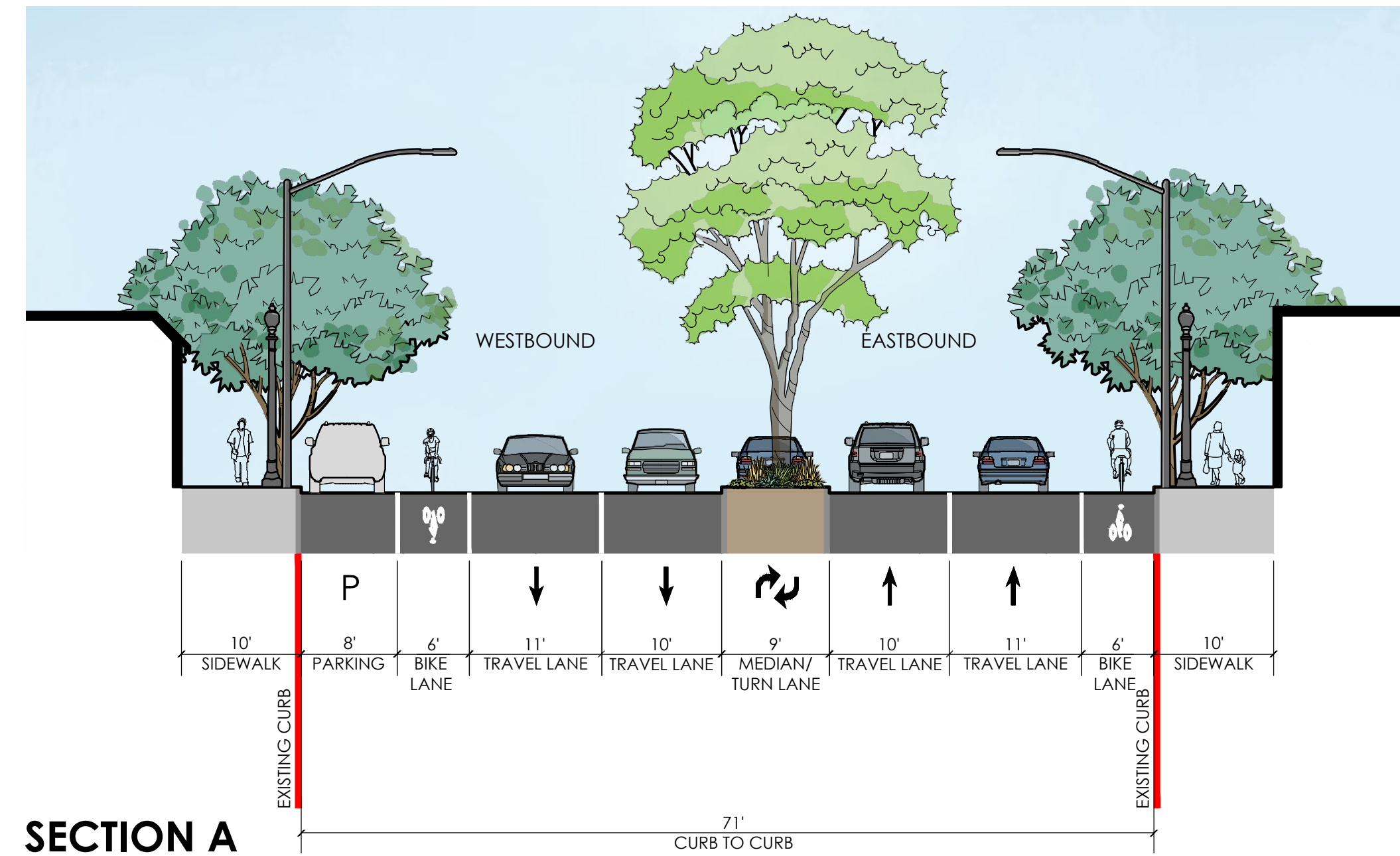
1. Hollister Avenue Complete Streets Corridor Plan Project Alternatives Typical Sections
2. Hollister Avenue Complete Streets Corridor Plan Project Update Presentation

ATTACHMENT 1

Hollister Avenue Complete Streets Corridor Plan
Project Alternatives Typical Sections

ALTERNATIVE A

TWO LANE ALTERNATIVE WITH PARKING ON THE NORTH SIDE

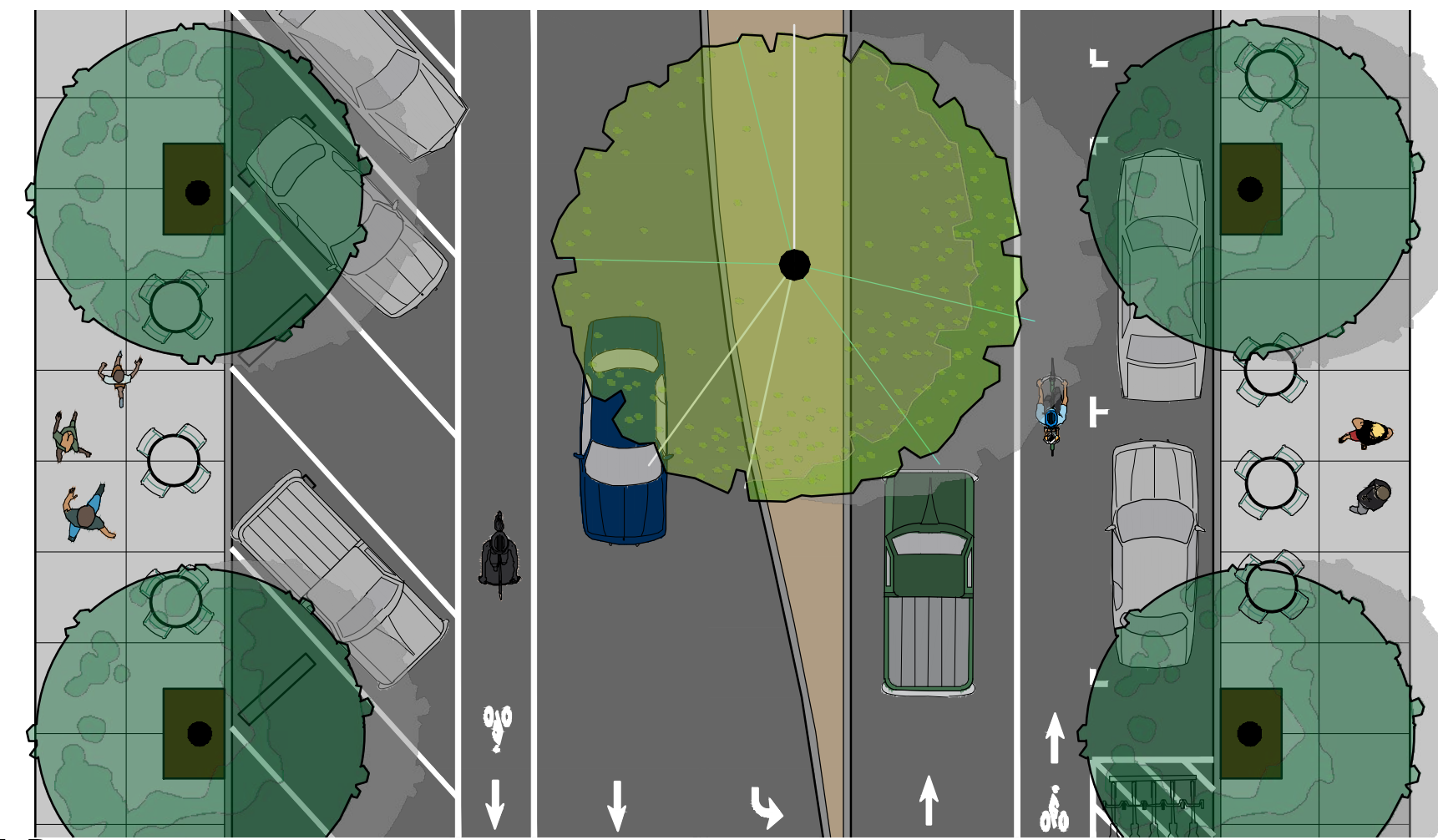
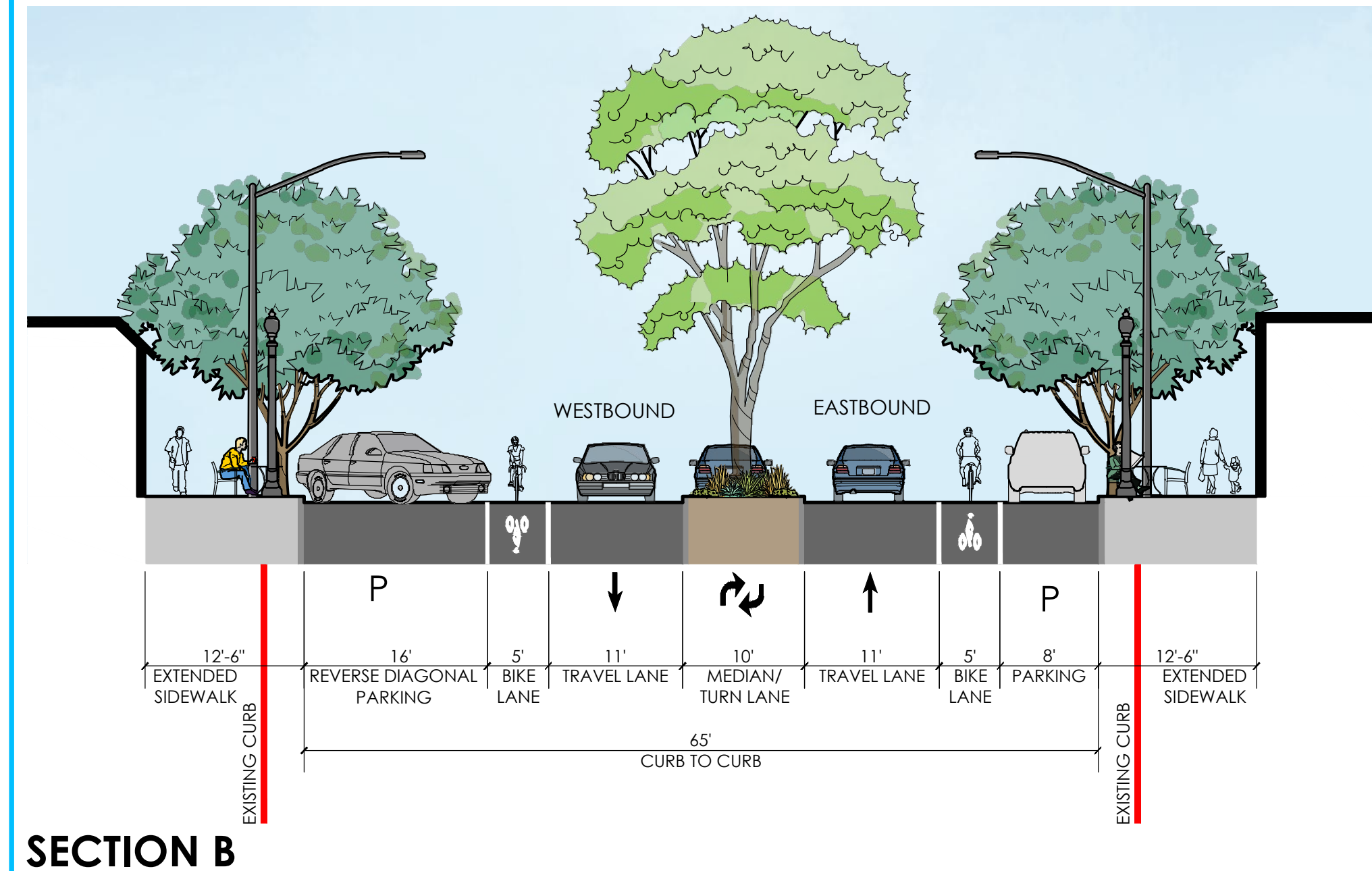


ALTERNATIVE A IMPROVEMENTS:

- No Change to Existing Sidewalk Width (remains 10' wide)
- Two Vehicle Lanes in Each Direction with Left Turn Lane
- Class II Bike Lane (6' Wide) with Green Bike Lane Striping
- Parallel Parking on North Side of Hollister Ave. Only
- No Parallel Parking on South Side of Hollister Ave. Reduces overall Parking Spaces
- Curb Extensions at Intersections on the North Side of Hollister Ave. Only
- No Curb Extensions on South Side of Hollister Ave.
- Median Plantings at Various Locations Along the Street Corridor
- Enhanced Bus Stops and Reposition Bus Stop at the Community Center for Better Pedestrian Visibility
- Bike Racks

ALTERNATIVE B

SINGLE LANE WITH REVERSE DIAGONAL PARKING

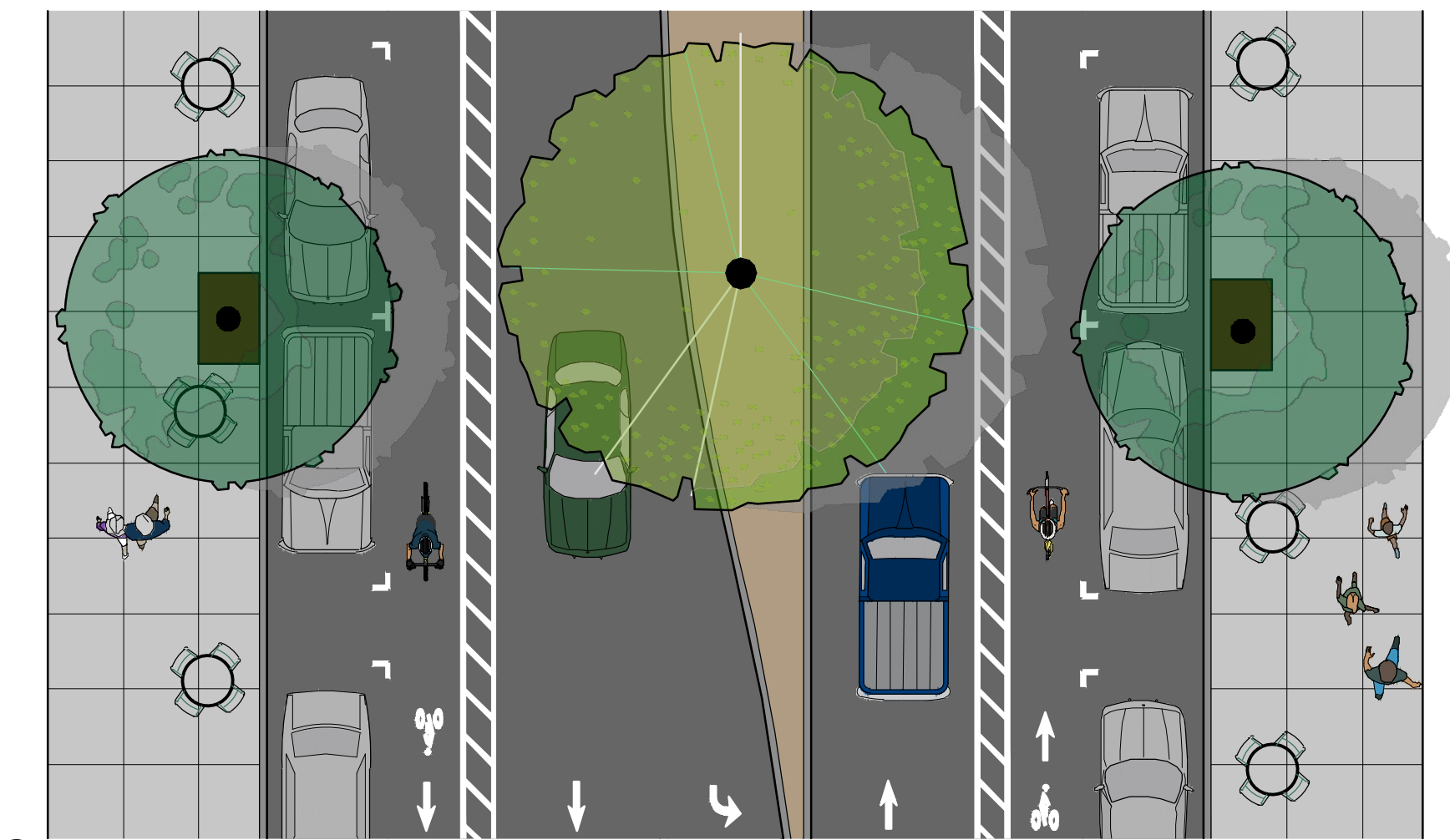
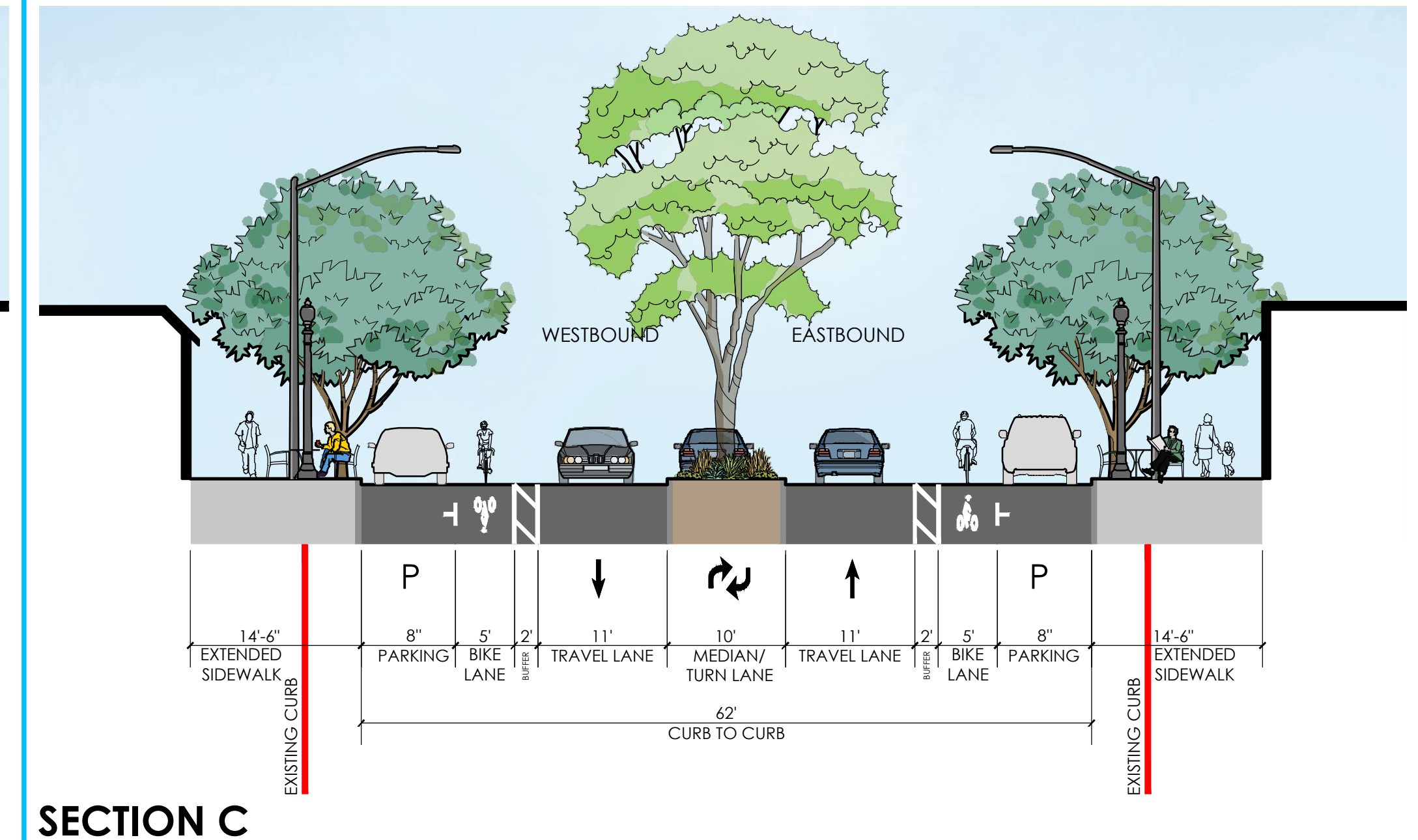


ALTERNATIVE B IMPROVEMENTS:

- Wider Sidewalks (up to 12'-6" wide)
- Class II Bike Lanes 5' Wide with Green Bike Lane Striping
- One Vehicle Lane in Each Direction with Left Turn Lanes
- Reverse Angle Parking on North Side and Parallel Parking on South
- 12 Additional Parking Spaces on North Side of Hollister Ave.
- Outdoor Sidewalk Dining
- New Street Trees and Parkway Plantings
- Bike Corals and Bike Racks
- Curb Extensions on all Street Corners - Reduce Pedestrian Crossings Time and Exposure
- Median Plantings at Various Locations Along the Street Corridor
- Enhanced Bus Stops and Reposition Bus Stop at the Community Center for Better Pedestrian Visibility

ALTERNATIVE C

SINGLE LANE WITH PARALLEL PARKING



ALTERNATIVE C IMPROVEMENTS:

- Parking numbers stay the same on both side of Hollister
- Wider Sidewalks (about 14' wide)
- Class II and Class IV Buffered Bike Lanes (green bike lanes striping)
- Curb Extensions at All Intersections
- New Street Trees and Parkway Planting
- Enhanced Bus Stops and Reposition Bus Stop at the Community Center for Better Pedestrian Visibility
- Median Plantings at Various Locations Along the Street Corridor
- Outdoor Sidewalk Dining
- Bike Racks

ATTACHMENT 2

Hollister Avenue Complete Streets Corridor Plan Project Update
Presentation

9001 HOLLISTER AVENUE COMPLETE STREETS CORRIDOR PROJECT



CITY COUNCIL UPDATE

January 19, 2021

Teresa Lopes, Sr. Project Engineer



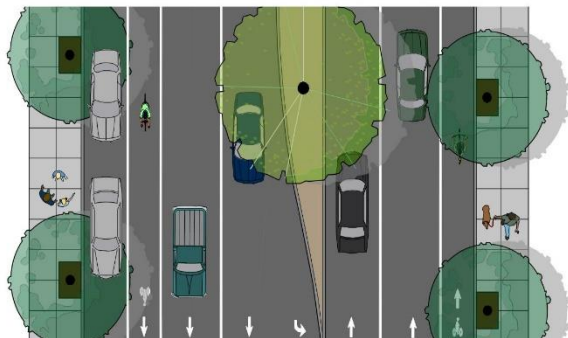
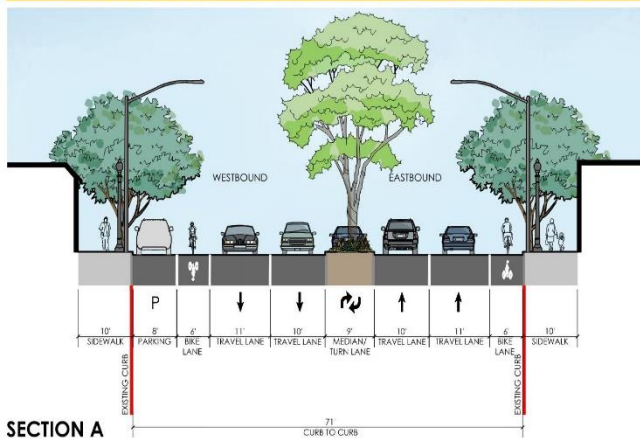
BACKGROUND

- Awarded a \$236,000 TIGER VI Planning Grant to conduct preliminary engineering analysis for the Complete Streets Corridor along Hollister Avenue.
- Hollister Avenue serves as a main corridor in Old Town providing access to the businesses and neighborhoods. The project addresses the 0.8 mile stretch of Hollister Avenue in Old Town between Fairview Avenue and SR 217.
- The purpose of the project is to provide improvements to transform this stretch of Hollister Avenue in Old Town into a Complete Streets corridor, enhancing safety, access and mobility for all users.

CONCEPTUAL DESIGN ALTERNATIVES

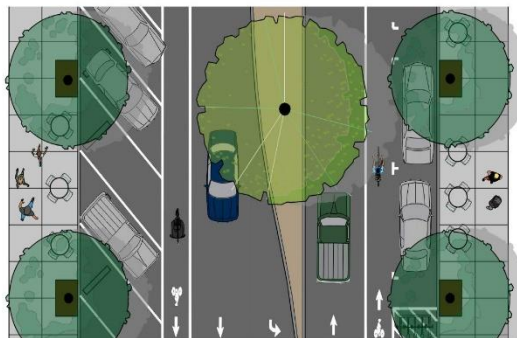
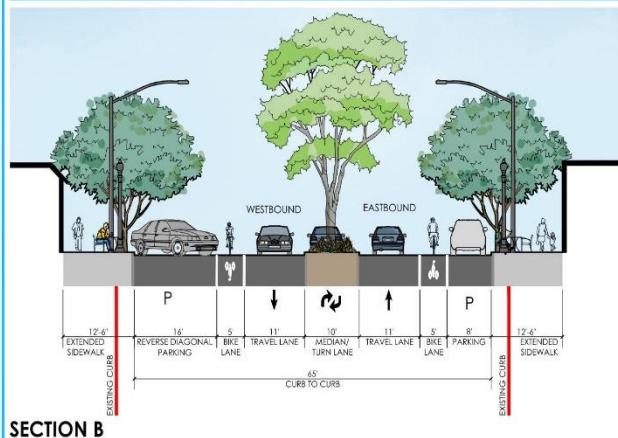
ALTERNATIVE A

TWO LANE ALTERNATIVE WITH PARKING ON THE NORTH SIDE



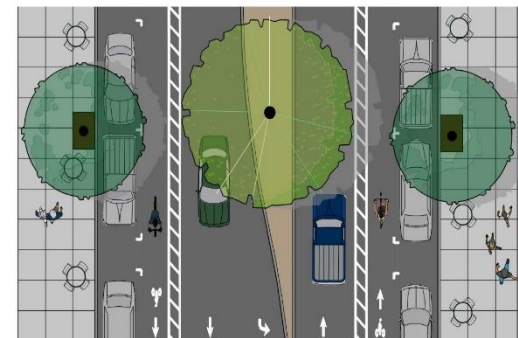
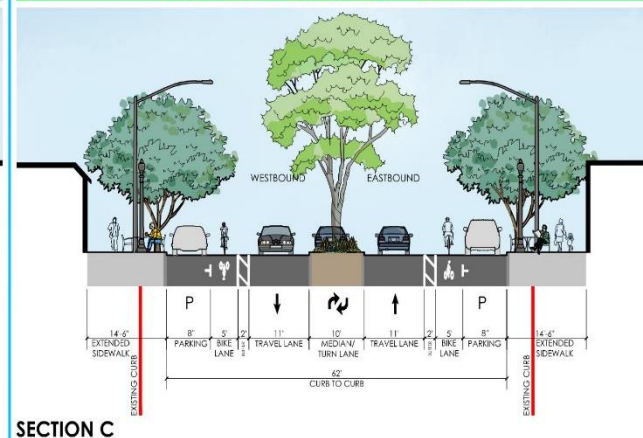
ALTERNATIVE B

SINGLE LANE WITH REVERSE DIAGONAL PARKING



ALTERNATIVE C

SINGLE LANE WITH PARALLEL PARKING



NEXT STEPS OPTIONS

- Option 1
 - Take information developed in Conceptual Design Phase and move into the Environmental Phase for the Complete Streets Project.
 - Pursue grants and funding sources for the final design and construction phases.
- Option 2
 - Redirect efforts and create a new Hollister Ave Old Town Interim Striping Project
 - Appropriate \$70,000 in Measure A funds for Interim Striping Project design and analysis
 - Direct staff to initiate Interim Striping Project conceptual design and analysis based on a two-lane roadway with bike lanes

QUESTIONS?

- Visit www.goletacompletestreets.com to receive email/text updates.