



City of Santa Barbara
Public Works Department
February 2024



Lower Eastside Community Connectivity Active Transportation Plan

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INTRODUCTION

U.S. Highway 101 (US 101) is a physical barrier to walking and bicycling from the Lower Eastside neighborhood (Lower Eastside) to the commercial corridor and Waterfront (destinations south of US 101) with approximately 1.25 miles between the closest crossing points. Further, there is a lack of walking and bicycling infrastructure at some of the crossing locations, or within corridors leading to them. To identify ways to improve pedestrian and bicycle connectivity between the Lower Eastside and destinations south of US 101, the City of Santa Barbara (City) developed the Lower Eastside Community Connectivity Active Transportation Plan (Plan). The Plan builds upon previous public outreach and the City of Santa Barbara City Council (City Council) adopted plans, such as the 2006 Pedestrian Master Plan (PMP), 2013 Eastside Neighborhood Transportation Management Plan (Eastside NTMP), 2016 Bicycle Master Plan (BMP), and 2018 Santa Barbara Vision Zero Strategy (Vision Zero).

The City received Active Transportation Program - Cycle 4 grant funding in 2020 to study and plan for stronger pedestrian and bicycle access across US 101, and enhancements needed for connecting infrastructure. This Plan describes existing conditions and planned safety enhancements within the Plan Area, outlines the public engagement conducted, includes the Feasibility Study of a future pedestrian and bicycle overcrossing, and provides steps for Plan implementation.

DESCRIPTION OF PLAN AREA

The Plan Area is focused on the Lower Eastside neighborhood, a disadvantaged community, and the mobility challenges created by poor access across US 101 to destinations south of the highway¹. There is a 1.25-mile gap between US 101 crossing points for the neighborhood, at Milpas and Cacique Streets in the west and Cabrillo Boulevard in the east. This is the largest gap in highway crossings within the City limits, with an average of 0.32 miles between crossings for the rest of the City.

¹ U.S. Department of Transportation - Equitable Transportation Community Explorer ([link](#)).

Land uses

Land uses in the Eastside and Lower Eastside neighborhood include institutional uses (Eastside Library, Franklin Community Center, Franklin Elementary School, Cleveland Elementary School, Adelante Charter School), parks/open space (Eastside Neighborhood Park, Sunflower Park), single-family, duplex, and multi-unit housing, and commercial uses (retail, restaurant, auto-services). Land uses in the Plan Area south of the highway primarily include multi-unit housing, hotels, and open space and recreational destinations (Cabrillo Ball Field, Santa Barbara Zoo, Dwight Murphy Field, Chase Palm Park, East Beach).

Schools

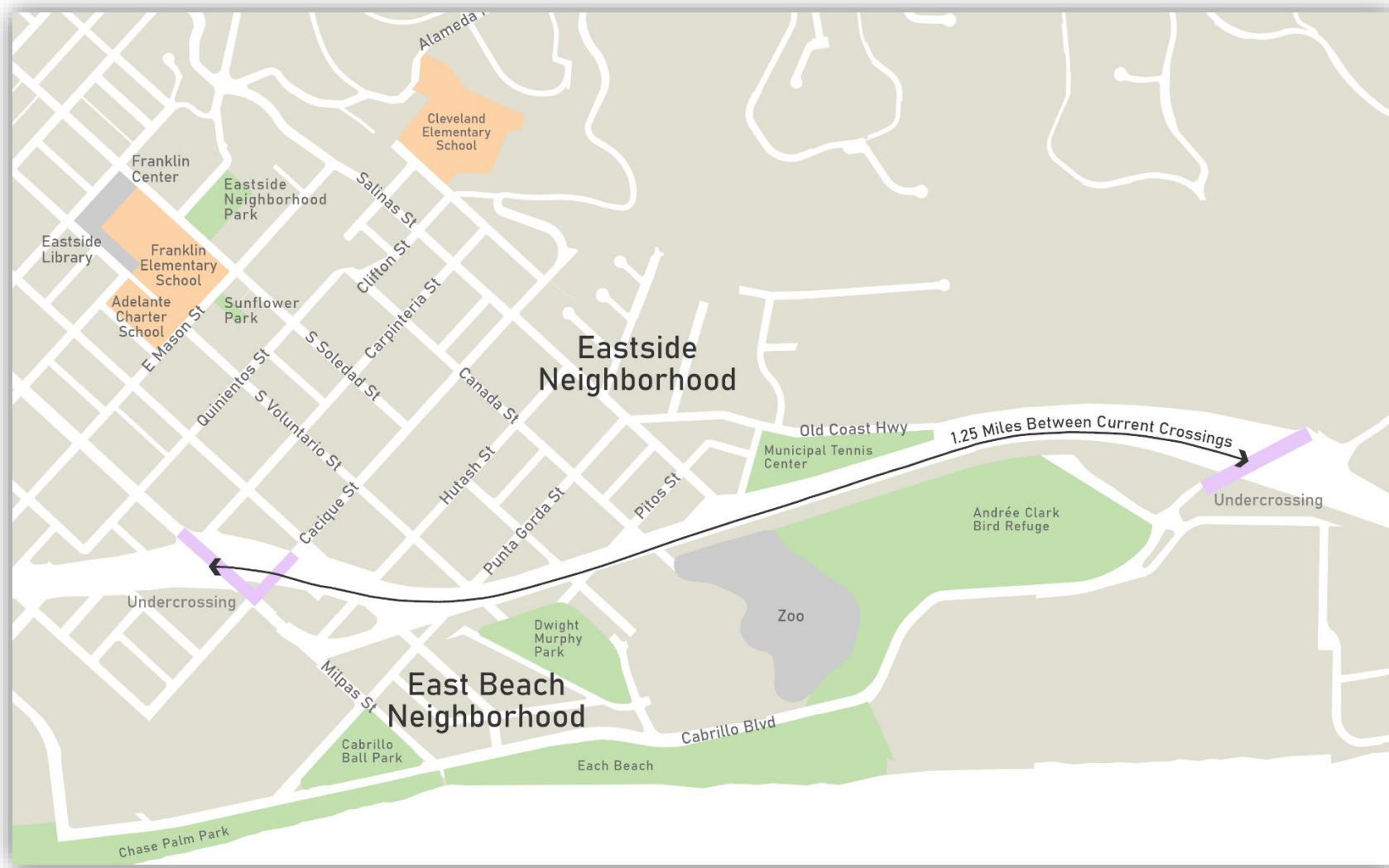
Schools within the Plan Area and north of the highway include Cleveland Elementary School, Franklin Elementary School, and Adelante Charter School. Cleveland Elementary School is the only elementary school located within the Plan Area that has a school attendance boundary extending both north and south of US 101. The school has 243 students with 76.5% qualifying for the free or reduced lunch program and approximately 30% of their students walk to school². Franklin Elementary School has 441 students with 90.2% qualifying for the free or reduced lunch program, and approximately 40% of students walk to school³. Adelante Charter School is a Spanish-English two-way immersion elementary school and draws students from all of Santa Barbara, not just within the neighborhood. Adelante has 297 students, with 72.4% qualifying for the free/reduced lunch program. Currently, there isn't mode-share data for the school⁴. Santa Barbara Junior High School and Santa Barbara High School are just outside the Plan Area and many students who live within the Plan Area attend these schools.

² California Dept of Education 2022/2023 ([link](#)); MOVE Santa Barbara County Annual Report 2023

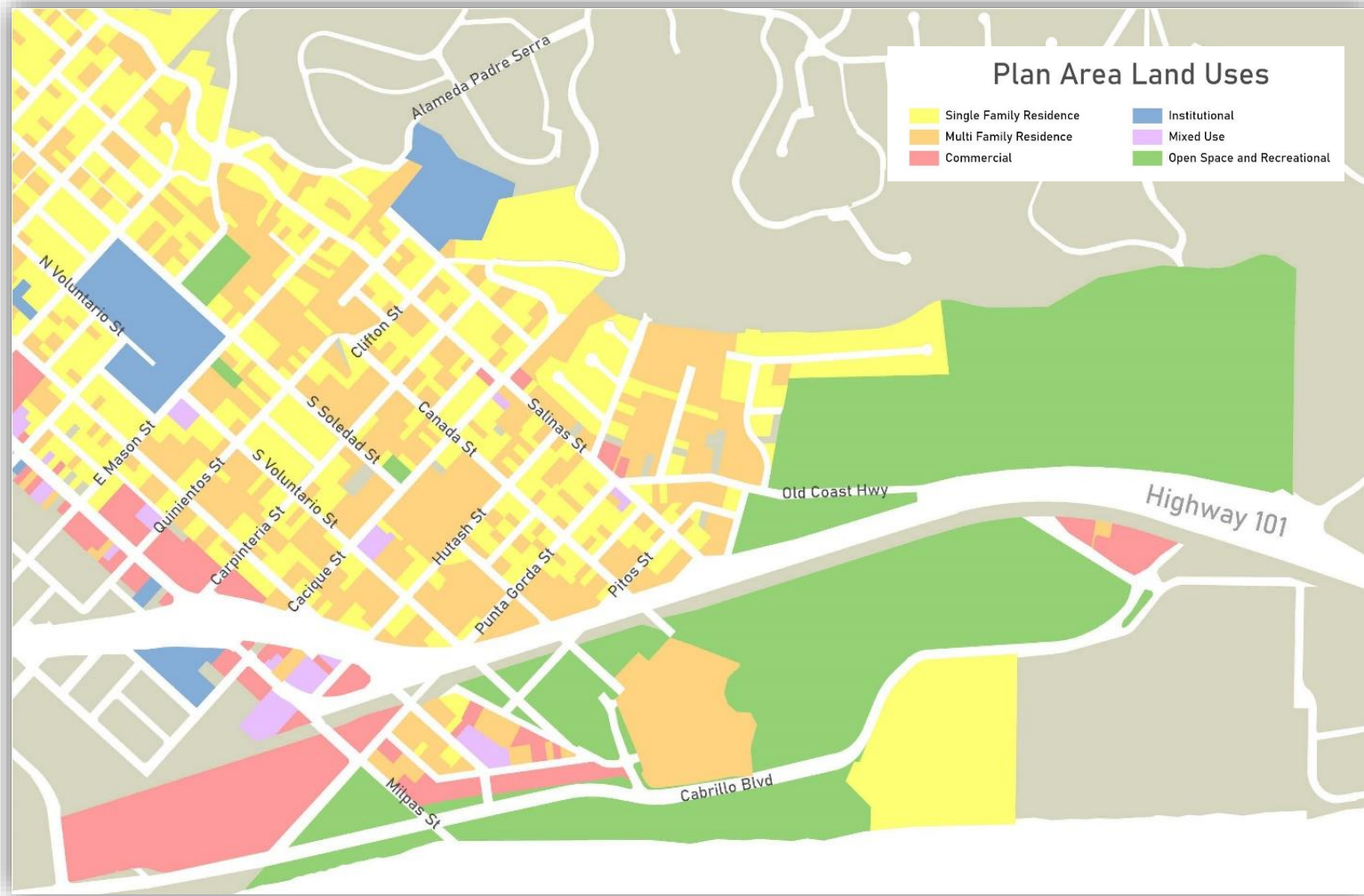
³ MOVE Santa Barbara County Annual Report 2023

⁴ Ibid.

Map of Plan Area



Map of Plan Area – Land Uses



EXISTING CONDITIONS

Pedestrian Facilities

A significant amount of pedestrian safety enhancements has been implemented within the Plan Area within the last 10 years. The community planning efforts that resulted in these infrastructure improvements are the City's 2006 Pedestrian Master Plan (PMP) and the 2013 Eastside Neighborhood Transportation Management Plan (Eastside NTMP), which focused on the Safe Routes to School Program corridors leading to disadvantaged elementary schools (Franklin and Cleveland Elementary Schools). Safety enhancements constructed in these corridors include new access ramps, sidewalk infill, rectangular rapid flashing beacons (RRFBs), enhanced crosswalks, pedestrian refuge islands, a pedestrian/bicycle bridge at Cacique and Soledad Streets, and a bridge replacement with new or improved sidewalks over Sycamore Creek at Montecito and Quinientos Streets.

Existing pedestrian facilities at US 101 crossings in the Plan Area

- ❖ Cacique Street/US 101: As part of the US 101 HOV and Widening Project, the Cacique Street undercrossing was completed in 2012, providing an important connection for all modes of transportation within the Eastside to cross the highway. There is a sidewalk under the highway on both sides of the street with a parkway for about half of the block. At this crossing, pedestrians do not have to cross traffic as they enter onto or out of the US 101 ramps, however, they do have to cross the ramps if they continue south on the east side of Milpas Street toward the Waterfront. Based on community feedback, this is the preferred route for residents in the Plan Area to cross US 101, however, some have expressed concerns about unhooded/nuisance activities, trash, and not feeling safe in the undercrossing.
- ❖ Milpas Street/US 101: At Milpas Street north of US 101, pedestrians must cross heavy traffic with vehicles entering or exiting a roundabout and highway ramps to get to the underpass. The underpass has sidewalks on both sides of the street. Based on community feedback, this is the second most utilized existing highway crossing for community members in the Plan Area, however, some expressed they avoid the roundabout due to heavy and fast traffic and homeless/nuisance activities. The City is evaluating the installation of RRFBs at the roundabout pedestrian crossings at the Milpas northbound on-ramp and at Carpinteria Street with the Milpas Safe Crossings and Sidewalk Widening Project (funded by Active Transportation Program Grant - Cycle 6).
- ❖ Cabrillo Boulevard/US 101: There is an existing sidewalk connection under the US 101 northbound bridge and no sidewalk connection under the southbound bridge or railroad bridge. Pedestrians must cross heavy traffic turning onto or out of highway ramps. Based on community feedback, this is the least utilized route by pedestrians in the Plan Area, which was expected due to the gap in sidewalk connectivity. Pedestrian and bicycle improvements have been identified in the US 101 HOV and Widening Project, with interchange improvements to the East Cabrillo interchange through the East Cabrillo Pedestrian and Bicycle Improvement Project and Union Pacific Railroad (UPRR) Bridge Replacement Project. The projects only have partial funding and need funding for final design and construction.

Map of Pedestrian Facilities Within the Plan Area



Bicycle Facilities

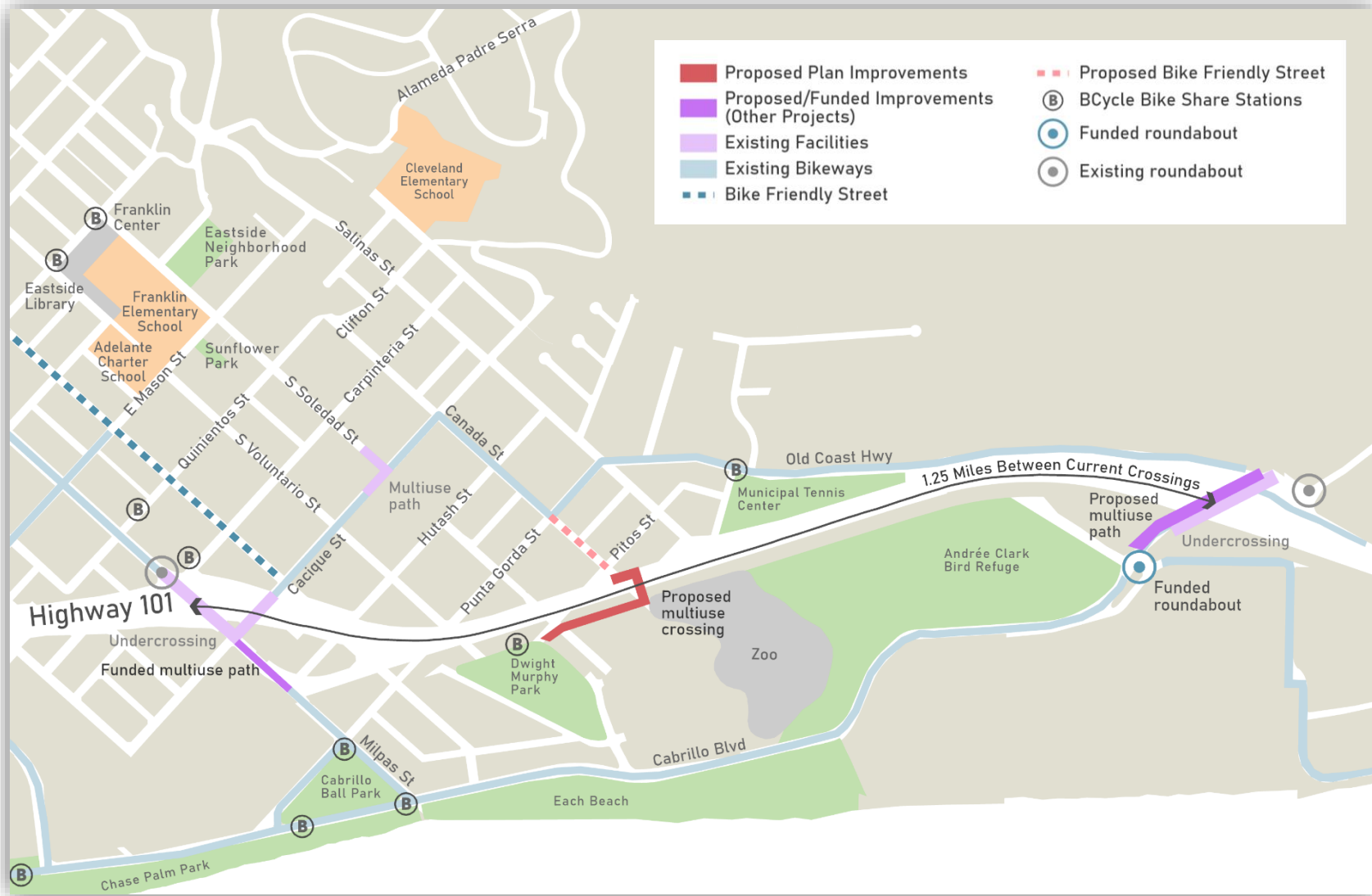
The development of the City's 2016 Bicycle Master Plan (BMP) included community engagement resulting in several planned bicycle infrastructure improvements within the Plan Area. The most notable bicycle facility enhancements in the Plan Area are currently under construction with the Eastside Community Paseos Project, which is planned to be completed in 2023/2024. This project includes a new bike-friendly street on Alisos Street as a safe alternative and parallel route to Milpas Street which is dominated by vehicular traffic. The Eastside Community Paseos Project also includes safety enhancements to existing east-west cross-town bike routes between the Eastside, Downtown, and the Westside neighborhoods.

Another important bicycle connection is the Cacique and Soledad pedestrian and bicycle bridge, which was completed in 2018. The bridge provides a connection from Soledad to Cacique Streets with an existing bike-friendly route leading to the Cacique Street highway undercrossing.

Existing bicycle facilities at US 101 crossings in the Plan Area

- ❖ Cacique Street/US 101: There is a Class II on-street bike lane on both sides of the street on the Cacique Street highway undercrossing between Milpas and Alisos Streets. The approaches include a Class II on-street bike lane on Milpas Street and a Class III facility (Bike Friendly Street or Bicycle Boulevard) on Alisos Street. Based on community feedback, this is the most popular existing highway crossing for residents in the Plan Area, however, busy traffic between the Cacique/Milpas intersection and south of the railroad tracks to get to the Waterfront was uncomfortable for some, especially families.
- ❖ Milpas/US 101: There is a two-lane roundabout north of the highway that bicyclists must enter to get to the Class II bike lane under the highway. Based on community feedback, this is not a preferred connection, as there is heavy traffic entering or exiting the highway within the roundabout.
- ❖ Cabrillo Boulevard/US 101: When traveling from north to south of the highway, bicyclists must navigate the Hot Springs roundabout to access a Class II on-street bike lane to connect under the US 101 and railroad bridge. When traveling from south of the highway, there is an existing Class II on-street bike lane on Cabrillo Boulevard that continues northbound under the railroad bridge and US 101 southbound bridge. At the northbound bridge, the bike lane continues adjacent to a Class I (separated path) that extends under the northbound bridge and adjacent to the Hot Springs roundabout. The path then returns to a Class II on-street bike lane going westbound on Coast Village Road. Based on community feedback, this was the second most preferred route for bicyclists.

Map of Bike Facilities Within the Plan Area

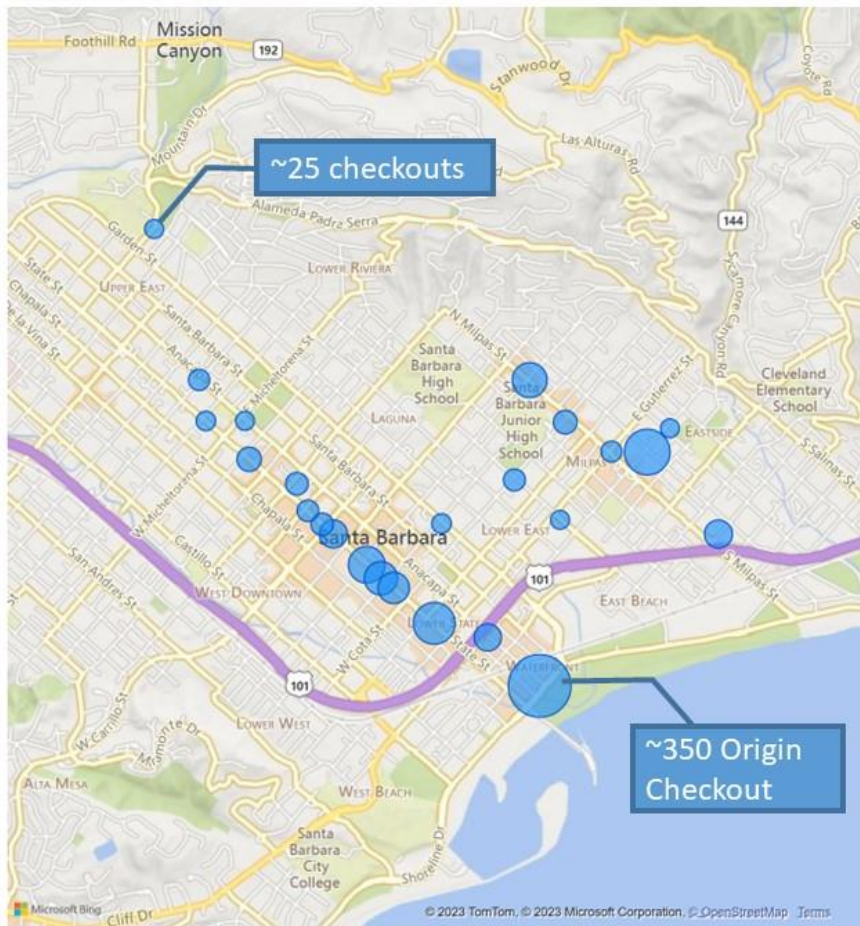


Bicycle Share

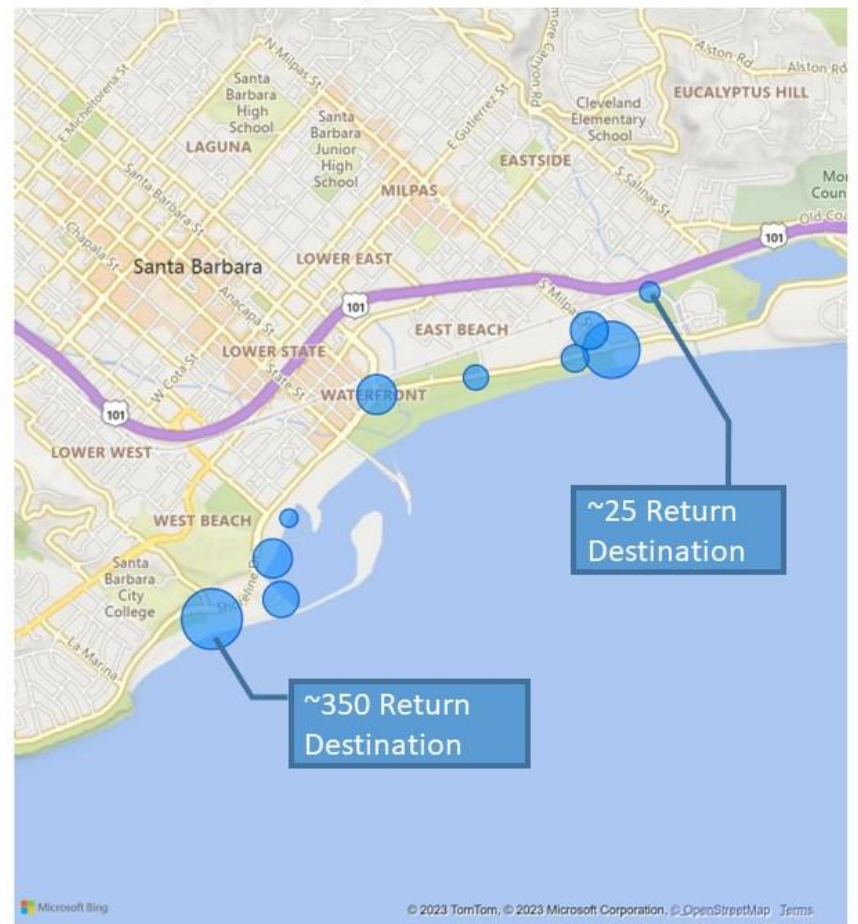
The City launched the three-year pilot Bicycle Share Program (Program) in 2021 with BCycle as the vendor. Since launch, the Program has developed significantly and now provides the City with a widely utilized public transportation option. The pilot program has been extended to expire in 2026 with a total of 250 e-bikes, 500 docks, and 78 different stations (grouping of docks) throughout the City as of September of 2023. There are approximately 11 stations in the Plan Area and BCycle data shows strong ridership trends between the Eastside, Downtown, and the Waterfront. The maps below show where the most bicycle checkouts occur in the Eastside and Downtown and where the most popular destinations are in the Waterfront south of US 101. The heat map below shows the most popular routes for BCycle riders. Within the Plan Area, the most popular routes are along Milpas Street and Cabrillo Boulevard.

Map of BCycle checkouts and destinations from June of 2023

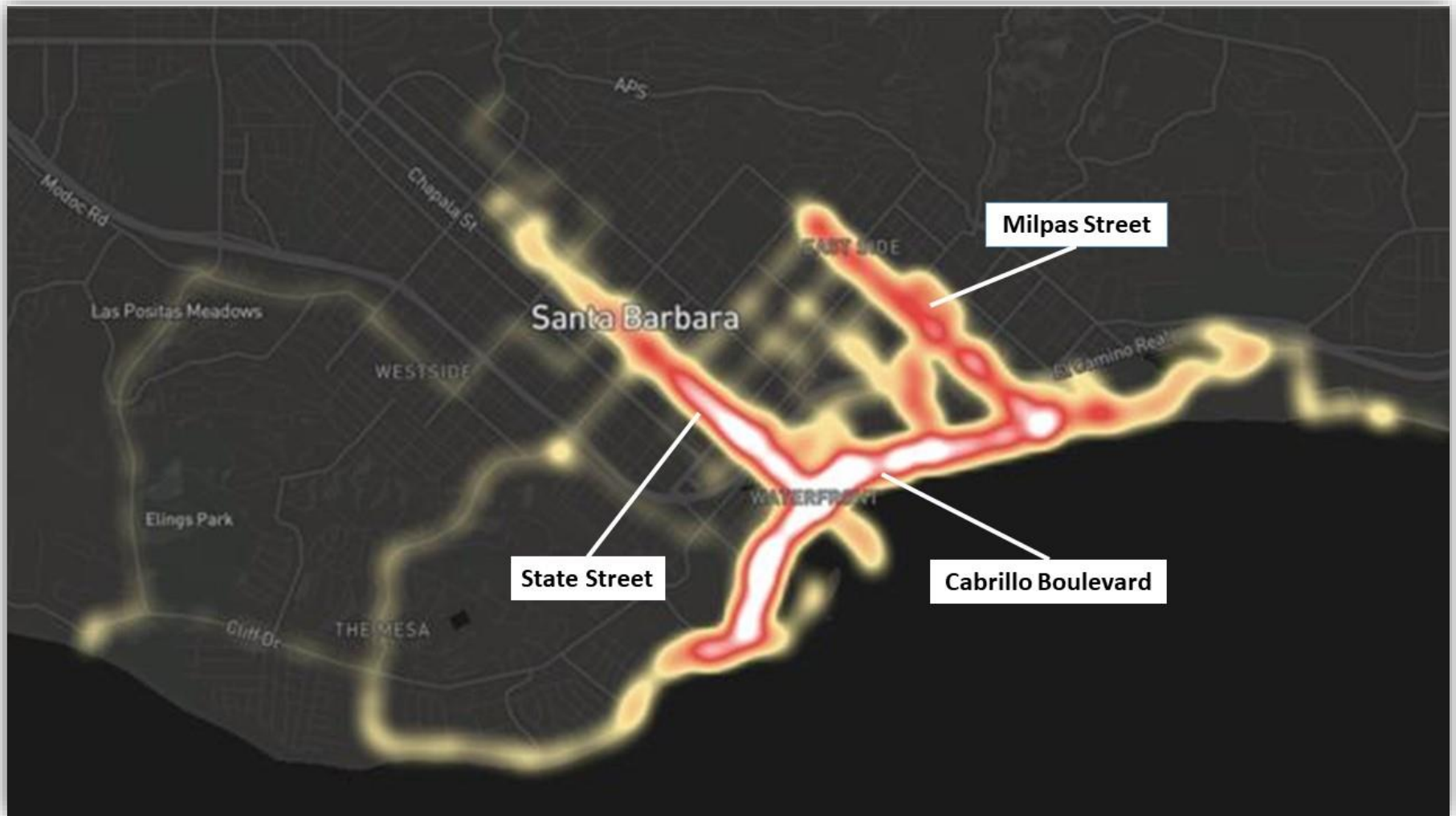
Checkout Kiosk (Eastside/Downtown)



Return Kiosk (Waterfront)



BCycle heat map from June of 2023



Bicycle Parking

The City provides public bicycle parking within the public right of way in commercial areas and near public resources (parks, libraries, shopping areas, etc.). The majority of City-owned bicycle parking racks are called “bicycle hitching posts”, which provide two bicycle parking spaces per hitching post. There are also bicycle parking facilities called “bicycle corrals” in a few locations with higher bicycle parking demand. These facilities typically include larger groups of arch-shaped racks in a row, located in either the street or parkway area. The City also maintains two fully enclosed and secure bicycle parking facilities located Downtown at 1219 Anacapa Street and 9 W. Figueroa (transit center), where residents who commute to the Downtown can apply for a monthly or annual membership.

Bicycle parking in the Plan Area is concentrated along the Milpas Street commercial corridor, near the Eastside Library and Franklin Center, and adjacent to parks and recreational facilities in the Waterfront area. The narrow sidewalk widths along the Milpas Street corridor currently restricts the amount of usable bicycle parking locations. The Milpas Street Crosswalk Safety and Sidewalk Widening Project, which is planned for construction in 2027, will widen sidewalks near intersections and provide additional bicycle parking throughout the corridor.

In 2024, the City plans to inventory all public bicycle parking facilities and develop a City-wide mapping database for these facilities.

Bicycle parking is required for multi-family residential, commercial, and mixed-use private developments per the City’s Zoning Ordinance and must be designed per the City’s Access and Parking Design Standards. The City maintains records of approved bicycle parking facilities for private developments within a permitting database and archived plans, however, these facilities are not mapped because they are for private use, and not public use.

Wayfinding signage

Existing wayfinding signage for bicycle and pedestrian networks in the Plan Area are currently limited to regional bike network signage and includes Crosstown and Coastal Route signs used throughout the Santa Barbara County. Existing Crosstown signage is located near the intersections of Old Coast Highway and Salinas Street, Alisos and Hutash Streets, and Alisos and Mason Streets in the Eastside neighborhood. Signage for the Coastal bicycle route that extends from Ventura to Goleta/University of California, Santa Barbara, is posted in several locations along Cabrillo Boulevard.

When the Eastside Community Paseos project is complete, new local bike route signage will be installed along Alisos Street and at key crosstown connections. Green bicycle sharrows will also be stenciled along the route.

If a new pedestrian and bicycle overcrossing were constructed, signage would be installed in the vicinity of the bridge route and approaches. Bicycle sharrows would also be installed on Cacique and Canada Streets leading to the overcrossing.

Non-Infrastructure Programs

Move Santa Barbara County (MOVE) is a local non-profit whose mission is to promote walking, bicycling, and public transit county-wide to create healthy, sustainable, and equitable communities. The City is partnered with MOVE to implement Safe Routes to School programs within the City, including public schools within the Plan Area: Cleveland Elementary School, Franklin Elementary School, Adelante Charter School, Santa Barbara Junior High, and Santa Barbara High School. The following summaries include recent efforts by MOVE to implement these programs:

- ❖ Cleveland Elementary School: In 2022/2023, MOVE attended Back to School Night to discuss pedestrian and bicycle access and safety issues. With the help of MOVE, Cleveland Elementary School plans to implement a bike skills class in the 2023/2024 school year.
- ❖ Franklin Elementary School: MOVE has been training the Physical Education (PE) teacher at Franklin Elementary School to teach bike skills classes for the past five years. During the 2022/2023 school year, the PE teacher taught bike skill classes to kindergarten through six grade students. The school is also tracking mobility counts and transportation mode shift for their students.
- ❖ Santa Barbara Junior High School: MOVE provided outreach for their Teen Transportation Justice program, an after-school program for junior high and high school students interested in building skills to repair bicycles, being an advocate for transportation, and a confident cyclist.
- ❖ Santa Barbara High School: MOVE promoted the Teen Transportation Justice Program and discussed sustainable transportation barriers and walking and biking to school opportunities with students. The school is interested in assistance with a future bike mechanics program and an e-bike safety class.

In the 2023/2024 school year, MOVE will offer all elementary schools a low-cost helmet distribution, support organizing walk and bike to school days, train teachers for bike skills classes, and request mobility counts to track shifts in transportation modes.

In coordination with the City, MOVE will also plan bike skills classes on the new bike friendly Alisos Street when the Eastside Community Paseos Project is complete. The City also plans to create short videos to highlight the purpose of the changes and how to safely use Alisos Street when walking, biking, or driving. These videos will be shared with all schools in the Plan Area and used for educational purposes.

If a new pedestrian and bicycle overcrossing were constructed, the City would work with MOVE on similar informational and safety videos and in-person instruction on how to safely walk and bike the bridge.

Mode Share

Residents in the Plan Area rely on active forms of transportation for their daily commute with an estimated 11.1% of the 2,982 workers aged 16 or older in census tracts 8.06 - commuting to work by walking or bicycling⁵. Census tract boundaries in the Plan Area have changed since the Plan’s grant application was submitted in 2018. The census data in the application was from tract 8.04, which has since been divided into two different tract areas: tract 8.06 is located north of US 101 and generally includes the residential Lower Eastside neighborhood with some commercial uses and a population of 5,300; and tract 8.05 is located south of the highway and includes the East Beach neighborhood with hotel, commercial, and recreational uses, and a population of 1,100 people. This Plan focuses primarily on the mobility challenges created by the highway for the 8.06 tract located north of the highway, which is considered a disadvantaged census tract by the US Department of Transportation (USDOT) Equitable Transportation Community Explorer In addition to reviewing census data which focuses on daily work commute trips, the City looked at Replica, a “big data” platform which uses cell phone and land use data to provide statistics for all utilitarian trips via all modes of transportation, not just work commutes⁶. This data does not track recreational trips for walking or biking and only tracks trips with a staying period that is over five minutes in one location. Based on Replica data, the total average daily trips for all modes that originate in tract 8.06 in summer of 2023 is 16,300 trips, with approximately 10,000 private vehicle trips (61.3%), 2,800 auto passenger trips (17.2%), 2,500 walking trips (15.3%), 400 bicycling trips (2.5%), 400 “other” trips (delivery, rideshare, and freight) (2.5%), and 200 transit trips (1.2%)⁷. In the same time period, census tract 8.05 had a total of 13,200 average daily trips, with 9,300 private vehicle trips (70.5%), 1,300 auto passenger trips (9.8%), 1,600 walking trips (12.1%), 200 biking trips (1.5%), 100 transit trips (0.8%), and 700 “other” trips (delivery, rideshare, freight) (5.3%)⁸.

In addition to trips that originate in a specific census tract, Replica data includes the average number of trips by mode that pass through a corridor. The following maps from Replica summarize average daily biking and walking trips within the Plan Area for Fall of 2022. This data is consistent with what we heard from the community for their preferred routes: Cacique undercrossing to Milpas Street for walking and biking, and Old Coast Highway to Cabrillo Boulevard for biking.

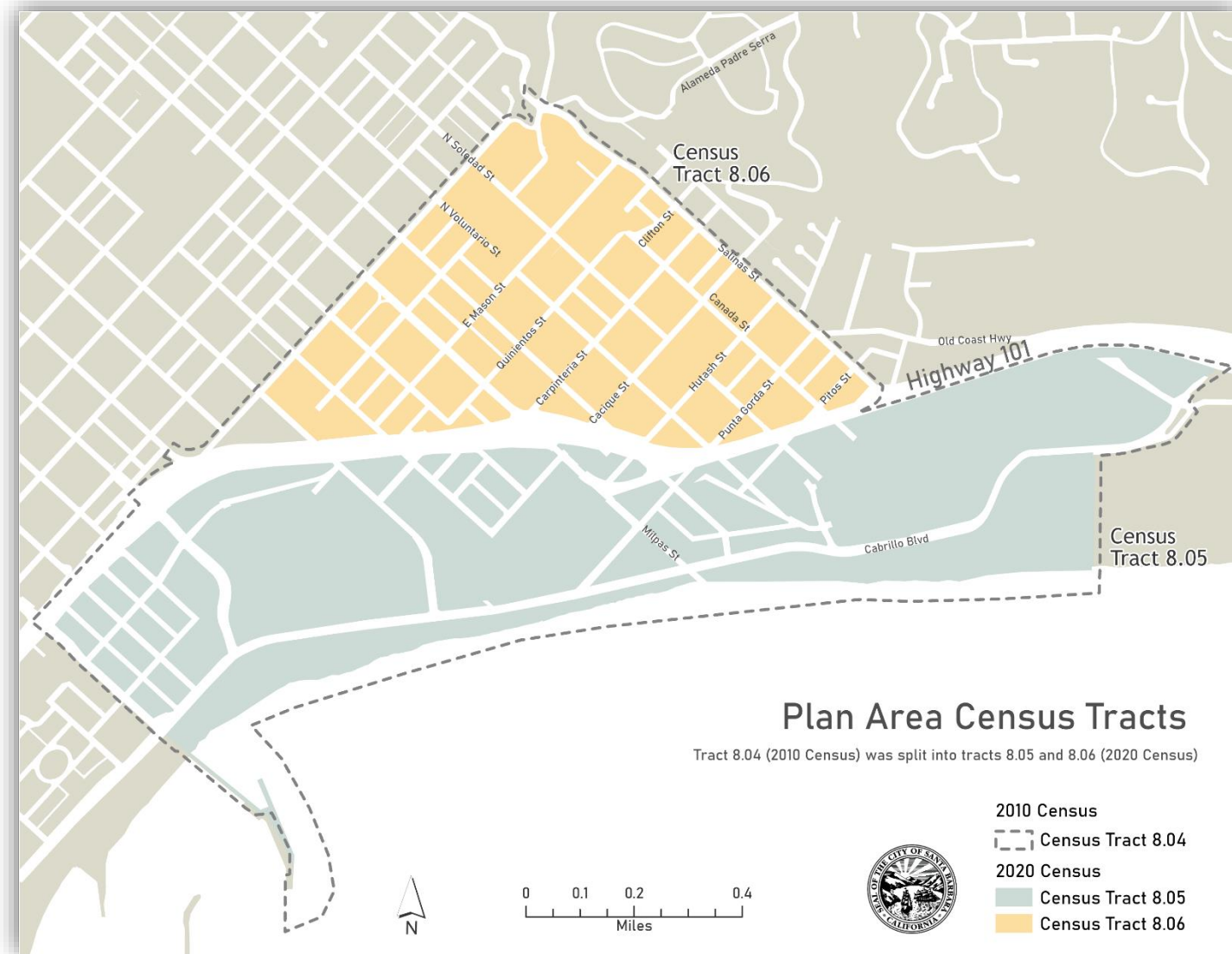
⁵ U.S. Census Bureau Data ([link](#)).

⁶ U.S. Department of Transportation - Equitable Transportation Community Explorer ([link](#)).

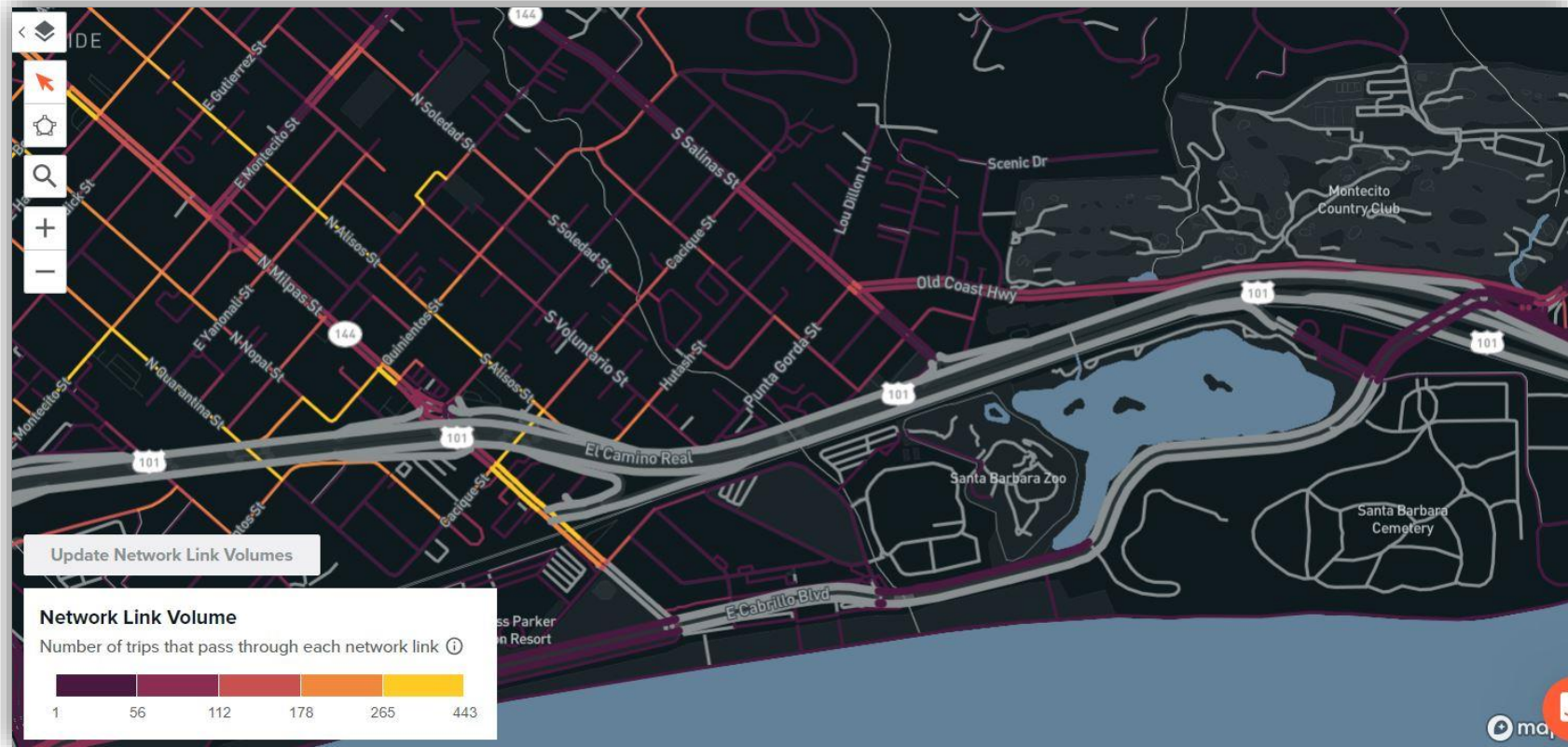
⁷ U.S. Census Bureau Data ([link](#)).

⁸ Ibid.

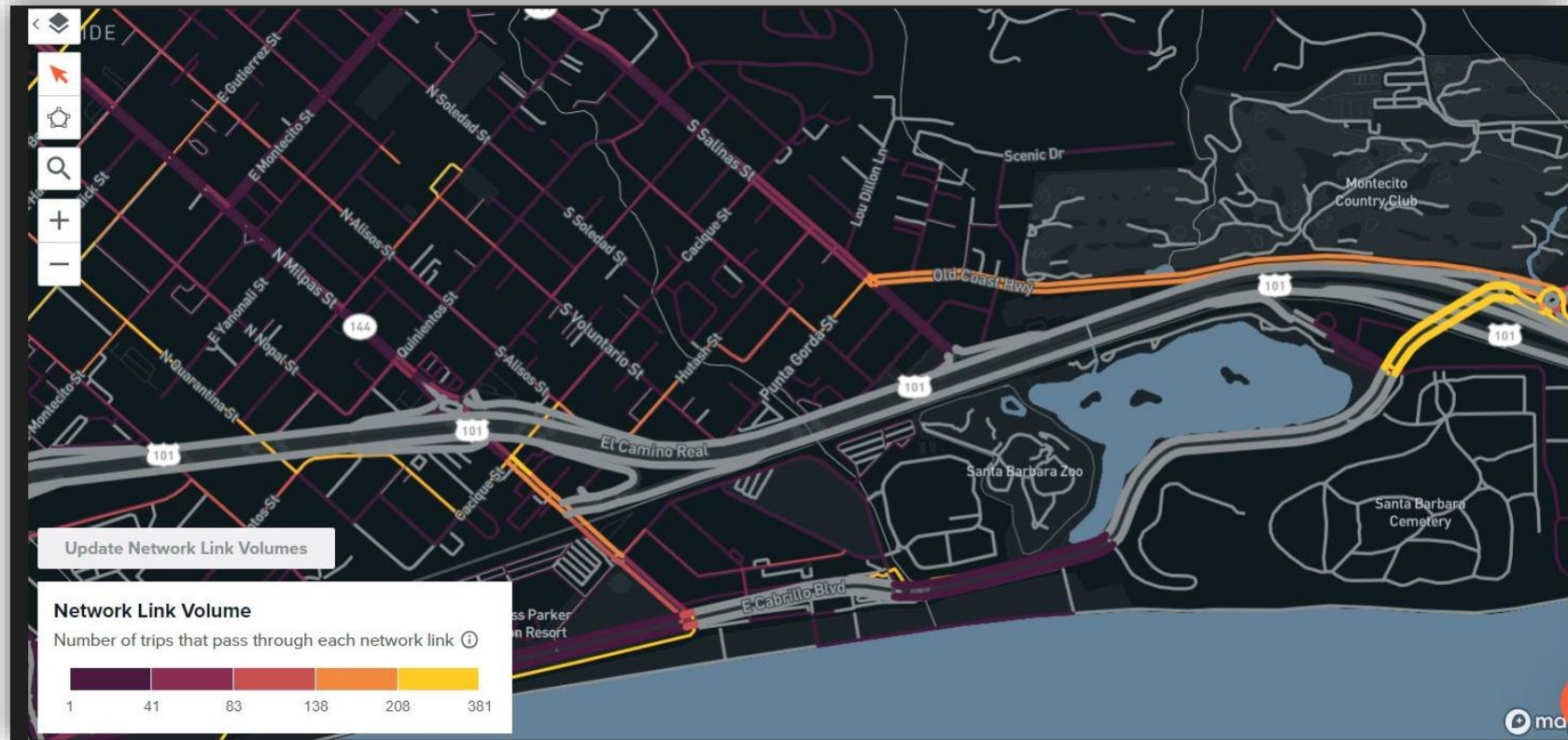
Map of Census tracts for Plan Area



Map of Average Daily Pedestrian Trips in Plan Area in Fall of 2022



Map of Average Daily Bicycle Trips in Plan Area in Fall of 2022



COLLISION DATA / VISION ZERO ANALYSIS

Santa Barbara Vision Zero Strategy (Vision Zero) is a strategy adopted by the City in 2018 that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. Vision Zero is about evolving our thinking about what causes traffic-related collisions and what can be done to prevent them. Vision Zero is guided by seven core principles:



1. Life is Most Important
2. Every Person Matters
3. People Make Mistakes
4. Focus on Dangerous Locations and Behaviors
5. Drivers Have a Critical Responsibility
6. Pedestrians and Cyclists are the Most Vulnerable Road Users
7. The Government Shares Responsibility for Safe Streets

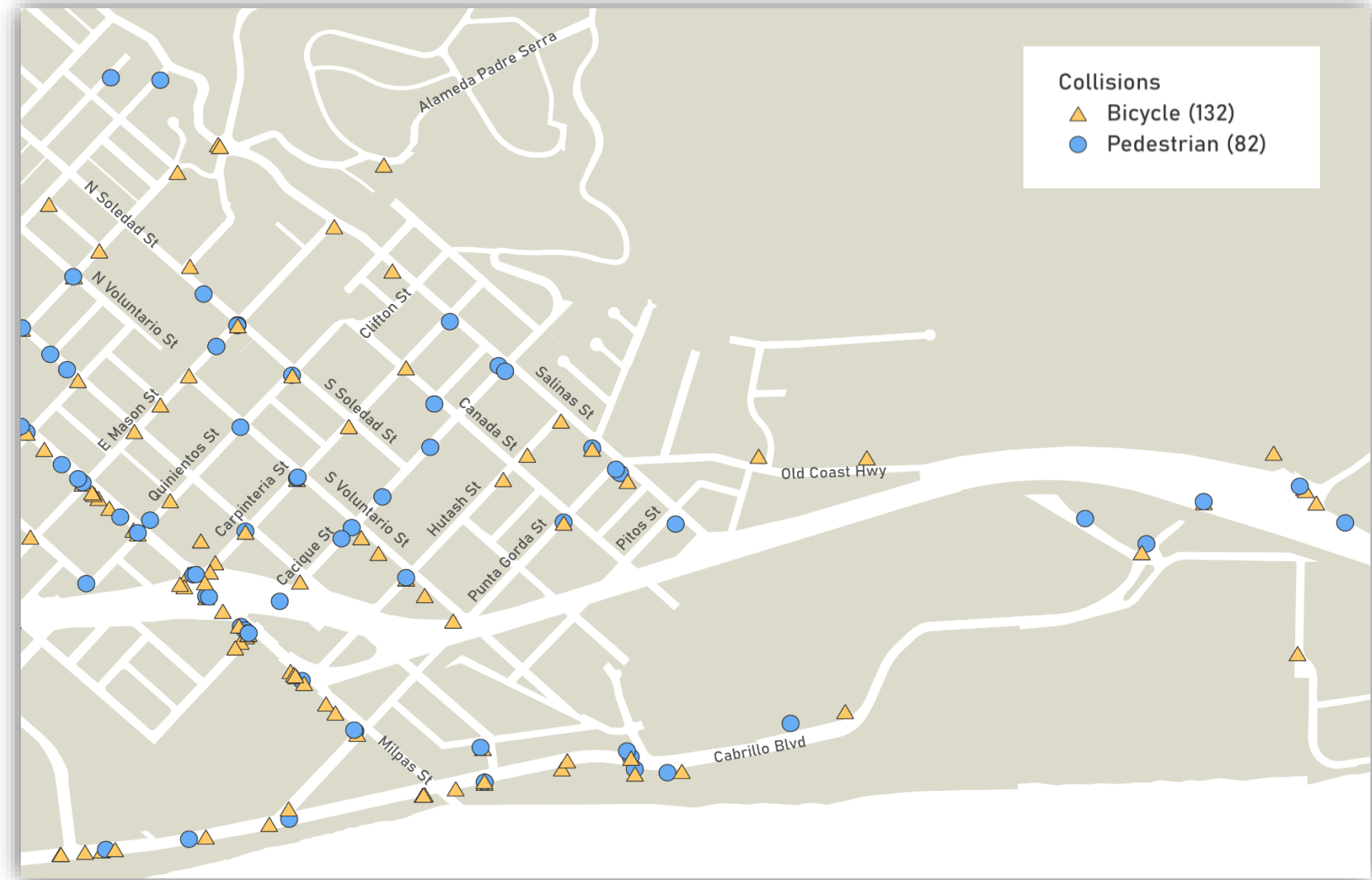
The City conducted a Vision Zero traffic safety analysis for the Plan Area and used collision data from the Police Department to identify trends and recurring collision patterns. When collisions with similar characteristics are repeated several times, this may indicate a safety issue that could be corrected by an infrastructure improvement.

The City found that over 75% of collisions resulting in severe or fatal injuries happened on less than 20% of City streets. Milpas and Salinas Streets and Cabrillo Boulevard have been determined as high collision corridors and also have the highest traffic volumes in the Plan Area. Currently, active transportation access between the Eastside and Waterfront requires using Milpas Street and Cabrillo Boulevard, and Salinas Street bisects the Eastside neighborhood, exposing active transportation users to high collision corridors.

The map below provides the location of all pedestrian and bicycle collisions within the Plan Area between 2007 and 2022, including those that resulted in a severe or fatal injury. Of the 15,533 total collisions that occurred in the City between 2007 and 2022, approximately 1,424 took place in the Plan Area. Of these collisions, 82 (5.8%) involved pedestrians and 131 (9.2%) involved bicyclists. Out of the total collisions that involved pedestrians and bicyclists (213), 16 pedestrian collisions and 9 bicyclist collisions (11.7%) resulted in severe or fatal injuries. Generally, collisions were spread throughout the Plan Area, but were more frequent along Milpas and Salinas Streets and Cabrillo Boulevard. These streets also have the highest traffic volumes in the Plan Area, so this was expected.

When looking at existing US 101 crossings in the Plan Area, pedestrian and bicycle collisions have occurred at the Cabrillo Boulevard/US 101 ramps and at a higher rate at the Milpas roundabout and US 101 ramps. These crossing points are generally high stress locations for pedestrians and bicyclists to navigate due to friction with high vehicle volumes and speeds (Milpas/US 101 on and off ramps) and a lack of separation between vehicles and pedestrians (Cabrillo Boulevard).

Map of Pedestrian and Bicycle Collisions Within the Plan Area (2007-2022)



In reviewing the collisions for the Plan Area, a few patterns were identified that suggest safety problems. The following are key findings from the City's collision data analyses:

- ❖ Milpas Street Corridor: This corridor has the highest number of bike and pedestrian-involved collisions in the Plan Area. The safety issues for pedestrians are conflicts with turning vehicles at the busy intersections along Milpas Street. The safety issues for cyclists are conflicts with turning vehicles at busy intersections and exposure to moving traffic due to a lack of physically separated bike facilities. To address these issues:
 - ◆ Enhanced crosswalks with rectangular rapid flashing beacons (RRFBs) have been installed at Yanonali/Milpas and Ortega/Milpas Streets located further north in the corridor. In addition, the Milpas Safe Crossings and Sidewalk Widening Project, with construction planned for 2027, is being funded by Active Transportation Program Grant – Cycle 6 to provide the following safety enhancements at the intersections within the Milpas corridor between Quinientos and Canon Perdido Streets: curb extensions, high visibility crosswalks, additional lighting, accessibility improvements, widened sidewalks at street corners and transit stops, leading pedestrian intervals at signalized intersections, mast arm mounted RRFBs, and a median refuge island at one non-signalized intersection. These enhancements will improve the safety and comfort of the walking approaches to the existing crossing. The City will also evaluate the installation of RRFBs at the roundabout pedestrian crossings at the Milpas northbound on-ramp and at Carpinteria Street with this project.
 - ◆ North of Cacique Street, a bicycle-friendly route or bicycle boulevard is funded and will be implemented in 2023/2024 on Alisos Street (parallel to Milpas Street, one block east) as a safe, comfortable alternative to riding on Milpas Street.
 - ◆ A northbound separated bike lane is planned and funded on Milpas Street between Hutash and Cacique Streets. Construction is anticipated in 2024.
 - ◆ A lack of continuous, separated facilities between Cacique Street and Cabrillo Boulevard is a deficiency to providing an all-ages and abilities route.
- ❖ Salinas Street Corridor: This corridor has the second highest number of pedestrian-involved collisions in the Plan Area. The safety issues along Salinas Street are pedestrians crossing Salinas Street, and conflicts with vehicles turning at intersections. To address these issues:
 - ◆ Safety improvements were recently implemented in this corridor, including RRFBs and enhanced crosswalks at Mason/Salinas and Cacique/Salinas Streets, and curb extensions and enhanced crosswalks at Old Coast Highway/Salinas Street.
 - ◆ Proposed safety features include the following: curb extensions and crosswalk improvements at Salinas/Clifton and Salinas/Hutash Streets; a compact roundabout at Salinas/Carpinteria Streets; a raised intersection at Salinas/Pitos Streets; and an enhanced lighting corridor along Salinas Street between the highway and the roundabout at the upper limit of the Plan Area.
- ❖ Cabrillo Boulevard/US 101 crossing: A small number of pedestrian and bicycle collisions have occurred at Cabrillo Boulevard/Los Patos Way (the approach to the US 101 undercrossing) and at the Cabrillo Boulevard/US 101 undercrossing where there is currently a gap in the

pedestrian infrastructure and a narrow Class II bike lane. The City frequently receives requests from residents for safety along this stretch of Cabrillo Boulevard. To address this need:

- ◆ A new roundabout, including pedestrian and bicycle enhancements, at Cabrillo Boulevard and Los Patos Way is funded and will begin construction in late fall of 2023/early winter of 2024. The roundabout is the first phase of a larger project that includes replacing the existing narrow Union Pacific Railroad Bridge with a new bridge to accommodate multiuse paths and on-street bike lanes. The project will fill in part of the existing gap for pedestrians and improve access for bicyclists. A future project is planned to finalize the connection under both US 101 bridges as part of the US 101 HOV and Widening Project.

The engineering solutions described above are expected to address the safety issues by:

- ❖ Curb Extensions: Curb extensions improve sight lines for pedestrians and drivers around parked vehicles and increase drivers' stopping response time as drivers can detect pedestrians earlier. Curb extensions also reduce pedestrian exposure to moving vehicles by shortening the street crossing distance.
- ❖ Rectangle Rapid Flashing Beacons (RRFBs): Rapid flashing beacons are a proven treatment in our City – the yellow flashing lights alert drivers to pedestrian crossing activity and enhance safety at crosswalks.
- ❖ Lighting: Crosswalk lighting provides an additional layer of safety for pedestrians crossing in the early morning and evening hours.
- ❖ Neighborhood/Compact or Mini Roundabout: Roundabouts have a traffic calming effect on streets by reducing vehicle speeds using geometric design rather than relying solely on traffic control devices.
- ❖ Raised Intersection: Raised intersections act like a speed hump, reducing vehicle speeds.
- ❖ Bicycle-friendly Street/Bicycle Boulevard:
 - ◆ Low vehicular volume streets
 - ◆ Low vehicle speeds to create a low stress environment where cyclists of all ages feel comfortable riding in the middle of the street
 - ◆ Drivers can expect a neighborhood atmosphere

In addition to the engineering solutions proposed within the Lower Eastside and at existing US 101 crossings or approaches, a new pedestrian and bicycle overcrossing would provide an alternative route with the following expectations:

- ❖ A high-comfort and low stress facility for all ages and abilities that is separated from vehicular traffic.
- ❖ Reduces walking and biking distances to destinations south of US 101 for most residents in the Plan Area.
- ❖ Connects directly to recreational destinations (Dwight Murphy Field, Santa Barbara Zoo, etc.) and places of employment with the Waterfront.

COMMUNITY ENGAGEMENT

Initial Community Meetings

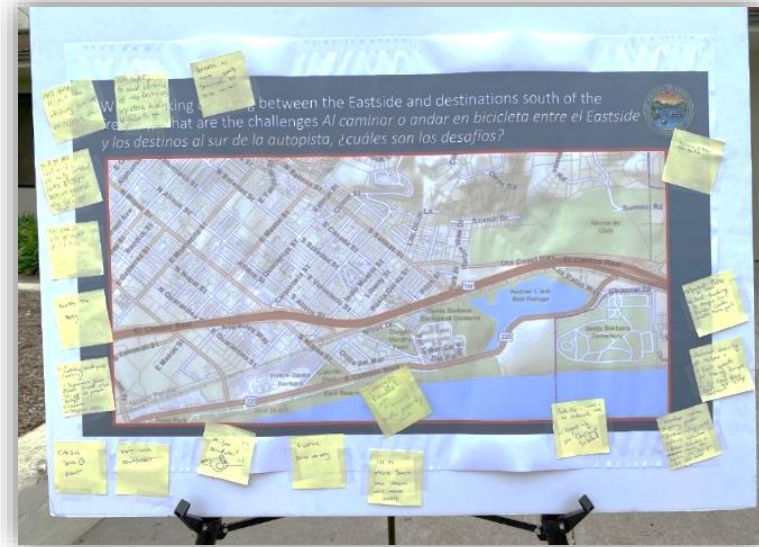
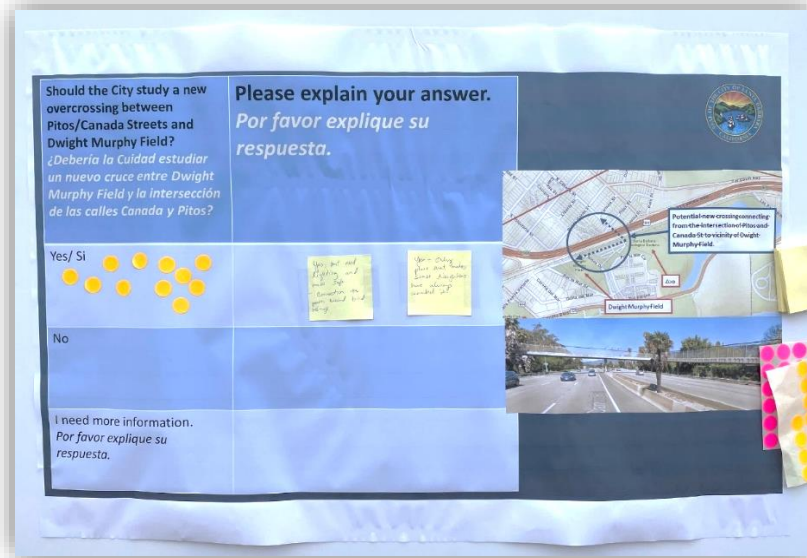
The City heard from the community about their experiences and comfort levels when walking and biking throughout the Plan Area through a combination of online and in-person meetings, and online surveys between October of 2021 and May of 2023. In the fall of 2021, the City facilitated community outreach to learn the following: is there support from the community for the City to study the overcrossing location identified in the PMP; what is and isn't working with existing bicycle and pedestrian infrastructure within the Eastside, and between the Lower Eastside and destinations south of the highway; and if there are other community suggestions that should be studied for improving connectivity.

Bilingual noticing in English and Spanish for the public meetings were distributed by hard-copy in homework folders and online notices to families at Franklin Elementary School, Adelante Charter School, and Cleveland Elementary School; hard copies through the Foodbank distributions at the Franklin Neighborhood Center in the Eastside Neighborhood; online posts on Nextdoor, Instagram, and the City's News In Brief; and signage posted at several strategic locations throughout the Plan Area, including the East Beach neighborhood on the south side of US 101.

The first public meeting was an online webinar on October 25, 2021, and included Spanish interpretation. During the webinar, City staff provided an overview of recently completed and upcoming bicycle and pedestrian infrastructure projects in the vicinity of the Plan Area to discuss existing connectivity and future needs to fill gaps in infrastructure. The webinar included interactive polling with eight questions to receive and document input from participants.



A second public meeting was held in person outside the Franklin Neighborhood Center on October 30, 2021, with the same purpose and agenda as the online webinar. The meeting was an open house format with five interactive stations in English and Spanish where community members could ask City staff questions and discuss each issue and add comments on display boards. Spanish interpreters were on-site to help facilitate the meeting.



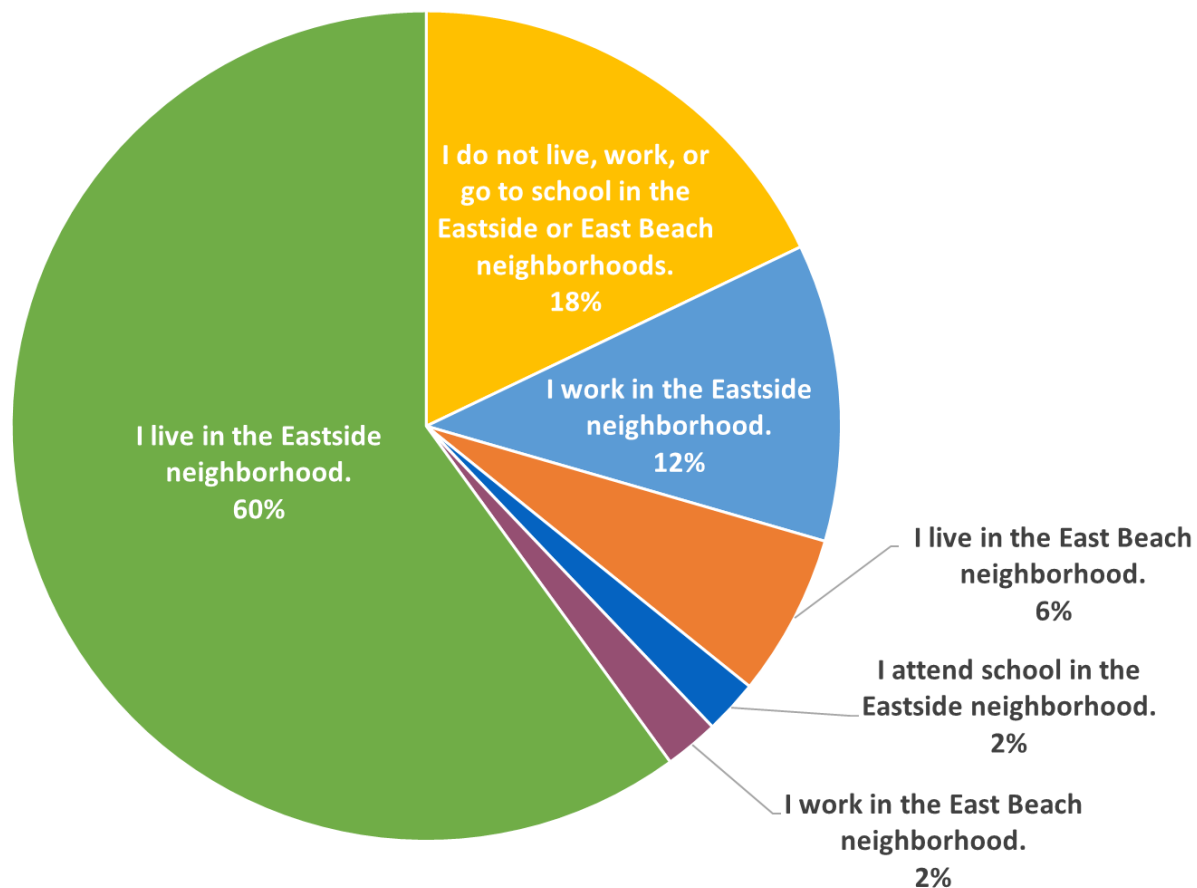
Initial Survey

In addition to the two community meetings, an English and Spanish survey was posted on the project webpage between October and December of 2021 and a total of 86 responses were received. The questions were a mix of free-response and multiple-choice questions.

Summary of Initial Survey Data:

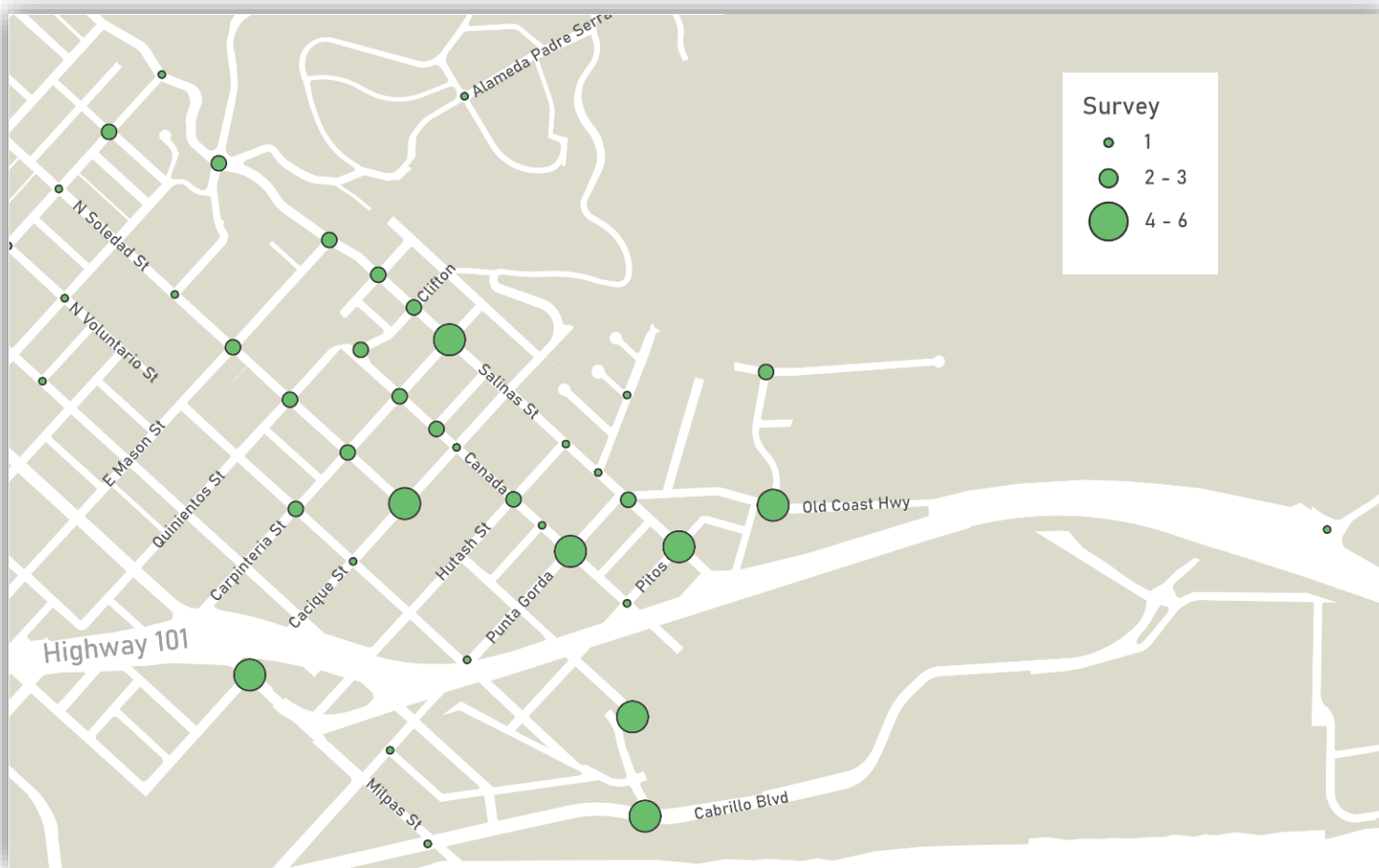
Question 1 - Do you live, work, or go to school in the Eastside or East Beach neighborhoods?

**Participants were allowed to select multiple statements.*



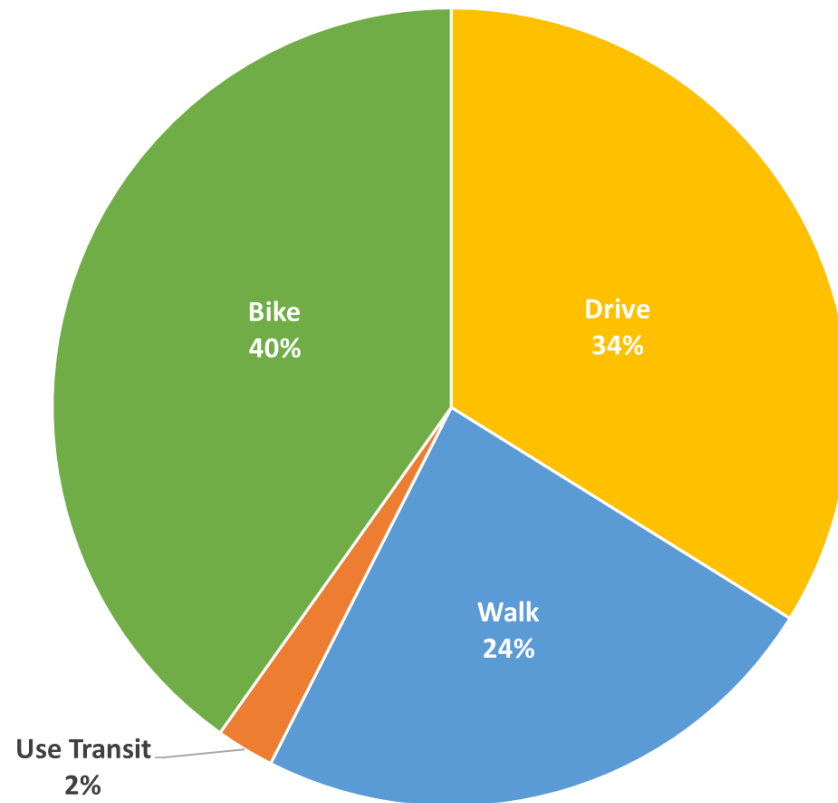
Question 2 – What is the nearest intersection to where you live?

The map below summarizes the responses received for question two of both the initial and second survey. 86 responses were received for the initial survey and 81 responses were received for the second survey. 27 of the responses were unidentifiable and could not be mapped. 47 responses indicated areas outside of the Plan area. 93 responses indicated areas within the Plan area and are shown on the map. The map shows the number of responses per intersection.



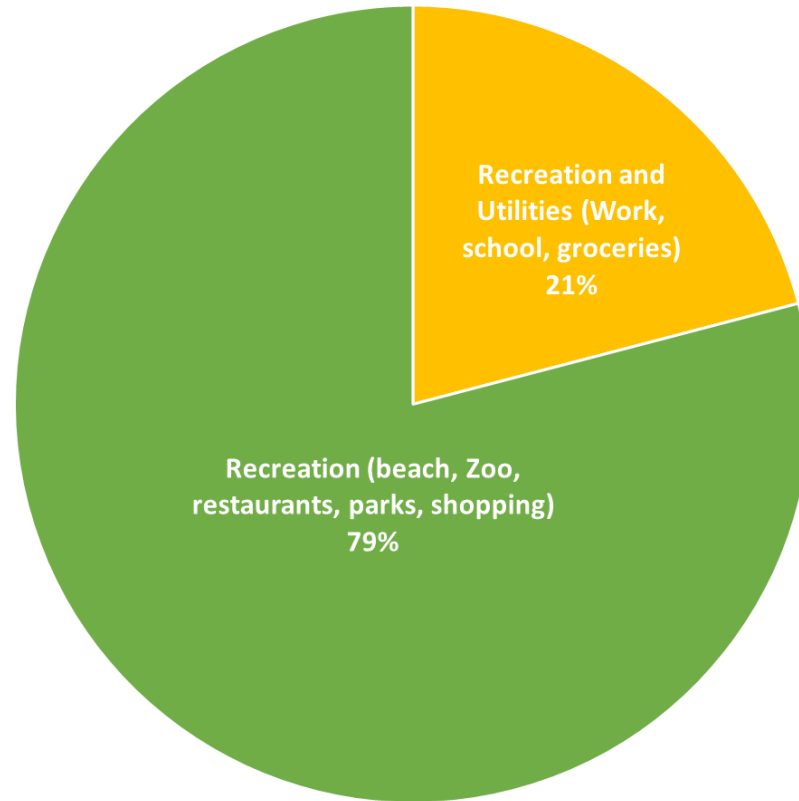
Question 3 - What mode of transportation do you use the most between the Eastside and the Waterfront (e.g., destinations south of the freeway)?

**Participants were allowed to select multiple statements.*



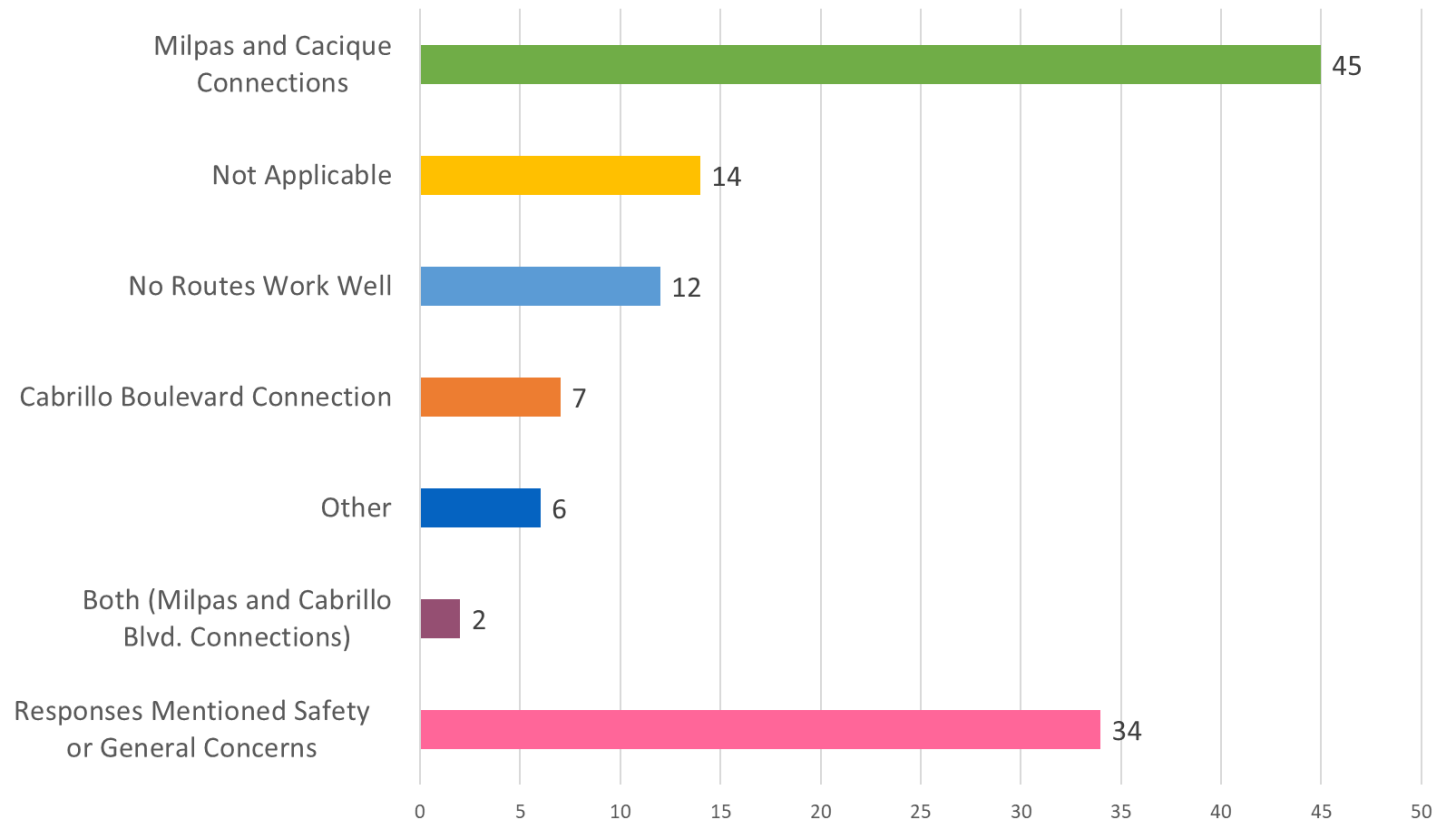
Question 4 - What are your main destinations in these areas (e.g., parks, zoo, beaches, school, work, stores, restaurants, etc.)?

**Free-response question. Full responses are available in the index.*



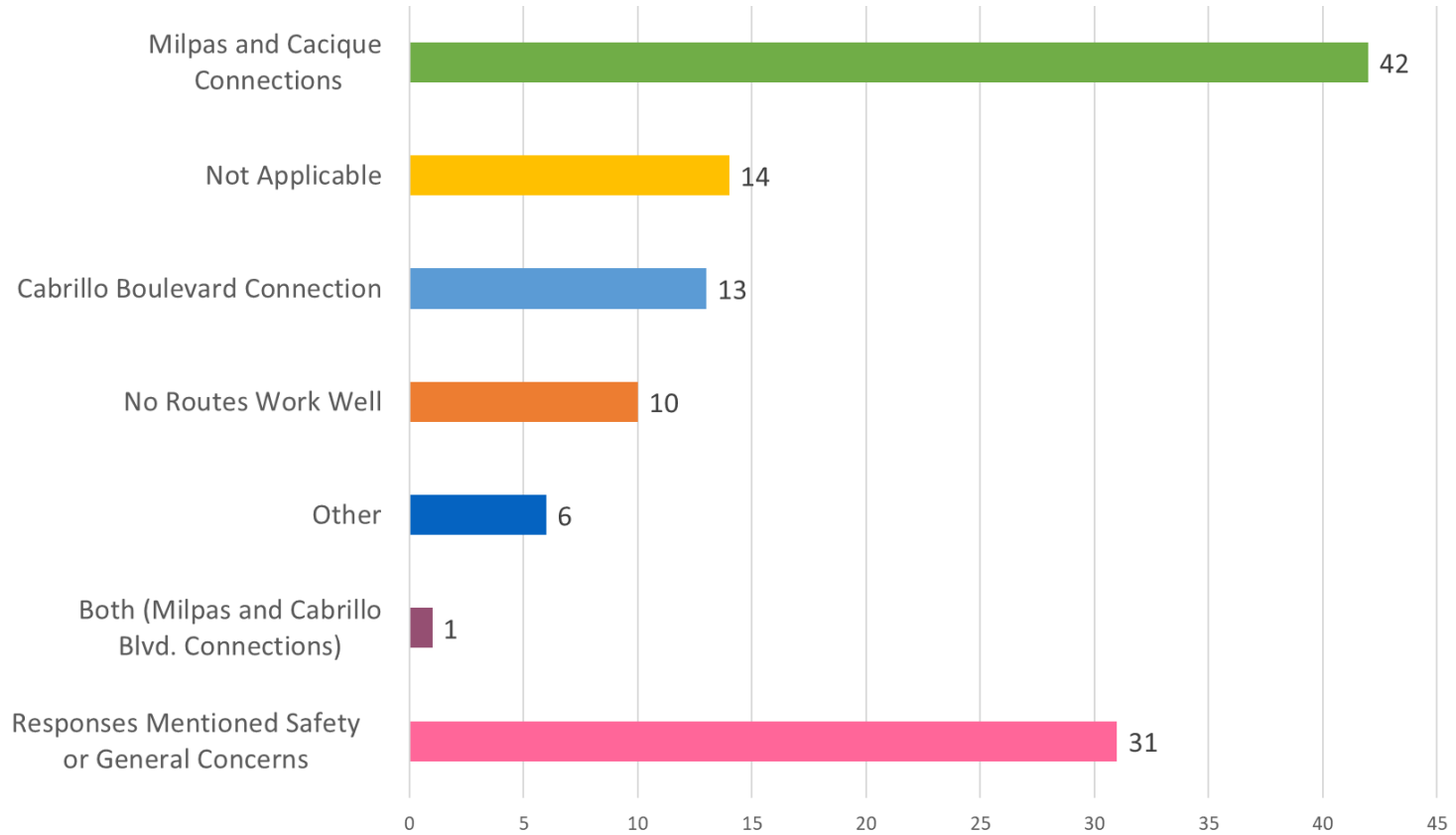
Question 5 - Summary of "When walking between the Eastside and destinations south of the freeway, what routes work well?"

**Free-response question. Full responses are available in the index.*



Question 6 - Summary of "When biking between the Eastside and destinations south of the freeway, what routes work well?"

**Free-response question. Full responses are available in the index.*



Question 7 – Themes of “When walking between the Eastside and destinations south of the Highway, what are the challenges?”

* Full responses are available in the Appendix.

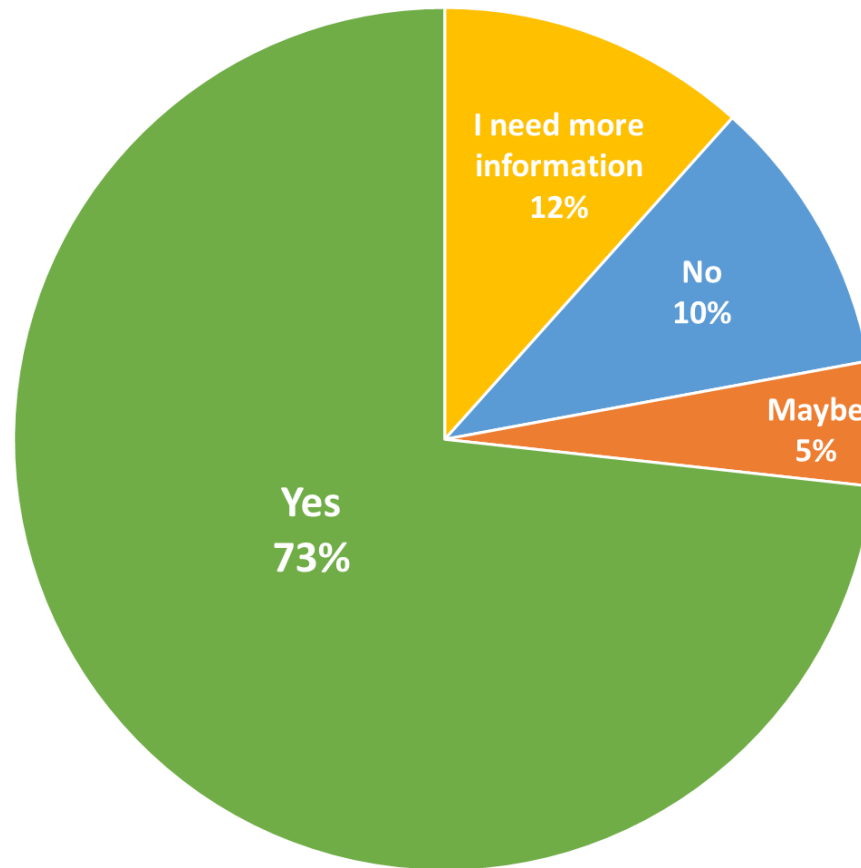


Question 8 – Themes of “When biking between the Eastside and destinations south of the Highway, what are the challenges?”

* Full responses are available in the Appendix.



Question 9 - Should the City study a new overcrossing between Dwight Murphy Field and the intersection of Canada and Pitos Street?



Key Findings of Initial Survey

The following list summarizes community input and emerging themes from the first webinar, in-person meeting, and survey responses:

- ❖ The majority of community members who participated in the meetings and/or responded to the survey live or work in the Eastside.
- ❖ 64% of participants walk or bike as one of their primary modes of transportation when traveling to destinations south of US 101.
- ❖ For those traveling from the Eastside to south of US 101, main destinations are recreational (beach, Santa Barbara Zoo, restaurants, parks, shopping).
- ❖ The preferred walking route between the Eastside and south of US 101 is through the Cacique undercrossing to Milpas Street; however, concerns about unhoused individuals were brought up as a deterrent to this location.
- ❖ The preferred biking route between the Eastside and south of US 101 is the Cacique undercrossing to Milpas Street; however, busy traffic between the Cacique/Milpas Streets intersection and south of the railroad tracks was uncomfortable for some, especially families. Some preferred the bike route via Old Coast Highway to the Cabrillo undercrossing.
- ❖ Some residents use Sycamore Creek to cross under US 101, and some had safety concerns about using this informal route within the creek bed.
- ❖ When walking between the Eastside Neighborhood and south of US 101, challenges described include: lack of lighting, missing or too narrow sidewalks (Cabrillo Boulevard undercrossing and Milpas Street), loud and busy traffic (Milpas Street), drivers speeding and/or not yielding at highway ramps and the Milpas Street roundabout, the distance, and feeling unsafe or unsanitary where there is unhoused activity in highway underpasses (Cacique Street undercrossing).
- ❖ When biking between the Eastside Neighborhood and south of the highway, challenges described include: lack of lighting, speeding vehicles, lack of bike lanes or too narrow roadway (Cabrillo undercrossing), uncomfortable sharing the road with vehicles, lack of secure bike parking at destinations, and difficulty navigating roundabouts and getting through railroad crossings, especially for families.
- ❖ There is strong support by the community for the City to move forward with studying the feasibility of an overcrossing between the intersection of South Canada and Pitos Streets and the vicinity of Dwight Murphy Field.

FEASIBILITY STUDY

The City's 2006 Pedestrian Master Plan (PMP) Policy 1.4 states that the City shall work to eliminate US 101 as a barrier to pedestrian travel, and PMP Strategy 1.4.1 directs the City to identify opportunities to add pedestrian crossings. This Strategy specifically identifies a potential crossing between Pitos and Canada Streets in the Lower Eastside and Dwight Murphy Field, recognizing this is a large gap in the City limits where a new overcrossing would make sense.

Through initial public outreach of the Plan, the community conveyed strong support for studying the alignment of a pedestrian and bicycle overcrossing in this location. Another recommendation from the public included an undercrossing of US 101 through Sycamore Creek, as some residents said they currently use the creek as a crossing point. An undercrossing at Sycamore Creek was not studied further due to safety, flooding, and local, state, and federal policies restricting development within riparian habitat areas and buffer zones, as well as development within the FEMA floodway.

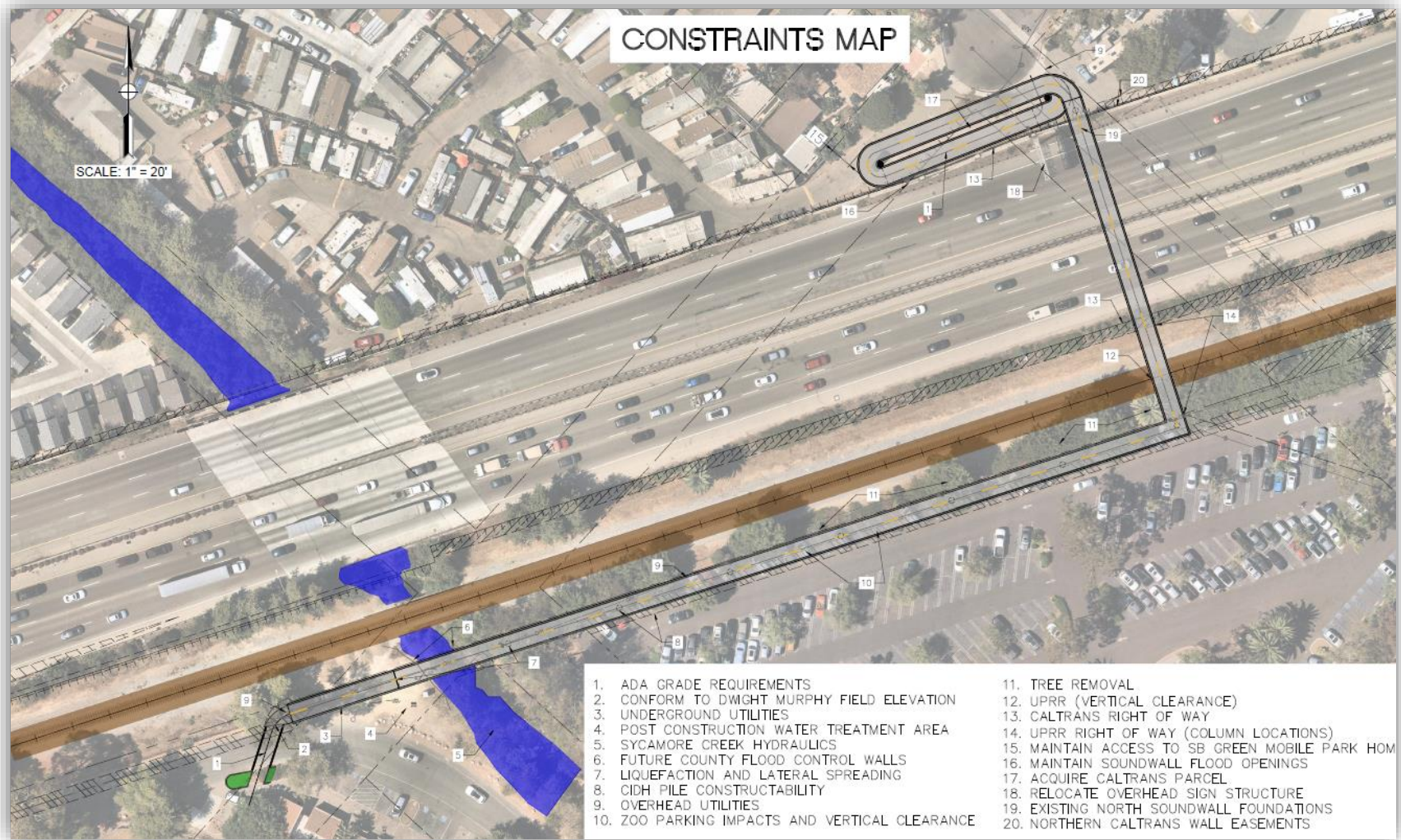
Following public outreach, the City contracted with an engineering consultant, Consor, in May of 2022 to provide a Feasibility Study (Study) including preliminary engineering, environmental, and survey services for the Plan. The engineering services included preparation of a structural feasibility analysis and conceptual design options for the overcrossing in the alignment the community supported. The environmental services included a preliminary geotechnical investigation, and preliminary biological resources, cultural resources, and hydraulic analyses. The survey work identifies existing topographical and right-of-way features and constraints in the Plan area. The full Study and appendices are included as an attachment to this Plan.

The objectives of the Study include the following:

- ❖ Analyze the feasibility of constructing a structure to span US 101 and the Union Pacific Railroad (UPRR) tracks without placing infrastructure within Caltrans or UPRR right of way;
- ❖ Provide three structure design alternatives and one overcrossing alignment;
- ❖ Identify site constraints, including consideration of Sycamore Creek, UPRR railroad, US 101, and the Santa Barbara Zoo parking lot;
- ❖ Study the hydraulic impacts of a pedestrian bridge over Sycamore Creek while also presenting an alternative that is compatible with future Santa Barbara County Flood Control improvements;
- ❖ Maximize structural efficiency while minimizing parking losses in the Santa Barbara Zoo parking lot;
- ❖ Minimize right of way acquisition;
- ❖ Assess how potential bridge and roadway options affect access to the Sunrise RV Park and Santa Barbara Green Mobile Home Park; and
- ❖ Develop cost estimates that can be used to program the final design and construction phases.

Design Criteria and Structural Alternatives

When looking at project constraints and opportunities, the Study breaks down the overcrossing as having three distinct frames: the Northern Stacked Ramp structure located in the Lower Eastside neighborhood, the US 101 frame which crosses the highway, and the Sycamore Creek frame, which would bend 90 degrees over the Santa Barbara Zoo parking lot and connect to Dwight Murphy Field west of Sycamore Creek. The map below shows the preferred alignment of all three frames and summarizes the primary project constraints identified in the Study.



Northern Stacked Ramp

The Northern Stacked Ramp would be located at the intersection of Pitos and S. Canada Streets. This is the ideal location identified in the PMP and supported by the community due to the amount of right-of-way available and the crossing point being roughly in the center of the gap between highway crossings for the neighborhood. The Study proposes a ramp design that would fit within the existing right-of-way and not require private property land acquisition. There would be minor right-of-way acquisition, or an easement needed from Caltrans in an area outside of the highway mainline infrastructure. In addition, it would maintain secondary driveway access to Santa Barbara Green Mobile Home Park and would still meet maximum ADA grades. The ramp structure would be an oval configuration and designed to allow for adequate natural light and good visibility and sight lines for pedestrians and cyclists.

The preferred design would include a 4.9% slope in most sections of the ramp with 1.5% level areas at each turn. During public outreach, a possible ramp alternative was discussed that could be steeper (8% with level landings every 30 feet), but shorter, with a smaller footprint. Community members supported the less steep option with the slightly larger footprint, which is shown in the rendering below.

US 101 Frame

The Study analyzes three structural alternatives for the US 101 frame: a single clear span, a two-span, and a three-span configuration. A single span configuration with no vertical supports within Caltrans or UPRR right-of-way is the preferred alternative. This option would include a 225-foot-long prefabricated steel truss that spans across US 101 and the railroad right of way without intermediate supports. The benefits of this option include: no supports required outside the City right of way, reduced number of columns and piles, and lower foundation costs. This design would



also have the lowest traffic control requirement on US 101 during construction, most aesthetic flexibility, reduced construction schedule, and less outside agency coordination and permitting needed. The cons of this option include long-term maintenance for the steel truss, challenging lifts to place the truss elements, and a taller profile to accommodate vertical clearance requirements. The two other alternatives are described in more detail in the Study.

Sycamore Creek Frame

The preferred alignment for the Sycamore Creek frame would be a seven span structure beginning at Dwight Murphy Field on the west side of the creek and running for approximately 660 feet to the east and

through the Santa Barbara Zoo parking lot, which is a City owned parking lot with Santa Barbara Zoo as the lessee. The length of the first span is constrained by hydraulic opening requirements and future flood control and creek restoration and widening projects along Sycamore Creek. The landing location in Dwight Murphy Field is designed to tie into the park's future renovation project. It is desirable to maximize vertical clearance over the creek to minimize impacts to the riparian habitat and the floodplain, however, ADA maximum grades limit how quickly the structure can rise over the creek. There would be 82 feet of clearance between supports across the creek, which would also allow for future hydraulic capacity of 3,000 cubic feet per second. In addition to the creek being a significant constraint, this frame runs through the Santa Barbara Zoo parking lot which impacts parking spaces. It is anticipated that approximately five spaces would need to be permanently removed to accommodate support columns and an entire row of parking would be temporarily impacted during construction. The design aims to minimize impacts to parking by spacing out the support columns as much as possible.



Two alternative alignments were also studied for the Sycamore Creek frame that would not require a new crossing over Sycamore Creek and would tie into the existing bridge that connects the Zoo to Ninos Drive. The purpose of analyzing these alternatives was to see if there were feasible alternatives to a new creek crossing and address Coastal Resource policies associated with proximity of new development to Sycamore Creek. Both alternatives would require significant loss of parking in the Zoo parking lot, some reconfiguration of circulation, and modifications to the existing Zoo bridge. These alternatives would result with greatest impacts to the Zoo operations and increase overall project scope and cost. They are discussed in more detail in the Study.

Cost Estimate

The Study also provides future anticipated design and construction cost estimates for the overcrossing, including a comparison of three structural alternatives for the US 101 frame. In general, the structure cost estimates show that there is only a marginal difference between the alternatives when compared to the total project cost. The total project cost estimate for the preferred configuration (single span) option includes estimated design, City management, construction, construction engineering, contingency, and escalation to future design and construction years, and is estimated at \$32.5 million.



ADDITIONAL COMMUNITY ENGAGEMENT

Community Engagement

The City returned to the community in April of 2023 to share the findings of the draft Feasibility Study (Study) and conceptual design renderings. Bilingual noticing in English and Spanish for the public meetings were distributed in the following ways: 100 hard copies distributed to businesses in the neighborhood for posting in storefronts; emails sent to attendees who signed in at previous outreach meetings; online posts on Nextdoor, Instagram, and the City’s News In Brief; and signage posted in several locations throughout the Plan Area, including the East Beach neighborhood on the south side of US 101.

An online webinar on was held on April 5, 2023, and included Spanish interpretation. During the webinar, City staff presented the findings of the Study, shared the design concept renderings, and answered questions from the attendees.

An in-person meeting was held on April 12, 2023, outside the Franklin Center, with the same purpose as the webinar. The meeting was an open house format with interactive stations in English and Spanish where community members could answer questions and discuss the Plan with staff. Spanish interpreters were on-site to help facilitate the meeting. The questions asked of attendees were aimed at determining how many residents would use a future overcrossing, how frequently, and for what purpose (e.g., to get to work, school, recreation, etc.).



Place a sticker under the statements that best apply to you! / Coloque una pegatina bajo las afirmaciones que mejor se apliquen a usted!:

I would use the overcrossing for recreation, such as visiting Dwight Murphy Field, the zoo, the beach, etc. / Si, lo usaria para recreación, como visitar Dwight Murphy Field, el zoológico, la playa, etc...

Daily / Diariamente Weekly / Semanalmente Monthly / Mensualmente Occasionally / Ocasionalmente

I would use the overcrossing to commute to work... / Si, lo usaria para ir al trabajo...

Daily / Diariamente Weekly / Semanalmente Monthly / Mensualmente Occasionally / Ocasionalmente

I would use the overcrossing to commute to school... / Si, lo usaria para ir a la escuela...

Daily / Diariamente Weekly / Semanalmente Monthly / Mensualmente Occasionally / Ocasionalmente

I would not use the overcrossing. / Yo no lo usaria. I might use the overcrossing. / Podria usarlo. I need more information. / Necesito más información.

Place a sticker under the statements that best apply to you! / Coloque una pegatina bajo las afirmaciones que mejor se apliquen a usted!:

If a new overcrossing were constructed, I would walk or bike to destinations that I currently drive to most of the time / Si se construyera un nuevo paso elevado, caminaría o iría en bicicleta a los destinos a los que actualmente conduzco la mayor parte del tiempo.

I already walk and bike to most destinations south of the highway; however, a new overcrossing would provide a more direct route for me / Ya camino y ando en bicicleta a la mayoría de los destinos al sur de la autopista, sin embargo, un nuevo cruce elevado me proporcionaría una ruta más directa.

A new overcrossing would encourage me to walk or bike more often / Un nuevo cruce Elevado me animaría a caminar o andar en bicicleta con más frecuencia.

A new overcrossing would not change how often I walk, bike, or drive / Un nuevo cruce no cambiaría la frecuencia con la que camino, ando en bicicleta o conduzco.

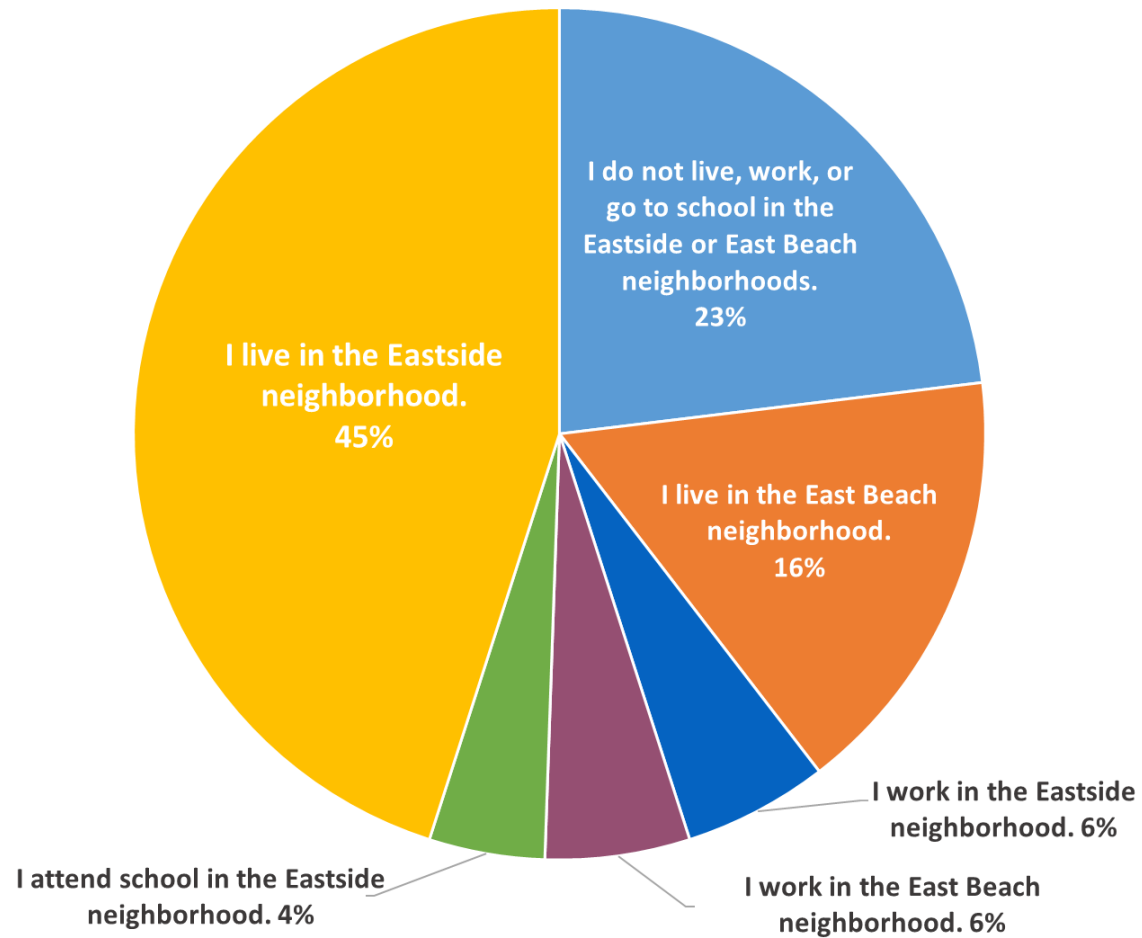
Second Survey

In addition to the two community meetings, a second online survey was launched between March and May of 2023. The survey was distributed through online media through the City’s News in Brief; news posts on the project webpage that went to all subscribers; to Franklin Elementary School through Parent Square; and through QR codes on physical signage placed throughout the community. This survey was available in English and Spanish with a total of 81 responses received. The questions were a mix of free-response and multiple-choice questions and are summarized below.

Summary of Second Survey Data:

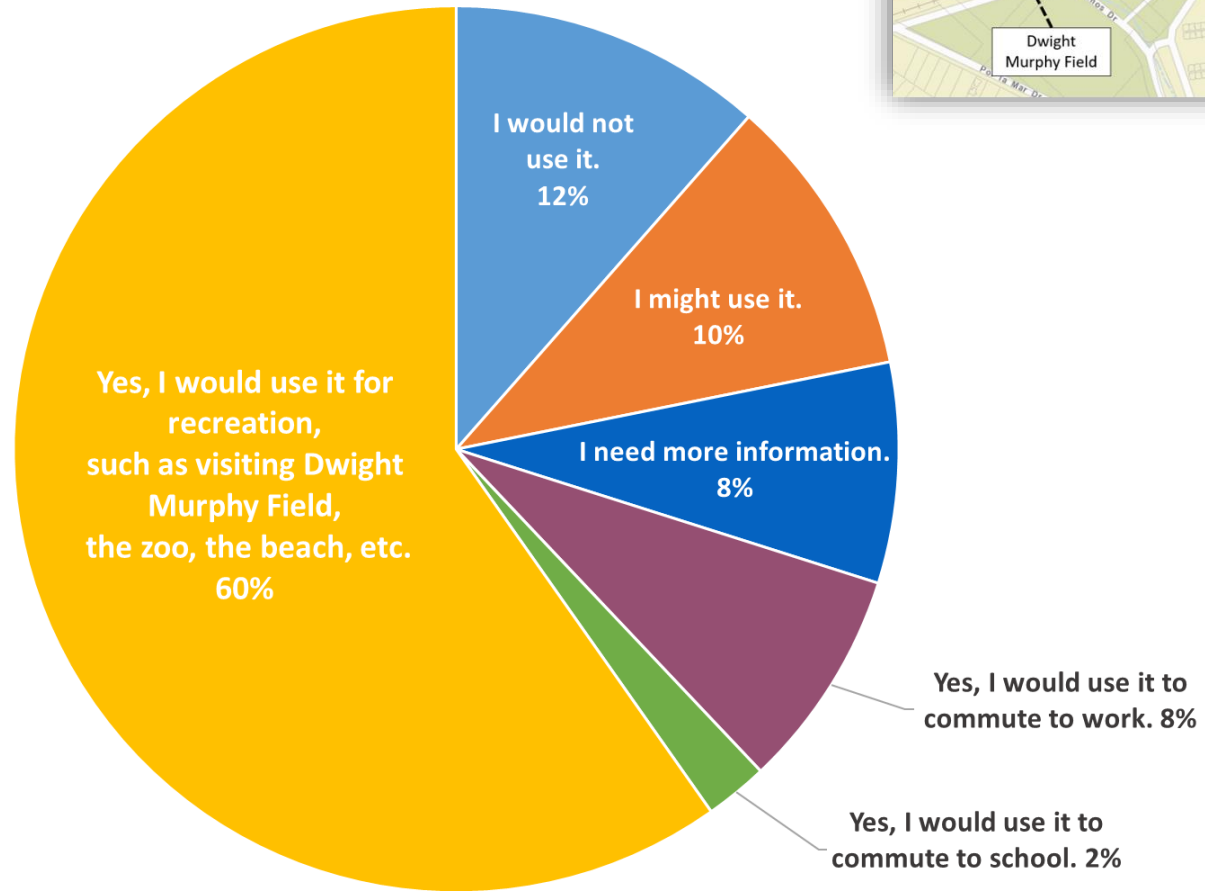
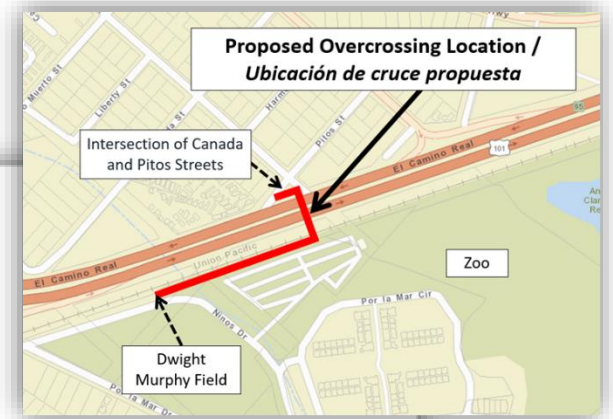
Question 1 - Please select the statement(s) below that apply to you:

**Participants were allowed to select multiple statements.*



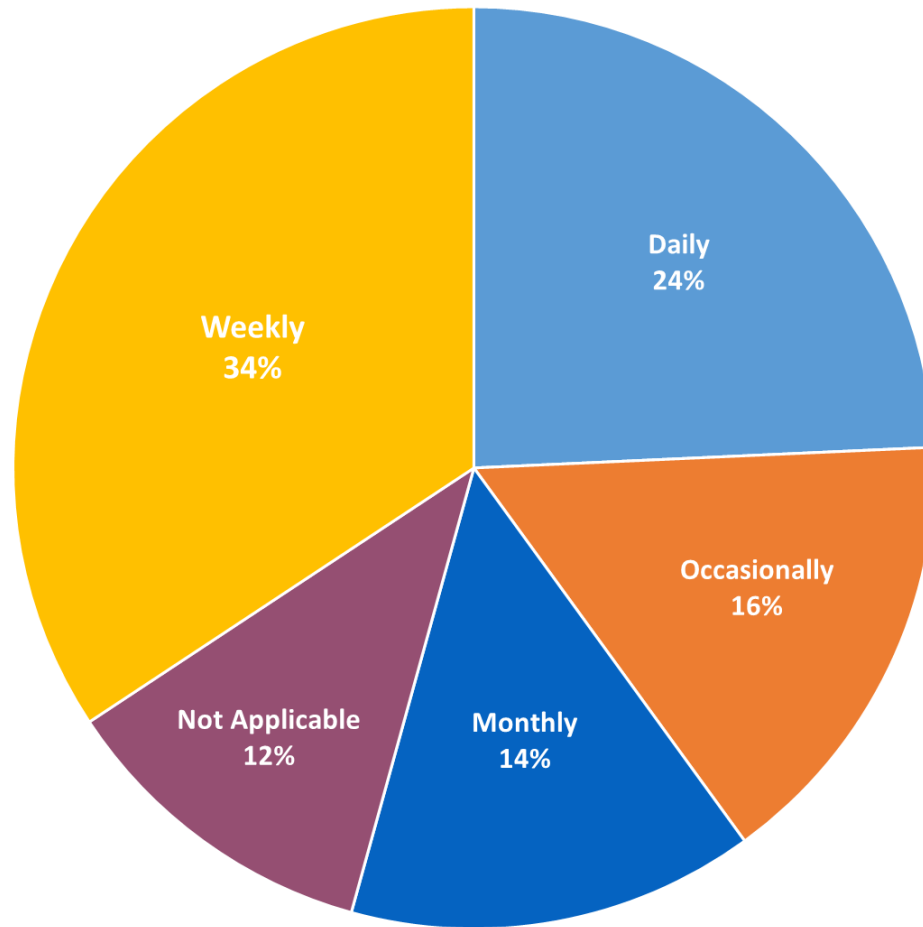
Question 3 - If there was an overcrossing at the location in the image above, would you use it?

**Participants were allowed to select multiple statements.*



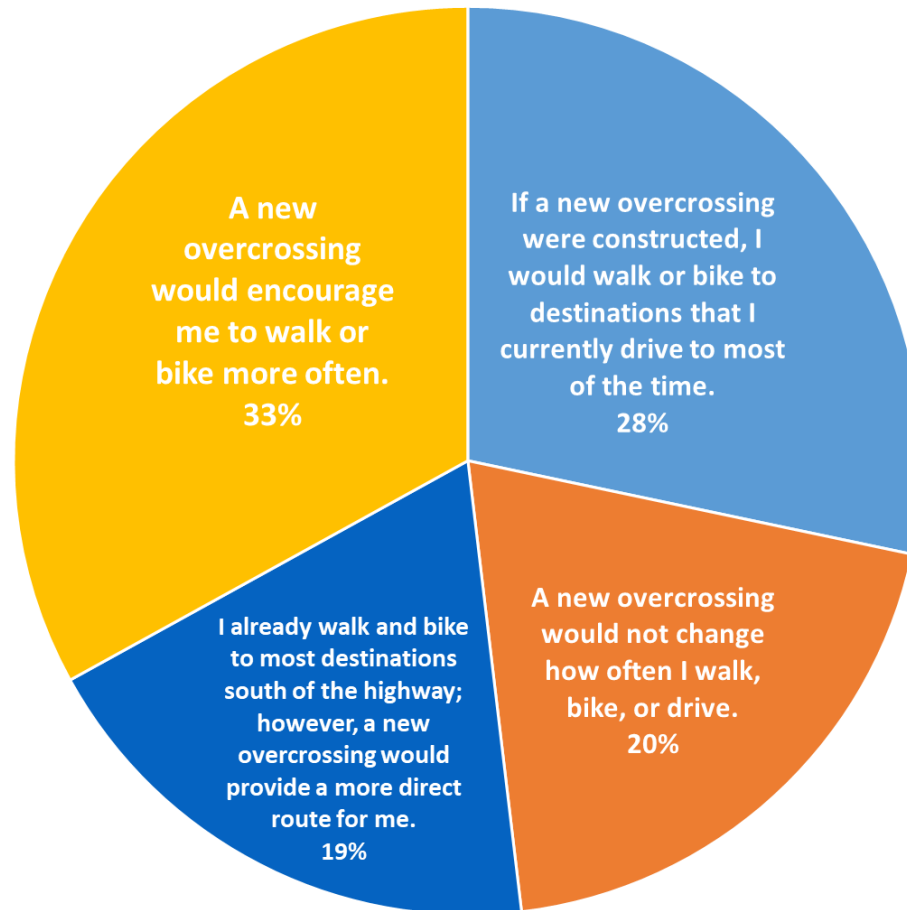
Question 4 - How often would you use the overcrossing?

**Participants were allowed to select multiple statements.*



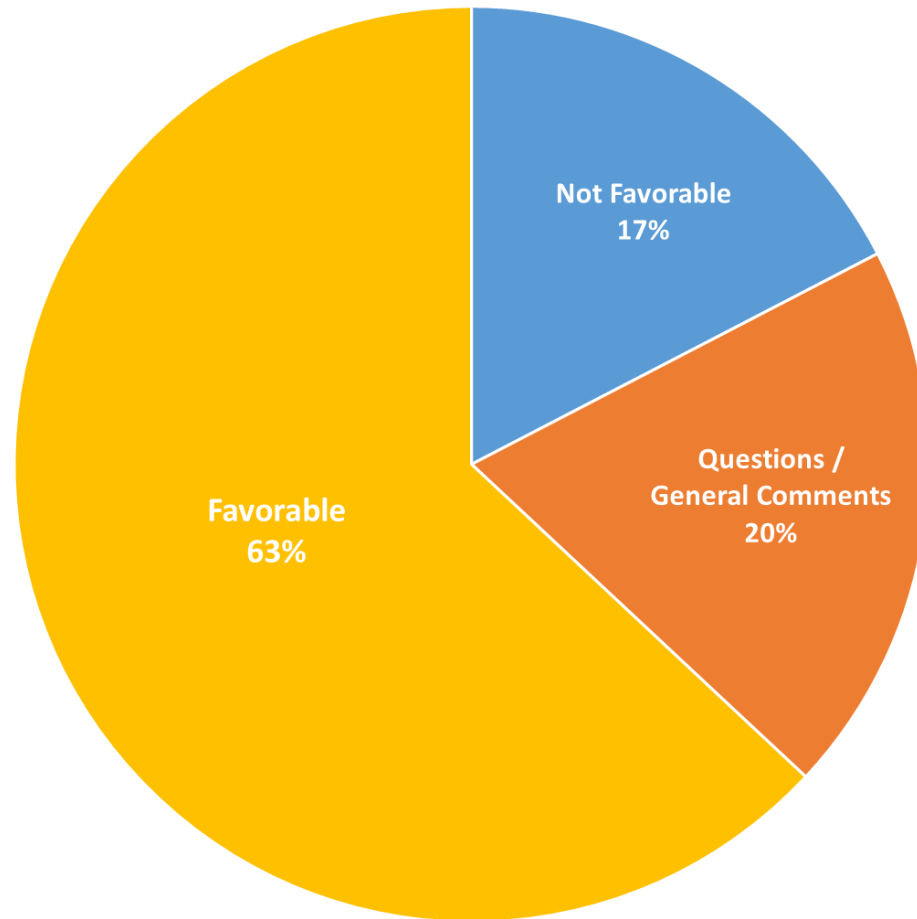
Question 5 - Please select the statement(s) that best apply to you:

**Participants were allowed to select multiple statements*



Question 6 - Summary of "Do you have any other comments about the overcrossing?"

** Full responses are available in the index. Table below shows select responses.*



Select responses for Question 6 – Do you have any other comments about the overcrossing?

** Full responses are available in the Appendix.*

Favorable:
Building human scale infrastructure, for walking and cycling, helps not only those who already walk and cycle but those who are on the fence or have never thought about doing so before. So much infrastructure is built for car driving without question, as if driving is the natural mode of transportation. The more pedestrian access to our city the better, thank you!
Exciting!
First and foremost Please make a sidewalk under the train tracks to connect Cabrillo and coast village road. If you build this pedestrian overcrossing it'll be great. But please make stairs or some rational way for able bodied people to get down without walking 2 blocks back and forth.
great idea for the area, thank you for updates
Great idea to help tie the beachfront to lower West Side!
Great Idea. There should be more of them.
I am in full support of increased access for east side/APS/Eucalyptus Hill families to the bike path, beach and downtown area via a safe 101 crossing. I currently walk my dogs to the beach via the underpass in Montecito and not only is it a long walk, but it's sometimes a bit dangerous after dark. An overpass would be much more safe and many more people would utilize it, decreasing the crowded parking at the zoo and east beach.
I am very enthusiastic about any infrastructure that increases walkability. It will increase my options of where to walk after work, how often I can walk to destinations on the weekend for recreation, and it is overall very exciting.
I answered a survey a few years ago asking for an overcrossing here and it is very cool to see it considered! Now I would use it mostly for biking, so I hope that the proposed design is bike friendly. But I lived on the Eastside in high school and would walk my dog in this area - back then I would have used this daily. An overcrossing like this is going to be so nice for people on the Eastside to access parks and beaches directly. Thank you for working on it!
I live on the Eastside area with my two children, having such an accessible bridge would allow us to spend more time at the beach and the zoo. Currently our path to the beach is not the safest since we go have to cross Milpas St. and train tracks. We use our car for transportation, but this bridge will allow us to walk.
I no longer ride a bicycle or walk long distances but in those days my husband and I would have used such a crossing.
I support this project and am in favor of funds going towards it. Every time people-focused infrastructure like this is made a priority it contributes to strengthening walking/biking culture and habits which is good for all of us. If a crossing between 154 and Turnpike could be next in line after this one, that would be great â€” if we had one now I would definitely be using it regularly!
I think this is a great idea. The areas that would be connected have been too isolated
This would shorten my commute to work and the beach. I have to go around the highway at cacique x Milpas every time I head that direction. I'm broadly in favor!
<i>Tener un puente sera mejor regalo par nuestra comunidad del lower East side ./ Having a bridge will be the best gift for our lower East side community.</i>

Not Favorable:

I am a frequent bike rider. I don't think this bridge is necessary - there are many safe, good and safe ways to cross the 101 from one side to the other - I do it all the time. Maybe better use of money would be to upgrade bike lanes on Milpas for better access in this area.

I am not in favor of an overcrossing. Not only is it an eyesore but what purpose does it serve? There is already a proposal / renovation for the Dwight Murphy Park, which is supposed to bring more traffic and people to the East Beach area. Now the city wants to compound this with more foot traffic? I do not feel that the city has the infrastructure and security for all these people. Additionally, how will residents be protected or will they be trapped in their homes because more people and cars in the area will make it more difficult to go run errands and / or enjoy their own neighborhood. These homeowners are paying high taxes to maintain a certain quality of life where they live.

I am somewhat concerned about increasing access from the north side of the freeway to the zoo and park. We already have a big problem with homeless near the zoo and the park. Living next to the zoo, in a controlled entrance development, I have still had two locked bikes stolen as have a number of others. I also really wonder who wants to come over from that side. I ride quite a lot and have not found that I needed to cross the freeway in between Olive Mill and Milpas. Besides, it is perfectly possible to go to the roundabout at Hot Springs and cross under the freeway and wind up next to the bird refuge, and close to the Zoo. Additionally, if the crossing is of the same design as the one that crosses over the highway near Pueblo st, it is too steep to ride up and given the too sharp corner, hard to turn. Since riding down puts one again at a sharp turn it is ill advised and it is difficult to control even walk down the down hill.

We need safe streets for cyclists (check out the crossing at upper state over the freeway where there is suddenly no bike lane at all, just a free for all with traffic). but the one proposed here does not seem to be needed.

It would eventually get filled with homeless then that overcrossing would b made unsafe and very scary to walk or jog alone.

No

Questions/Comments

How much would it cost?

I found the question "What is the nearest intersection to where you live?" to be a little confusing. Can you be more specific about the intersections you are referring to?

I use the Cacique St. underpass to walk this way. Would the proopsed route be safer or better? I'd rather see the money used for exercise equipment in the Eastside Park

The Milpas roundabout is unsafe for bicycles. Going under 101 on Cacique street is the only other option but I feel that the Cacique/Milpas intersection is also not safe.

The project proponents should consider an undercrossing that not only provides better pedestrian/bike access but also cleans up the creek along Ninos Drive. This area has a history of heavy use by the unhoused, so instead of building a bridge over a blighted and poorly maintained area, perhaps the City should address both challenges simultaneously?

Key Findings of Second Survey

The following list summarizes the community's input and emerging themes from the community meetings and second online survey from March to May of 2023:

- ❖ The majority of community members who participated in the meetings and/or responded to the survey live or work in the Eastside.
- ❖ The majority of those living in the Eastside were supportive of a new overcrossing.
- ❖ The majority of those living in the Eastside said they would use a new overcrossing weekly or daily, and primarily for the purpose of going to recreational destinations (Santa Barbara Zoo, beach, Dwight Murphy Field)
- ❖ Some respondents living in the East Beach neighborhood had concerns of having more foot traffic with the proposed overcrossing and unhoused activity in their neighborhood.

PROPOSED PROJECTS

Proposed and funded pedestrian and bicycle projects are also shown on page 10, *Map of Pedestrian Facilities Within the Plan Area*, and page 13, *Map of Bike Facilities Within the Plan Area*.

Lower Eastside Safety Enhancements

The mobility barriers identified by the residents, and the City's Vision Zero Analysis of the Plan Area, resulted in planned bicycle and pedestrian safety enhancements within the Lower Eastside neighborhood and corridors leading to existing crossing locations of US 101. The following list is a summary of planned bicycle and safety enhancements, followed by cost estimates for each enhancement:

- ❖ Safe Routes to School Safety Enhancements, including curb extensions for the intersections at Montecito/Voluntario, Montecito/Soledad, Quinientos/Voluntario, Quinientos/Soledad, and Carpinteria/Soledad.
- ❖ Cacique to Canada Street Bike Boulevard/Bike Friendly Street, including curb extensions at Canada/Hutash, Canada/Punta Gorda and Cacique/ Voluntario to improve pedestrian crossings. This route connects to the existing Cacique/US 101 undercrossing and would also connect pedestrians and cyclists to the future overcrossing at Canada/Pitos.
- ❖ Alisos Sidewalk Infill between Hutash and Cacique Streets -This would fill a missing link of sidewalk leading to the US 101 Undercrossing at Cacique Street, connecting pedestrians to and from commercial services along the Milpas Street Corridor and to the Waterfront.
- ❖ Salinas Street pedestrian and lighting safety enhancements from Highway 101 Freeway Off-Ramp into the neighborhood. Includes additional lighting throughout Salinas corridor, curb extensions at Clifton/Salinas; a compact roundabout at Carpinteria/Salinas; a

crosswalk, curb extensions and RRFBs at Hutash/Salinas; and a raised intersection for speed control from the highway off ramp at Pitos/Salinas.

Lower Eastside Safety Enhancements		
Location	Enhancements	Cost Estimate
Montecito/Voluntario	Curb Extensions, Crosswalks	\$486,000
Montecito/Soledad	Curb Extensions, Crosswalks	\$486,000
Quinientos/Voluntario	Curb Extensions, Crosswalks	\$486,000
Quinientos/Soledad	Curb Extensions, Crosswalks	\$486,000
Carpinteria/Soledad	Curb Extensions, Crosswalks	\$486,000
Cacique/Voluntario	Curb Extensions, Crosswalks	\$486,000
Hutash/Canada	Curb Extensions, Crosswalks	\$486,000
Punta Gorda/Canada	Curb Extensions, Crosswalks	\$486,000
Salinas/Pitos	Raised Intersection, RRFB, Crosswalks	\$931,500
Salinas/ Hutash	Curb Extensions, RRFB, Crosswalks	\$607,500
Salinas/Carpinteria	Compact Roundabout, Crosswalks	\$688,500
Salinas/Clifton	Curb Extension on SE corner, Relocated RRFB, Crosswalk	\$243,000
Salinas Corridor	Corridor lighting	\$1,514,797
200 S Alisos	Sidewalk infill	\$324,000
Total		\$8,197,297

Pedestrian and Bicycle Overcrossing

In addition to the safety enhancements and with the support of the community, the most prominent project proposed in this Plan is a future pedestrian and bicycle highway overcrossing. The Feasibility Study (Study) attached to this Plan provides a detailed conceptual overcrossing design and identifies project constraints to be considered in the final design. The table below summarizes the total project costs, including estimated design, City management, construction, construction engineering, contingency, and escalation to future design and construction years. Detailed estimates are in Appendix D of the Study.

New Pedestrian and Bicycle Overcrossing	Cost Estimate
Design Cost	\$2,536,000
City Management Cost	\$253,000
Construction Cost	\$15,500,000
Construction Engineering	\$2,325,000
Construction Contingency (20%)	\$3,100,000
Escalation to 2030 (5% per year)	\$8,805,000
Total	\$32,519,000

Implementation

The proposed Lower Eastside Safety Improvements and Pedestrian and Bicycle Overcrossing were included in the City’s adopted Five-Year Capital Improvement Program (CIP) for Fiscal Years 2024-2028. The CIP forecasts the City’s capital needs over a five-year period based on various long-range plans, goals, and policies, and includes a comprehensive listing of planned and projected capital project needs for the five-year planning period. The CIP includes both funded projects and unfunded needs and is updated every two years.

Caltrans and SBCAG have expressed an interest in assisting with grant applications to help implement the Lower Eastside Safety Enhancements since the project scope benefits Eastside residents getting to and from Highway 101 and would complement the improvements to the US 101 HOV and Widening Project. A potential funding source in 2024 is the SB1 Solutions for Congested Corridors Program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout California. If the grant is successful, the City would design the enhancements and hire an outside contractor for the construction work, with a possible construction date of 2027. During the design process, the City would return to the community with public meetings to discuss and refine the proposed enhancements prior to the construction phase. No discretionary approvals by the City’s boards or commissions are anticipated for these enhancements, however, the project would go to the City’s Transportation and Circulation Committee (TCC) for review and input.

To implement the proposed pedestrian and bicycle highway overcrossing, there is a call for projects with the State’s Active Transportation Program (ATP) - Cycle 7 in March 2024 with applications due in June 2024. Staff will require City Council authorization to apply for the grant. The Study attached to this Plan provides an informed analysis for final design and construction of an overcrossing that will help make the grant application stronger for this very competitive grant program. If successful, project design would begin in 2025 and construction would likely begin in 2029/2030, consistent with standard required timelines of the ATP Program. Both final design and construction would be facilitated through outside contractors. The City would maintain a project management role throughout the phases by leading community outreach efforts and obtaining discretionary approvals, such as a Coastal Development Permit, through required City processes.

Other Planned/Funded Projects in Plan Area

In addition to the projects resulting from this planning effort, there are several proposed and funded projects in various phases within the Plan Area that will address many of the safety issues identified by the community. These projects also fill in infrastructure needs for both walking and biking within the Plan Area. The table below summarizes the upcoming projects, the safety issues they address, and the status of the project.

Project	Safety Issues Addressed	Status
<i>Eastside Community Paseos</i>	Provides bicycle-friendly route, or bicycle boulevard, on Alisos Street (parallel to Milpas Street, one block east) as a safe, comfortable alternative to riding on Milpas Street.	Funded by ATP Cycle 5, in construction phase and to be completed in 2023/2024.
<i>Milpas/Hutash Intersection Improvements</i>	Provides a separated northbound path in the 200 South block of Milpas Street where community members expressed concern for riding in bike lane adjacent to heavy traffic.	Funded by the Regional Transportation Program as mitigation for the US 101 HOV and Widening Project. Construction planned for 2024.
<i>Pedestrian and Bicycle Improvements on E. Cabrillo Boulevard and Replacement of UPRR Bridge</i>	Project addresses traffic operational and congestion concerns. Project also provides new multiuse paths and on-street bike lanes to better connect the Eastside, Waterfront, and Coast Village neighborhoods.	Phase 1 includes a new roundabout and pedestrian and bicycle improvements at the intersection of Cabrillo Boulevard and Los Patos Way. Construction begins early winter 2024. Phase 2 includes replacing the UPRR Bridge at Cabrillo Boulevard and pedestrian and bicycle improvements. Currently not funded for construction. SBCAG/Caltrans/City is actively seeking funding.
<i>Dwight Murphy Field Renovation</i>	Includes sidewalk infill on entire perimeter of the park where none currently exists. Will provide separated facility for pedestrians and connectivity to future US 101 overcrossing.	Final design completed and grant application submitted. If successful, construction is anticipated to start in 2024 and last approximately 18 months.
<i>Milpas Street Crosswalk Safety and Sidewalk Widening Project</i>	Provides new curb extensions, high visibility crosswalks, additional lighting, widened sidewalks at the intersections, and other enhancements throughout Milpas Street corridor to improve access for pedestrians across vehicle-dominated Milpas Street and along Milpas Street from Quinientos to Canon Perdido Streets.	Funded by ATP Cycle 6. Project is in design phase with construction anticipated in 2027.

FUTURE MODE SHARE

The proposed and planned pedestrian and bicycle projects in this Plan are expected to create higher comfort and low-stress facilities and encourage more walking and biking as a primary mode choice. From a cost, infrastructure, and community transformational perspective, the

proposed pedestrian and bicycle overcrossing is anticipated to be the most impactful project within this Plan. Therefore, the focus on estimating potential shifts in mode share are associated with the proposed overcrossing.

There are currently three pedestrian and bicycle US 101 overcrossings in the City limits: at Ortega, Anapamu, and Junipero Streets. The City studied these existing overcrossings to get a baseline for how often they are used by conducting camera counts of cyclists and pedestrians during a weekday and weekend day, summarized in the table below. The counts were conducted over 24-hour periods, during the school year, and on non-increment weather days.

Ortega Bridge			
Thursday, 4/6/23	Eastbound	Westbound	Daily Totals
Pedestrians	115	104	219
Cyclists	81	56	137
Saturday, 4/8/23	Eastbound	Westbound	Daily Totals
Pedestrians	140	94	234
Cyclists	73	65	138
Anapamu Bridge			
Thursday, 4/6/23	Eastbound	Westbound	Daily Totals
Pedestrians	121	159	280
Cyclists	60	87	147
Saturday, 4/8/23	Eastbound	Westbound	Daily Totals
Pedestrians	146	191	337
Cyclists	48	81	129
Junipero Bridge			
Tuesday, 5/9/23	Northbound	Southbound	Daily Totals
Pedestrians	116	109	225
Cyclists	64	66	130
Saturday, 4/29/23	Northbound	Southbound	Daily Totals
Pedestrians	93	76	169
Cyclists	53	52	105

When looking at the daily trips on all three overcrossings, there were between 355 and 427 total pedestrian and cyclist trips on a weekday, and between 274 and 466 trips on a weekend day. The Ortega and Anapamu bridges connect the Westside and Lower West neighborhoods to the Downtown, with the Anapamu Bridge having the most daily trips. The slopes of the existing bridges do not meet ADA requirements, which may

discourage some cyclists and pedestrians from using the bridges. Further, the corkscrew design of the Anapamu bridge includes some visibility constraints that some have expressed as being a safety issue.

The existing trip data can help us estimate the anticipated number of pedestrian and bicyclist trips expected if a new overcrossing were constructed in the Lower Eastside for a few reasons. The proposed overcrossing in the Lower Eastside would serve a neighborhood similar in demographics and density as the neighborhoods served by the Ortega and Anapamu bridges. The proposed overcrossing would have more gradual slopes and meet current ADA standard slopes, have an open design with no “blind” corners, and would provide a superior aesthetic and functional design compared to the existing overcrossings. These design factors would make the overcrossing an attractive choice for residents by providing a higher level of comfort and lower stress, versus the existing crossings locations. Although, destinations in the Waterfront tend to be more recreational destinations than those in the Downtown that are served by the Anapamu and Ortega bridges, there are also similar land uses such as hotels and restaurants, which also serve as places of employment within the Plan Area.

In addition to the camera counts, the majority of those who participated in the online community surveys and community public meetings indicated that a new overcrossing would encourage them to walk or bike more often and that they would walk to bike to destinations that they currently drive to.

MAINTENANCE

Once constructed, the features of the Lower Eastside Safety Enhancements will be incorporated into various maintenance cycles. The pavement will be incorporated into the City’s Pavement Maintenance Program, which involves routine inspections of pavement conditions and accompanying maintenance treatments (point repairs, slurry seal, grind and overlay). Sidewalks and concrete features are incorporated into the City’s Sidewalk Maintenance Program which involves inspections for uplifts and accompanying maintenance treatments (padding, grinding, replacement). Traffic control features (signage, striping) are incorporated into the City’s inventory, and are inspected approximately every four years for condition, and continuously inspected for missing or damaged traffic control.

A new pedestrian and bicycle overcrossing will require long-term maintenance by the City. Utilizing a steel truss for the US 101 frame, the preferred alternative in the Feasibility Study (Study), will require a higher level of long-term maintenance compared to a concrete structure due to painting requirements. Weathering steel does not require painting; however, this treatment is not recommended in an environment so close to the corrosive marine atmosphere. The Study recommends two layers of protection for the truss by galvanizing and painting the structural steel. It is anticipated that painting will be required every 20 years, requiring an encroachment permit with Caltrans and UPRR to obtain access for painting over their right-of-way.

It's anticipated that graffiti removal will be required in the long-term maintenance of the overcrossing. The City currently removes graffiti on public property and infrastructure, pursuant to the City's Graffiti Removal and Abatement Ordinance, which would be applicable to the new overcrossing as well. In addition to graffiti removal, it is anticipated that occasional power washing will be required for portions of the ramps and bridge decks, which would be incorporated into the cleaning cycles for the existing overcrossings within the City limit.

COORDINATION

Consistency with Plans and Policies

The Lower Eastside Safety Enhancements and Pedestrian and Bicycle Overcrossing Projects proposed within this Plan are consistent with the Santa Barbara City Council (City Council) adopted Pedestrian Master Plan (2006), Climate Action Plan (2012), Bicycle Master Plan (2016), Eastside Neighborhood Transportation Management Plan (2015), Santa Barbara Vision Zero Strategy (2018), as well as the Santa Barbara County Association of Governments (SBCAG) Regional Transportation Plan and Sustainable Communities Strategy. Due to its proposed location with the Coastal Zone, the overcrossing would require a Coastal Development Permit prior to construction. The Feasibility Study looks at alternatives for the bridge alignment for consistency with the City's Coastal Land Use Plan. Lastly, the City Council adopted the Five-Year Capital Improvement Program for Fiscal Years 2024-2028 on March 14, 2023, and these projects are included as a community need.

Agency Coordination

Coordination with outside agencies including the Santa Barbara Unified School District, Caltrans, and Santa Barbara County Flood Control, were a key component of the planning effort. The School District was a primary outlet for public outreach and information distribution when the City held public meetings. Further, the elementary schools within the Plan Area provided mode share statistics about their students to MOVE Santa Barbara County that are informative for this effort.

The City and Consor, the engineering consultant for the Feasibility Study (Study), held coordination meetings with Caltrans on August 24, 2020, and March 16, 2023, while developing the Study. Caltrans provided input on the structural alternatives, which helped determine the preferred alternative (single span with no supports in Caltrans right-of-way). Caltrans also provided input on anticipated construction constraints and methods, utility considerations, right-of-way acquisition, permitting processes, and maintenance agreements. Additional coordination will be needed with Caltrans early in the design phase of the overcrossing. Early coordination with Union Pacific Railroad is also necessary in the design phase since the overcrossing would cross over the railroad right-of-way.

The City and Consor also met with Santa Barbara County Flood Control staff and City Creeks Division staff while developing the Study to discuss a planned creek widening project and hydraulic issues associated with Sycamore Creek. While the exact limits of the future creek improvements project are not yet known, conversations with Santa Barbara County Flood Control staff resulted in concurrence that an 82-foot span over Sycamore Creek would be a reasonable assumption to avoid conflicts as stated in the Study. This issue is discussed in detail in the Study. Further coordination will be needed with both the Santa Barbara County Flood Control and the City's Creeks Division when the project is in the design phase.

In addition to outside agency coordination, internal City coordination with the Parks and Recreation Department, Community Development Department, and Sustainability and Resilience Department helped to shape and inform this Plan. In particular, the design of the pedestrian overcrossing will continue to be coordinated with the Dwight Murphy Field Renovation Project and a future Sycamore Creek widening project. Close coordination with the City's Community Development Department will be needed since a future overcrossing would need approval of a Coastal Development Permit in the final design phase and the Department oversees Coastal Policy Review and the Local Coastal Plan.

The City has also met with the Santa Barbara Zoo (Zoo) staff, who currently hold a long-term lease with the City for the Zoo parking lot. Zoo staff provided support for the preferred overcrossing alternative that runs adjacent to the Zoo parking lot along the northern property line, then crosses over Sycamore Creek, because it minimizes impacts to their parking and circulation. They also support construction techniques recommended in the Study, such as cast-in-drilled-hole (CIDH) piles for the structural foundation, which would minimize noise for sensitive wildlife receptors at the Zoo. Ongoing coordination with the Zoo for a final design and construction will be required.

Committee Review

The Plan was reviewed by the Transportation and Circulation Committee (TCC) three times throughout the Plan's development. In February of 2022, the TCC heard an overview on the planning process, key findings from the initial public outreach efforts, and the next steps for the Plan. In February of 2023, the TCC received an update on the key findings of the Study and provided questions and input to further refine the Study. The TCC reviewed the Draft Plan on October 26, 2023. Some Committee members expressed concern for the estimated cost of a future overcrossing, however, overall, the TCC supported the Plan and made a recommendation to proceed to City Council for Plan adoption.

APPENDIX

Survey One:

Full Responses for Question 4, “What are your main destinations in these areas (e.g., parks, zoo, beaches, school, work, stores, restaurants, etc.)?”

<i>Recreation (beach, Zoo, restaurants, parks, shopping)</i>
Beaches, restaurants
Stores, restaurants.
Zoo, Beaches, Funk Zone, Restaurants.
Harbor, skatepark, waterfront in general
restaurants, beach, bird refuge
I liked to bike to beach - but stopped because it is too dangerous from all pathways to the beach from my house. Now I just walk in the neighborhood.
Zoo, restaurants
Beaches, stores, restaurants
zoo, eastside beach, access to coastal bike path
Muller Aquatic Center, restaurants, beach
East Beach/volleyball courts area
Park, beach, restaurants, harbor etc
stores, recreation,
Beaches, zoo and bird refugee
east beach or leadbetter or state street
Beaches, parks and stores.
Beaches food trucks
Parks, beaches, stores, restaurants.
Beach, parks
Beach
Parks, beaches, stores and restaurants.
Harbor, Wharf
east beach and Dwight murphy park
Beaches and restaurants
Beach, friends and family, restaurants
Beaches

State Street by way of the beach
east beach
Coastal bike path.
east beach
Stores, restaurants, beaches, recreational areas and parks
beaches, pickleball courts, parks, friends on the eastside
From home to beach.
Beach
Beaches
East beach, Estuary
Beach and bike path
Beach, restaurants
Zoo and Beach
Beaches, restaurants
East Beach
Beaches, restaurants
beaches, parks and restaurants
Dwight Murphy Park. I work for Parks and Rec and run many youth sports at Dwight Murphy Park. Lots of kids make their way to and from the Park from the Eastside neighborhoods. There is no easy and safe way for these kids.
Beaches, zoo, parks, restaurants
Parks, beaches, restaurants
downtown shopping
parks and beaches, zoo, restaurants.
stores, beaches
Zoo, beach, Chase Palm Park, Dwight Murphy field
Beach
Beach and parks.
beach, zoo, bird refuge, restaurants
Exercise, stores, restaurants, cemetery, bird refuge, beaches
Zoo, beach
Beach, stores, restaurants
Stores, recreational bike rides, beach
Bird refuge, beaches, Palm Park
Beaches, bike path, kids playgrounds and skate park with my children
stores - occasionally a meal at the breakwater, drive to Tri County Produce
East Beach, Zoo, Funk Zone, Hilton, Convivo, Bird Refuge.

Beach, Downtown
Beaches, restaurants
bike route to downtown, parks, beaches
Beach
Beaches, Parks, and restaurants
Beaches, stores, and restaurants
<i>Playas y restaurantes/ Beaches and restaurants</i>

<i>Recreation and Utilities (Work, school, groceries)</i>
beaches/volleyball courts, stores like tri-county produce, funk zone, pier
Own property in El Escorial/East Beach. Zoo, East Beach, Sterns Wharf, Tri-County Produce, Bird Refuge
Beach, work, restaurants, stores
Trader Joe's, Beach, Sanguis Winery, Milpas restaurants, Tri-Counties, Cabrillo Boulevard walking paths
Work, grocery store, restaurants, parks
Beaches, parks, restaurants, stores, zoo, school
Beach, Tri County Produce,
downtown, farmers market, Home Improvement Center, Tri-County Produce, Trader Joes
Beach, stores, restaurants and work
Beaches (recreation) and work on the southside of the freeway, home and shopping on the other.
Beach, school, parks and restaurants
East beach, butterfly beach, tri county produce store, zoo, bird sanctuary for bike rides, motel 6 when friends visit from out of town
Food, shopping, work sometimes, beach, visiting friends & family
Parks,school, trader Joe's, sprouts, Carl junior, gas station, ride aid,
Beach, grocery store
Zoo, East Beach Park, Dwight Murphy Park, East Beach, Convivo, Tri County Produce, The Double Tree Hotel, the bird refuge.
Work, restaurants, Funk Zone, State Street shops, Tri-County, East Beach Tacos, Sprouts, Montecito shops, bird sanctuary
Mostly park and beaches, but also work at schools.

Full Responses for Question 5, "When walking between the Eastside and destinations south of the freeway, what routes work well?"

* ● indicates responses mentioning safety or general concerns.

<i>Milpas and Cacique Connections</i>
Via the roundabout if you don't mind the cars, otherwise under the Cacique bridge or Cesar Chavez/Quarantina but the dump/wastewater smells too bad to take this way. ●
Milpas, although it is a little intimidating because of high traffic and homeless people ●
Cacique and Millais underpass
Milpas at roundabout but it has problems of traffic, homeless population etc ●
Walk to the Cacique 101 underpass, then south on Milpas Street.
Both the ped underpass in Montecito and the Milpas st access work well enough for pedestrians although they are not necessarily convenient. ●
Milpas underpass
the milpas round about sidewalk
walk down old coast hwy make a right on Salinas street then walk to Hutash Street then walk down to Voluntario St then left on Cacique to Milpas.
Either Alisos, Garden or Milpas under the freeway but they all feel unsafe ●
Milpas. Only option.
Milpas street
Cacique
Milpas
State Street or Milpas Street
most of the time i walk the sycamore creek under the 101. its usually dry and but has very low head clearance. otherwise i go down cacique st to milpas
Very few routes work well. The section of Cabrillo which goes under the 101 and connects to Coast Village Rd. and Old Coast Highway is absurd for its lack of planning and safety. If I shlep the 1.25 miles over to Milpas, there are busy freeway onramps to navigate. However, the underpass at Cacique streets has wonderfully wide sidewalks that are safe to walk and bike on. The only problem is that its not very well lit. ●
Milpas but a safer path for bikes. My kids can't bike themselves because Milpas is so dangerous. ●
Straight down Cacique
I have to walk/bike under the overpass to turn left on milpas. If I could turn left blocks earlier before the overpass it would be so much easier. I have talked about this a lot and am very happy to see a survey about it. When my partner and I wanted to bike to the zoo, we couldnâ€™t believe how close it was (just minutes) but how we had to bike all the way around it to milpas and down cabrillo and back to get to the entrance. ●

Milpas is the only safe route in my opinion, especially at night.
milpas is the only one route really
The only route for us is too walk through the Eastside neighborhood to the Cicque St. underpass. We used to walk quite often but the condition of the underpass often causes us to drive to the area around the Hilton and then walk downtown or along the beach. It definitely feels ridiculous to have to drive to walk at the beach when we are only 6 blocks away. Several of those blocks are among the least attractive and inviting areas of the whole city.
I have to take the underpass of the 101 and have to take Milpas where there is always lots of traffic.
Under the freeway at Cabrillo to Coast Village Road
Milpas or through the old coast freeway
Soledad/ Cacique foot bridge to milpas and then to east beach
Milpas to Cabrillo
I typically go down Alisos and cross under the bridge at Milpas & Cacique as it feels the safest and I avoid the roundabout.
I have to go via the very busy intersection at Milpas and Cacique. Sometimes I go along Old Coast Hwy but that takes a lot longer.
cacique to milpas, down milpas to cabrillo
Nothing. Milpas is slightly better now with Casique. Or it's around the Bird Refuge, which has the potential to be good,
along cacique to milpas and then down milpas to cabrillo or walking along eastside sts. to town (seldom)
I walk on the bridge on Cacique under the overpass to Milpas. It is best to avoid the Milpas roundabout
I use the Cacique bridge to Milpas to get to the beach.
The cacique underpass.
Walking under the casique underpass although it is ridden with transient activity and feels unsafe, then proceeding down lower milpas to desired destinations
Cacique through the pedestrian bridge then under the freeway to Milpas, Milpas bike lane down to the bike path.
Milpas. Flat route under the freeway so good for walking
Walking under the Cacique under pass to Milpas, though it is riddled with transient activity, debris and often, feels unsafe.
I go down Carpinteria to Milpas then down to the beach. This does NOT work well. It is high traffic, and under the bridges feel sketchy (my wife won't walk under them) and not very bike friendly.
Under the bridge on Milpas St & Carpinteria St is the fastest route but it's sketchy with homeless people underneath
down Cacique to Milpas, then down lower Milpas
Quinientos/Carpinteria to Milpas.
I usually take Milpas down to the beach walking, however am overwhelmed by the traffic on the roundabout before the underpass to get across the 101. I feel as if it would benefit the community a lot to provide a safer, more walkable way to get to east beach.

<i>Not Applicable</i>
I don't walk in this area.
I do not walk
I don't walk near the under crossings of Cacique or Milpas - lots of trash and people panhandling and hanging out in these areas.
I dont walk
I am disabled and don't walk to destinations.
i'm always on a bike
Sidewalk.
I do not walk to beach
I don't usually walk
By the bridge where the bakery is
I drive
however it be I walk the neighborhood most days
Along the beach and/or Cabrillo where there are the least amount of cars and it is pretty and relaxing.
I don't walk these routes.

<i>No Routes Work Well</i>
The options are not great and feel dangerous, especially with our daughter. Biking or walking requires navigating the milpas/carpinteria roundabout or the busy cacique/milpas intersection, plus crossing the 101 ramp/milpas intersection.
I used to walk under the freeway overpasses, but they became too dirty and congested with homeless encampments
Very little walking in neighborhood. We do our walking at the beach. Milpas St. sidewalks are too narrow, dirty, uprooted and too many individuals not respecting the No Sit and Lie Ordinance.
Work at all, not well. Cacique, Milpas, Salsipuedes
Unsafe to walk
None work well! Cacique to Milpas has heavy traffic. Lots of homeless people. Quite dirty and not feeling safe at all
None
There is not an ideal route. We have a child and it is very dangerous to push a baby carriage under the bridge on Cabrillo so we typically have to drive. Plus the route is 1.5+ miles. In going through the neighborhood, there are several congested areas along Milpas and sidewalks without ramps that make it difficult to navigate.
None work well currently. Very long detour to get to the zoo which is 200 yards from my home Hot Springs Road route is very pedestrian unfriendly
Too hard to walk there
There's none We are in the middle about 2 miles either way
None really, all are too far from the house, busy, and loud to be a pleasant walk. This is why I bike.

Cabrillo Boulevard Connection

Old Pacific Coast Hwy to Cabrillo. Most direct route to East Beach.

Old Coast Highway to Cabrillo underpass, though there is a lot of traffic and the underpass sometimes seems unsafe: Cars going fast next to pedestrians crossing under the bridge. Cars go way too fast on Old Coast Highway (65 mph plus); there should be better traffic control and policing. ●

cabrillo to cold springs

Bike path to Coast Village Road.

I go from my home to the Round About at Hot Springs Rd. then under the freeway

I sometimes bike under the 101 freeway or use the underpass tunnel in Montecito but drive there and then walk

Old coast Hwy es la mejor ruta para llegar a la playa / Old coast Hwy is the best route to get to the beach.

Other

Garden Street underpass

From the funk zone, Garden/Calle Cesar Chavez or Anacapa. Milpas works also but I avoid it by foot because it's such a busy road. ●

Route from Cabrillo to Meigs to Carrillo. Also take State to Anapamu footbridge to cross the freeway.

I have mobility problems, and I also walk my dog to the beach and parks. Walking on Cesar Chavez is easiest for me. Wide sidewalks and walk underneath the 101 with out the big dips on Garden and State St. I generally cross over at Cesar Chavez and Castillo.

I usually walk or ride my bike to the beach on State Street or Quinientos.

I usually walk down State Street, because the Milpas underpass is a little scary for pedestrians. ●

Both (Milpas and Cabrillo Blvd. Connections)

I often run a loop down old coast highway, under the 101 at Cabrillo, and the back up Milpas / Cacique to the east side. Most of this run is fine with sidewalks and bike paths.

Cacique to Milpas or Old Coast Hwy to Coast Village Rd then unpass at the Chevron Station

Full Responses for Question 6, "When biking between the Eastside and destinations south of the freeway, what routes work well?"

* ● indicates responses mentioning safety or general concerns.

<i>Milpas and Cacique Connections</i>
I bike with my family down Soledad to Cacique, under the Cacique 101 overpass, and then down Milpas to the waterfront often. Highlights are the new bridges at Soledad and Cacique, and the safe biking in general through the east side.
I pedal on Cacique thru Funk Zone. Less traffic and it's a more direct route.
The only route I found that is not as dangerous is riding on the sidewalk - or down Soledad Street across the bridge down Cacique (which is scary) then down Milpas (so much traffic though). ●
Cacique and milpas underpass
Soledad to Cacique to Milpas to bike path
Cacique underpass to Milpas. Also problems of traffic and homeless population ●
Bike to the Cacique 101 underpass, then south on Milpas Street.
The Milpas st access work well but I don't consider it safe for new bike riders or small children. It is really important to be vigilant of cars. The access at Garden, State sts are ok. ●
Cacique to Milpas
Either Alisos, Garden or Milpas under the freeway but they all feel unsafe ●
Milpas street
Milpas
State Street and Quinientos. I also ride my bike on Milpas. I am less comfortable on Garden and Castillo because of the Freeway on/off ramps. ●
cacique st, under the 101 to milpas
Again, the Cabrillo underpass infrastructure is absurdly lacking. Milpas is too busy and scary for me. Therefore, I end up using Cacique. ●
Almost everything is Cacique to Milpas to Cabrillo
milpas is really the only one
The same route to the Cacique St. under pass. Milpas St. round about is not safe for bicycle traffic. ●
cacique connector bridges and underpass
There is no other route I can take and always have to travel through the underpass and Milpas. ●
Cacique/Milpas underpass does not have bike path. Dangerous to cross at crossing. Narrow Milpas with heavy traffic. Feels unsafe ●
Same as walk
Soledad/ Cacique foot bridge to milpas and then to east beach.
Milpas to Cabrillo

Again, down Alisos and cross under the bridge at Milpas & Cacique as it feels the safest and I avoid the roundabout.
Mostly the route along Milpas
cacique to milpas, down milpas to cabrillo
along cacique to milpas and then down milpas to cabrillo bike path or up to cota st. and then into toen along cota bike lane
I take the bridge on Cacique to Milpas to avoid the Milpas roundabout
Cacique under crossing works well but is far away and only cuts out three blocks over Milpas roundabout route. Hot springs is far away and not very safe for bicycles (nor pedestrians)
I use the Cacique bridge to Milpas to get to the beach.
Generally I am headed north/west on the coast so I go the more direct route for me: under the Cacique bridge and left on Milpas. Despite the business of the intersection this works for me because I am a confident and regular cyclist.
Same as above but dangerously
Cacique under the freeway to Milpas, Milpas to waterfront
Milpas. Flat route under the freeway so good for cycling,
Milpas Street and entering the round about but it does not feel safe for all parties in my family.
I go down Carpinteria to Milpas then down to the beach. This does NOT work well. It is high traffic, and under the bridges feel sketchy (my wife won't walk under them) and not very bike friendly.
Under the bridge on Milpas St & Carpinteria St also Milpas St and Cacique St.
down Cacique to Milpas, then down lower Milpas
Quinientos/Carpinteria to Milpas.
Milpas st down to east beach, however again the traffic in this area does not make it safe especially through the roundabout.
I typically bike from Salinas down Punta Gorda over to Cacique and then down Milpas if going to the beach area. Punta Gorda to the Cacique underpass works well.

Not Applicable
Don't bike at all.
Don't bike
NA
don't bike
I don't bike
don't bike
I don't bike
I do not bike
N/A
Do not bike
I do not ride bike

N/A
I drive
dunno

<i>Cabrillo Boulevard Connection</i>
I will usually go up and around via Alisos to Montecito to Salinas to Old Coast Highway because I don't have to stop as much for cross traffic (except on Alisos) and there is a bike lane on Old Coast. Going under the Garden underpass works too but there is too much cross traffic and no good bike lanes. Going through the neighborhood/Cacique is not great because there are too many short blocks with fast-moving cars to navigate, have to get off the bike a lot and it feels dangerous, and the left turn to get onto Milpas can take forever. Cesar Chavez area smells too bad because of dump/wastewater. ●
Old Coast Hwy to Cabrillo. Most direct route to pick up bike path on Cabrillo at the Bird Refuge.
I try to stay off of Milpas because it's so busy and there is no appropriate bike lane until after the round about. Calle Cesar Chavez or to Montecito I take Cacique then along the golf course. ●
Montecito way
Same route as above ●
cabrillo to cold springs
Same as above
When I bike to Coast Village Road, I use the bike path and then the sidewalk or bike path on the street on CVR
I go from my home to the Round About at Hot Springs Rd, then under the freeway
under the 101 from the round about at Montencito Mart
Old coast to hot springs / Carrillo
I bike along the beach and/or Cabrillo almost everyday where there are the least amount of cars and it is pretty and relaxing or I zigzag through these neighborhoods always looking for safe bike lanes. I also, love the bike lane, situated safely away from the cars, along the bird refuge and enjoy biking with my family to Butterfly beach. ●
Old Coas Hwy

<i>No Routes Work Well</i>
none because there is not enough bike friendly infrastructure in such a high traffic area ●
Same as above. ●
Same as walking
Unsafe to bike ●
Make a path along milpas but a safe bike path. ●
None
No biking is scary on that direction because of the entrance of the freeway and all the car going fast ●

Similar to above, we use both routes, but the road is so narrow under the bridge at Cabrillo that it feels dangerous and the area around Milpas and Cacique is challenging for cyclists. ●
Nothing. It's either Milpas, which is slightly better now with Casique. (Would be more functional if Alisos became a true bike blvd- which is for peds too). Or it's around the Bird Refuge, which has the potential to be good but is truly horrible going around the roundabout and under the freeway where there is that dangerous grate in the middle of the bike lane. ●
Too hard to bike there ●

<i>Other</i>
Garden Street Underpass
Calle Cesar Chavez. Safer than Milpas Street. ●
Route from Cabrillo to Meigs to Carrillo. Also take State to Anapamu footbridge to cross the freeway.
Cota St. bike lane
I usually bike down State Street, because the Milpas roundabout and underpass is a little scary for bicyclists. ●
<i>Calle cesar ChÃ¡vez</i>

<i>Both (Milpas and Cabrillo Blvd. Connections)</i>
1)Walk down old coast hwy make a right on Salinas street then walk to Hutash Street then walk down to Voluntario St then left on Cacique to Milpas. 2) Ride southbound on Old Coast hwy. make a right onto Cabrillo and use the beach path adjacent to the Lagoon.

Survey Two:

Full Responses for Question 6, "Do you have any other comments about the overcrossing?"

<i>Favorable:</i>
Building human scale infrastructure, for walking and cycling, helps not only those who already walk and cycle but those who are on the fence or have never thought about doing so before. So much infrastructure is built for car driving without question, as if driving is the natural mode of transportation. The more pedestrian access to our city the better, thank you!
Exciting!
First and foremost Please make a sidewalk under the train tracks to connect Cabrillo and coast village road. If you build this pedestrian overcrossing it'll be great. But please make stairs or some rational way for able bodied people to get down without walking 2 blocks back and forth.
great idea for the area, thank you for updates
Great idea to help tie the beachfront to lower West Side!

Great Idea. There should be more of them.
I am in full support of increased access for east side/APS/Eucalyptus Hill families to the bike path, beach and downtown area via a safe 101 crossing. I currently walk my dogs to the beach via the underpass in Montecito and not only is it a long walk, but it's sometimes a bit dangerous after dark. An overpass would be much more safe and many more people would utilize it, decreasing the crowded parking at the zoo and east beach.
I am very enthusiastic about any infrastructure that increases walkability. It will increase my options of where to walk after work, how often I can walk to destinations on the weekend for recreation, and it is overall very exciting.
I answered a survey a few years ago asking for an overcrossing here and it is very cool to see it considered! Now I would use it mostly for biking, so I hope that the proposed design is bike friendly. But I lived on the Eastside in high school and would walk my dog in this area - back then I would have used this daily. An overcrossing like this is going to be so nice for people on the Eastside to access parks and beaches directly. Thank you for working on it!
I live on the Eastside area with my two children, having such an accessible bridge would allow us to spend more time at the beach and the zoo. Currently our path to the beach is not the safest since we go have to cross Milpas St. and train tracks. We use our car for transportation, but this bridge will allow us to walk.
I no longer ride a bicycle or walk long distances but in those days my husband and I would have used such a crossing.
I support this project and am in favor of funds going towards it. Every time people-focused infrastructure like this is made a priority it contributes to strengthening walking/biking culture and habits which is good for all of us. If a crossing between 154 and Turnpike could be next in line after this one, that would be great " if we had one now I would definitely be using it regularly!
I think this is a great idea. The areas that would be connected have been too isolated
I would love it. I walk down sycamore canyon daily under the 101 freeway to get to the beach.
I would welcome the walking bridge!
I avoid walking to beach via Milpas underpass for safety reasons.
If you build it they will come. The more ped/bike friendly the better.
It would improve bike safety and shorten commutes between Eastside and beach considerably.
It's a great idea. So much safer than having to navigate the Cacique at Milpas intersection.
Ten thumbs up!
It's important to ke we p improving our community. This would be a welcomed addition.
Safer access for walking and biking around the city makes it more liveable for all residents
Safer get off of milpas st and roundabout. Also what about prposed bike boulavsrđ on alisos st?
SB is not friendly enough to pedestrians and bicycles, this would be a great addition
Solves a big gap in getting to the waterfront
This is a long overdue infrastructure project for the residents of the East and Lower Eastside Neighborhood. I hope it can be done in a timely manner.
This is one of the last areas disconnected from easy access to the beach, and would greatly benefit the community! Really hope this goes through

This would be great - we currently have to take Milpas to get to the beach with the kids on bikes or to go running. I'd love to have this as an option .

This would shorten my commute to work and the beach. I have to go around the highway at cacique x Milpas every time I head that direction. I'm broadly in favor!

Very hopeful about the prospect of this!

Tener un puente sera mejor regalo par nuestra comunidad del lower Eat side ./ Having a bridge will be the best gift for our lower East side community.

Not Favorable:

I am a frequent bike rider. I don't think this bridge is necessary - there are many safe, good and safe ways to cross the 101 from one side to the other - I do it all the time. Maybe better use of money would be to upgrade bike lanes on Milpas for better access in this area.

I am not in favor of an overcrossing. Not only is it an eyesore but what purpose does it serve? There is already a proposal / renovation for the Dwight Murphy Park, which is supposed to bring more traffic and people to the East Beach area. Now the city wants to compound this with more foot traffic? I do not feel that the city has the infrastructure and security for all these people. Additionally, how will residents be protected or will they be trapped in their homes because more people and cars in the area will make it more difficult to go run errands and / or enjoy their own neighborhood. These homeowners are paying high taxes to maintain a certain quality of life where they live.

I am somewhat concerned about increasing access from the north side of the freeway to the zoo and park. We already have a big problem with homeless near the zoo and the park. Living next to the zoo, in a controlled entrance development, I have still had two locked bikes stolen as have a number of others. I also really wonder who wants to come over from that side. I ride quite a lot and have not found that I needed to cross the freeway in between Olive Mill and Milpas. Besides, it is perfectly possible to go to the roundabout at Hot Springs and cross under the freeway and wind up next to the bird refuge, and close to the Zoo. Additionally, if the crossing is of the same design as the one that crosses over the highway near Pueblo st, it is too steep to ride up and given the too sharp corner, hard to turn. Since riding down puts one again at a sharp turn it is ill advised and it is difficult to control even walk down the down hill. We need safe streets for cyclists (check out the crossing at upper state over the freeway where there is suddenly no bike lane at all, just a free for all with traffic). but the one proposed here does not seem to be needed.

It would eventually get filled with homeless then that overcrossing would b made unsafe and very scary to walk or jog alone.

No

Please DO NOT build this overcrossing. I strongly oppose it.

The signal at east beach handles most if not all the biking and walking needs for the area

What an unneeded intrusive wast of money..

Questions/Comments

How much would it cost?

I found the question "What is the nearest intersection to where you live?" to be a little confusing. Can you be more specific about the intersections you are referring to?

I use the Cacique St. underpass to walk this way. Would the proopsed route be safer or better? I'd rather see the money used for exercise equipment in the Eastside Park

If MIA Rep Alejandra Gutierrez would DO HER JOB TO KEEP UNDERPASS CLEAN, we would not need the overpass for area children to access beach, batting cages, milpas stores, etc. however given her failure to enforce laws, requiring council colleagues or mayor to respond, we need overpass.

The Milpas roundabout is unsafe for bicycles. Going under 101 on Cacique street is the only other option but I feel that the Cacique/Milpas intersection is also not safe.

The project proponents should consider an undercrossing that not only provides better pedestrian/bike access but also cleans up the creek along Ninos Drive. This area has a history of heavy use by the unhoused, so instead of building a bridge over a blighted and poorly maintained area, perhaps the City should address both challenges simultaneously?

There needs to be more 4 way stops on the Eastside. More stop signs are a must for the safety of all the kids and adults walking

We need to have more lights for twilight and night time visibility on the eastside for pedestrians and bikes- please plan for lights and reflectors on the bridge and on all the bike routes throughout the eastside.

Would love a pedestrian connection from La Cumbre/State/Hope area to the new/future Modoc Bike Path.

Plan Requirements per Active Transportation Program (ATP) Guidelines

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Check if included in SOW	If not, explain why not applicable.
A	Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	<input checked="" type="checkbox"/>	
B	Description of Land Use/Destinations: A map and description of existing and proposed land uses which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	<input checked="" type="checkbox"/>	
C	Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	<input checked="" type="checkbox"/>	
D	Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	<input checked="" type="checkbox"/>	
E	Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of any existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	<input checked="" type="checkbox"/>	A description of bicycle parking facilities is included in the Plan; however, the facilities are not currently mapped. In 2024, the City plans to inventory all public bicycle parking facilities and develop a City-wide mapping database for these facilities.
F	Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	<input checked="" type="checkbox"/>	
G	Non-Infrastructure Programs: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	<input checked="" type="checkbox"/>	

H	Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	<input checked="" type="checkbox"/>	
I	Equity Analysis: Identify census tracts that are considered to be disadvantaged or low-income and identify the bicycle and pedestrian needs of those disadvantaged or low-income residents.	<input checked="" type="checkbox"/>	
J	Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	<input checked="" type="checkbox"/>	
K	Coordination: A description of how the plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	<input checked="" type="checkbox"/>	
L	Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	<input checked="" type="checkbox"/>	
M	Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	<input checked="" type="checkbox"/>	
N	<u>Implementation</u> : A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	<input checked="" type="checkbox"/>	
O	Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	<input checked="" type="checkbox"/>	
P	Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	<input checked="" type="checkbox"/>	