Goal 10 DEVELOP A MOBILITY SYSTEM THAT WILL CARRY ALL MODES OF TRANSPORTATION, FROM PEDESTRIANS TO AUTOMOBILES.

Develop a classification and service system that designates streets, walkways and bikeways in a manner that meets the overall objectives of the Vision. To do this, the City will develop and implement a classification system that integrates all modes of transportation, creates intermodal connections, and results in a City in which automobile use is a choice, not a necessity.

BACKGROUND

This chapter discusses the way in which mobility corridors are used to provide access, move people, and move goods. This chapter also proposes a new classification system that is based on access and mobility rather than on street size and volume of automobile traffic. The purpose of this new classification and service system is to ensure a consideration of all forms of travel when designing or improving transportation infrastructure.

The City's 1988 Interim Circulation Element relied upon the standard street classification system adopted by the Institute of Transportation Engineers. This system utilized five categories of streets: freeway; primary arterial; minor arterial; collector street; and local street. These classifications were based on traffic volumes in vehicles per day, right-of-way width, and design features such as the number of travel lanes, presence of driveway access and on-street parking. Historically, the volume of vehicular traffic was the primary basis by which a City qualified for funding from the Federal or State governments.

As required by California State Government Code Section 65089, the Santa Barbara County Association of Government's Congestion Management Plan (CMP) contains a designated roadway system which identifies State Highways and principal arterials within the City of Santa Barbara. The City of Santa Barbara is required to maintain a certain level of service, or congestion level, on streets designated in the CMP in order to receive Federal and State funding (Government Code Section 65089.2). In addition, the CMP provides its own classification system used when determining eligibility for funding rather than the classification system contained within the City's Circulation Element. However, the Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, established new policies that fund a variety of modes of transportation, including cars, trucks, buses, trains, bicycles, and walking. ISTEA requires the comprehensive planning of appropriate modes of transportation for natural and built environments and air quality standards.

State highways and principal arterials within the City of Santa Barbara which are identified in the CMP are as follows:

State Highways:

Highway 101 (within City limits)
State Route 144 (portions of Milpas St., Mason St., Salinas St., and Sycamore Cyn. Rd.)
State Route 192 (portions of Sycamore Cyn. Rd., Stanwood Dr., Mission Ridge Rd., Mountain Dr., and Foothill Rd.)
State Route 225 (portions of Las Positas Rd., Cliff Dr., and Castillo St.)

Principal Arterials:

Street	Segment
State Street	De La Vina St. to Hollister Ave.
Las Positas Road	Highway 101 to State St.
Chapala Street	Gutierrez St. to Mission St.
De La Vina Street	Mission St. to State St.
Mission Street	Highway 101 to Anacapa St.
Anacapa Street	Mission St. to Highway 101
Carrillo St./Meigs Rd.	Cliff Drive to Anacapa St.
Haley Street	Highway 101 to Milpas St.
Gutierrez Street	Bath St. to Milpas St.
Milpas Street	Cabrillo Blvd. to Haley St.
Garden St.	Haley St. to Cabrillo Blvd. (upon extension)
Hollister Ave.	San Pedro Creek to Los Carneros Rd.
Fairview Ave.	Placencia St. to Olney St.

CONSTRAINTS

The limitation of most classification systems is that they focus exclusively on the movement of automobiles. The systems have not included nor measured transit or the movement of pedestrians or bicycles. Further, the design standards which have been used tended to focus on automobile capacity (number of travel lanes, lane width, presence of turn pockets, distance between intersections) and less on other modes (sidewalk and bicycle lane widths, distance between transit stops, design and location of bus stops, etc.). Classification systems also tended to place limitations on roadway design. Another constraint is the fact that all paths of travel cannot accommodate all forms of travel.

OPPORTUNITIES

The CMP provides a classification system for obtaining State and Federal funding. However, any classification and service system developed to implement the Circulation Element could be designed to serve additional objectives. For example, the classification and service system could be identified by function (e.g. residential, commercial, multiple/mixed purpose) rather than by design characteristics (e.g. number of vehicle lanes, access). This could result in a fully integrated system that includes automobiles, pedestrians, cyclists, and transit, and considers the specific land use and neighborhood characteristics while emphasizing multimodal access that supports the economic vitality of the local businesses.

A classification and service system is a mobility infrastructure planning tool that provides information about potential infrastructure needs, recognizing that residential neighborhoods have less intensive uses than commercial and industrial neighborhoods. Classification and service systems complement other long range planning strategies to facilitate movement of people and goods through the community now and in the future.

POLICIES AND IMPLEMENTATION STRATEGIES

CLASSIFICATION SYSTEM

10.1 **The City shall develop and use a mobility classification and service system that will designate mobility corridors throughout the City based on their purpose and function. The purpose of this classification and service system is to ensure consideration of all forms of travel in the design, development, improvement, and maintenance of all mobility corridors.**

Residential Corridors:

Residential corridors include public alleys, transit routes, streets, bicycle routes, sidewalks, and footpaths which are located in residential neighborhoods and which exclusively serve the local transportation needs of the surrounding residential neighborhood. While land uses along residential corridors are predominately residential, these corridors may also contain other residential serving land uses such as neighborhood markets, offices, child care facilities, churches, and public services facilities (fire stations, schools, etc.).

Residential corridors shall be designed and maintained in a manner that preserves and enhances neighborhood aesthetics. These corridors may be designed with lower automobile traffic speeds and provide comfortable paths of travel for children, pedestrians, bicyclists, and others. Consideration for the safety of children shall be particularly emphasized.

The following design features, as appropriate, may be incorporated into residential corridors (See Figures 3 and 4):

- **lighting**
- **sidewalks**
- **widened sidewalks**
- **street trees**
- **bicycle racks/lockers**
- **parkways**
- **stop lights**
- **curb bulbs**
- **chokers**
- **speed humps**
- **reduced speed limits**
- **utility poles and equipment**
- **neighborhood traffic circles**
- **other traffic calming measures**
- **safe sight distances for vehicles, bicyclists, and pedestrians**
- **landscaping**
- **seating**
- **raised intersection**
- **transit stops**
- **bicycle lanes**
- **newsracks**
- **one way streets**
- **directional signage**
- **signal pre-emption**
- **fire hydrants**
- **permit parking**

Commercial Corridors:

Commercial corridors include streets, public alleys, transit routes, bicycle routes, footpaths, sidewalks, and paseos that principally serve commercial and industrial areas of the City. These corridors shall be designed and maintained to support and serve commercial and industrial activities emphasizing multimodal access to preserve and sustain the economic vitality of local businesses. These corridors shall be designed and maintained in a manner that preserves and enhances aesthetic quality. The streets included in the Congestion Management Plan (listed on Page 10-2) would typically be covered in the Commercial and Multiple/Mixed Purpose categories. The following design features, as appropriate may be incorporated into commercial corridors:

- **adequate delivery loading/unloading areas**
- **safe sight distances for vehicles, bicycles, and pedestrians**
- **wide sidewalks**
- **landscaping which does not distract from nor conceal storefronts**
- **transit stops**
- **pedestrian scale amenities**
- **signal preemption**
- **paving materials**
- **traffic calming devices**

Multiple/Mixed Purpose Corridor:

Multiple/Mixed purpose corridors include, public alleys, transit routes, streets, bicycle routes, footpaths, sidewalks, and paseos that serve multiple areas and functions (residential, commercial, scenic, through traffic between neighborhoods, etc.). Each multiple/mixed purpose corridor in the City is different as determined by location, principal transportation modes, and purpose of users. Therefore, each corridor requires individual design. The streets included in the Congestion Management Plan (listed on Page 10-2) would typically be covered in the Commercial and Multiple/Mixed Purpose categories.

The design features for both Residential and the Commercial Corridors, as appropriate, may be used in the multiple/mixed purpose corridors. However, caution must be taken to ensure that the corridor will continue to serve the needs of its residents, businesses, and other users.

Gateway Corridors:

Gateway corridors, such as Route 154 at State Street, Cabrillo Boulevard at the Bird Refuge, Carrillo Street at Route 101, and Garden Street at Highway 101, serve as major entry points into the City and should be distinctive. Design criteria for these gateway corridors may include but are not limited to:

- **interesting landscaping or entry structures which become the signature of the City**
- **traffic control mechanisms**

10.1.1 Create a Mobility Classification and Service System Map that identifies paths of travel as Residential, Commercial, Multiple/Mixed Purpose, or Gateway. The draft map shall be reviewed at public workshops before being considered for approval by the Planning Commission and City Council.

10.1.2 Include in the development of the Mobility Classification and Service System Map, input from citizens groups, business groups, and neighborhood groups, the general public, local and regional transportation agencies, and transit providers.

10.1.3 Corridor specific design features shall be drawn from the list of possibilities contained in each corridor described in Policy 10.1; other features may be added through the review process.

IMPLEMENTATION

10.2 The City shall implement its Mobility Classification and Service System.

10.2.1 Review all transportation improvement projects for consistency with the City's Mobility Classification and Service System.

Insert Figure 3

Insert Figure 4