



III. THE PEDESTRIAN SYSTEM TODAY

The existing pedestrian facilities in Santa Barbara are inventoried and reviewed in this chapter, along with an analysis of pedestrian activity areas and needs and pedestrian safety needs. A number of techniques were used to assess existing conditions in Santa Barbara. These included the consultation of land use maps, an analysis of 2000 U.S. Census data, pedestrian counts, an examination of pedestrian crash data, a look at an inventory of sidewalks in the City, a public survey, and field reconnaissance. The findings in this chapter were used to develop the goals, policies, and strategies in Chapter IV.

The highlight of the trip for me was Santa Barbara's downtown city walk on State Street. This beautiful area has to be seen to be appreciated, with shops, restaurants and boundless activities.

- Gary Piro, former San Diego County Planning Commissioner

Inventory of Existing Facilities

Santa Barbara provides a pleasant and accommodating pedestrian environment in many, but not all, parts of the city. The paseos in the Downtown areas adjacent to State Street have some of the most pedestrian-friendly and inviting environments in the City. Other areas adequately accommodate pedestrians, while others experience accessibility and safety challenges. Santa Barbara's pedestrian environment is generally superior to that of most other American cities of comparable size, but many improvements can be made to improve safety, accessibility, convenience, and aesthetics.

For this Plan, The City has been divided into the following general areas:

- | | |
|--|---|
| - Downtown, Lower State | - Oak Park, Upper East |
| - West Downtown, Lower West, Westside | - North State |
| - West Mesa, West Beach | - Riviera |
| - Laguna, Lower East, Milpas, Eastside | - Alta Mesa |
| - Hidden Valley, Campanil | - San Roque, East San Roque, Hope/La Cumbre |

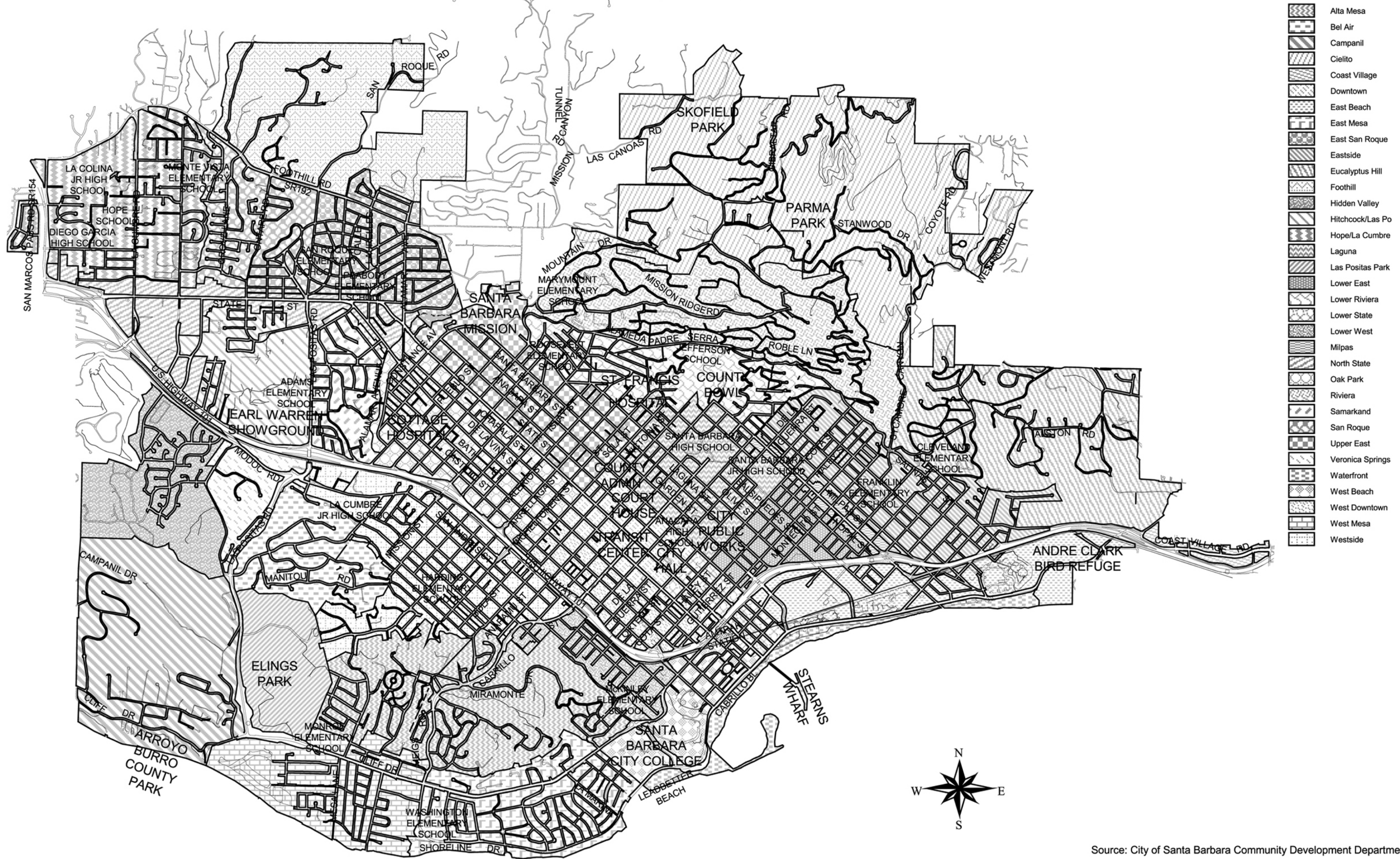
These areas have unique identities and characteristics that influence the type of recommendations that may be effective to increase walking. These areas are shown on **Error! Reference source not found.**, and are discussed under existing conditions.

Existing Conditions

General conditions in some of the priority neighborhood areas are described below and are based on field reconnaissance and public input through surveys and the public workshop.

- *Downtown, Lower State.* The Downtown area has a good pedestrian environment with many provisions for pedestrians, including complete sidewalks, curb ramps, pedestrian crosswalk signals, and smooth surfaces for easy access and comfort for persons in wheelchairs. The density of land use and the layout of the streets make the environment very conducive to walking. As a result, this area has the highest level of pedestrian activity in the City. Other aspects of the Downtown area that make it particularly enjoyable are the pedestrian-scaled architecture and storefronts, outdoor café seating, kiosks, benches, landscaping, decorative surfaces, fountains, and clocks.
- *West Downtown, Lower West, Westside.* West of Downtown, the US-101 Freeway and railroad bisect the area, which benefits from a connected street grid and relatively complete sidewalks. High levels of pedestrian activity are found where children and adults walk to school, work, and other activities. The intersection of Micheltorena and San Andres has been improved recently with the introduction of textured crosswalks, decorative sidewalks, and new curb ramps. However, many of the Westside area intersections lack curb ramps. It can be difficult to cross some of the primary streets, such as De la Vina because of the unusually high rate of failure to yield by motorists. The Ortega Street and Anapamu Street pedestrian bridges over the freeway and railroad are well-used by people walking between the Westside and Downtown areas. Some areas, such as the Carrillo hill, the intersection of Carrillo and San Andres, and Loma Alta Street pose safety and walkability issues.
- *West Mesa, West Beach.* Sidewalks in the West Mesa area do not exist on many streets. Cliff Drive, a wide state highway with very long stretches between crosswalks, is of primary concern to many. Crossing Cliff Drive and walking to Santa Barbara City College present challenges. There is great demand for better pedestrian crossings of Cabrillo Boulevard to access the beach.
- *Laguna, Lower East, Milpas, Eastside.* The older area east of Downtown attracts significant pedestrian activity, particularly on Milpas Street, with its many commercial establishments. The compactness of the residential neighborhoods fosters walking. However, many intersections lack curb ramps, some sidewalks are incomplete, and many signals lack pedestrian signal heads. A number of intersection improvements are needed, especially leading to schools.

Map III-1 City of Santa Barbara Neighborhoods



- *Hidden Valley, Campanil.* These post-war neighborhoods border the Las Positas Valley. Hidden Valley has traditional sidewalks, but no pedestrian access to and from the neighborhood. The marine bluff neighborhood of Campanil has no sidewalks and is defined by larger ocean view properties and limited street access. Las Positas Valley is accessed by Las Positas Road, a State-owned highway with no pedestrian facilities. The City is in the process of investigating future ownership of the highway.
- *Oak Park, Upper East.* Oak Park and Upper East Neighborhoods contain a combination of residential streets with commercial uses on streets like State Street and Mission Street, as well as a Cottage Hospital and rehabilitation center. These neighborhoods are within the historical street grid so the blocks are pedestrian size and the area is generally walkable. The Mission Street/US-101 interchange presents difficulties for pedestrians. There is a need for improved crossings of De la Vina, especially near the hospital. Los Olivos Street between the Santa Barbara Mission and the Museum of Natural History does not have a continuous sidewalk, and motor vehicles move at a pace that discourages walking.
- *North State.* The uptown area of Santa Barbara includes more suburban post-World War patterns of development, exemplified by large parking lots in front of stores, narrow sidewalks, and wide street crossings. Generally, most corners along upper State Street have curb ramps. Many sidewalks, such as on Las Positas, are narrow due to landscaping intrusions, while many neighborhood streets lack sidewalks altogether. Bike lanes along State Street serve as a buffer between motor vehicle traffic and pedestrians. Land use density is relatively low, and the street pattern does not lend itself to easy walking.
- *Riviera.* In the less urban Riviera neighborhood, lack of sidewalks is the primary issue. This is a particular problem along fast-moving Alameda Padre Serra. However, the paseo system in this area does provide some pedestrian circulation and some streets have low traffic volumes that enable walking in the street. The hillside and historic character of the Riviera Hill make any improvements challenging.
- *San Roque, East San Roque, Hope/La Cumbre.* In the San Roque, East San Roque and Hope/La Cumbre neighborhoods, consisting mostly of single-family homes, where sidewalks and streetlights are limited. This is especially challenging where there are a number of schools. Many streets in this area have low traffic volumes and speed, which allows for walking in the street.
- *Alta Mesa/Elings Park.* This marine bluff neighborhood divides the West Mesa area from Downtown. Some sidewalks provide limited access to, from, and within the neighborhood.
- The remaining neighborhoods are primarily single-family residential with some suburban commercial development on major roadways. Many streets in these neighborhoods lack sidewalks, street lighting, or curb ramps. Some are narrow and winding, steep, and are not conducive to walking.

Opportunities and Constraints

Several patterns of issues have arisen out of the field review of existing conditions. Some of these are citywide and some affect particular areas of Santa Barbara. Some of the more significant issues include the following:

- *Urban Form.* The layout and organization of land use and streets in the City can enhance the walkability of Santa Barbara. The urban form – a connected street grid system - in the Downtown, Eastside, and Westside areas provides for greater opportunities for walking. Dense activity and the location of different land uses close together make walking convenient and generate an environment that encourages activity and pedestrian-friendliness. In other areas of the City, low-density, single-use land uses make walking a less viable alternative and contribute to a less friendly environment for pedestrians. Areas that have a compact urban form, dense land uses, and sidewalks are generally the same parts of Santa Barbara where more people walk to work and pedestrian counts are highest.
- *Curb Ramps.* Properly designed curb ramps are key pedestrian accessibility features. Many corners in the City do not have curb ramps, which are a critical component of an accessible pedestrian system. Many ramps in Santa Barbara do not meet current standards. The vast majority of the existing curb ramps are single ramps that direct people into the intersection rather than into the crosswalk.
- *Sidewalk Continuity.* Many streets, especially in residential areas, have discontinuous or no sidewalks (see Map V-1 on page 45). This is the result of the way Santa Barbara grew over time, as well as its topography. To some extent, this contributes to the ‘rural’ feeling of older neighborhoods. Unfortunately, with no sidewalks present, people, including children, are forced to walk in streets or may not walk at all. Areas that are near schools, commercial establishments, parks, hospitals, civic buildings, and transit stops are critical areas that should have continuous sidewalks along the street.
- *Pedestrian Signal Heads.* Pedestrian signal heads give pedestrians more information on crossing busy streets, especially when not to walk. Many signalized intersections in Santa Barbara lack one or more signals for pedestrians. These locations are scattered around the City, but have been identified specifically along Milpas Street and many of the signals Downtown.
- *Speed of Traffic.* Fast moving traffic inhibits pedestrian activity and can pose serious safety problems for pedestrians crossing streets. The faster motorists travel, the less likely they are to yield to pedestrians crossing the street. This is especially true on streets (especially one-way streets) with few traffic control devices, such as De la Vina.
- *Volume of Pedestrian Traffic.* Some streets require special attention because of the high volume of pedestrians observed there. As pedestrian volumes grow and features such as restaurant seating, street furniture, and bike racks consume sidewalk space, additional width may be needed. These streets include State Street and Cabrillo Boulevard.



- *Distance of Pedestrian Crossings.* Pedestrian exposure to traffic at intersections directly affects safety, especially for older persons and children who may not be able to cross streets quickly or discern (or be seen by) on-coming traffic. In some locations, such as across Cabrillo Boulevard and Cliff Drive, the distance for pedestrians to cross a street is relatively long. In other locations, wide curb radii create unnecessarily long pedestrian crossings and encourage higher speed turning movements.
- *Street Lighting.* There are some locations where lighting could be improved for pedestrian visibility and safety at night, particularly along walking corridors. Street lights can be designed to be pedestrian oriented with lower level lighting directed on the sidewalk.
- *Landscaping.* In many locations, untrimmed landscaping has narrowed the walking space on sidewalks. In other locations, tree roots have damaged sidewalks and made them unusable by persons with disabilities. In others, additional landscaping may help enhance the pedestrian environment by providing relief from the sun and wind.
- *Highway 101 and the Union Pacific Railroad.* The roughly parallel Highway 101 and Union Pacific Railroad tracks create a significant pedestrian barrier in Santa Barbara. High traffic volumes and poor sidewalk facilities create a challenging environment, which discourages walking. This has been partially overcome by pedestrian over- and undercrossings.

Pedestrian Survey Results

A pedestrian survey was distributed to the community through various efforts, including during the public workshop, at City Hall, and via the City's website. The City received 354 responses from the survey effort. This is an outstanding response compared to similar efforts, and the results will guide the Plan in the form of projects and policies formulated in response to public comments on the surveys. This section analyzes the results of the survey exercise. The primary issues revealed were a desire for more continuous sidewalks, safety in crossing intersections, lighting at night, and general aesthetics for a pleasant walking environment.

Each of the survey questions is addressed individually below.

1. What is the closest street intersection to where you live?

Respondents to the surveys lived in different parts of the City, although the largest number of respondents lived in the downtown area. Overall, a broad cross section of the City responded to the surveys.

2. Describe the places you go or things you do when you are out walking.

Table III-1 on the following page reveals the top ten responses to this question.

Walking for exercise and shopping were the two most cited reasons people walked in Santa Barbara. Other top reasons included going to restaurants, attending to errands, or strolling.

Table III-1. Reasons People Walk

Response	#	%	Rank
Exercise	278	16.4%	1
Shopping	277	16.4%	2
Restaurants	240	14.2%	3
Errands	203	12.0%	4
Stroll	194	11.5%	5
Social meetings	152	9.0%	6
Work	130	7.7%	7
Walk animals	91	5.45%	8
Medical appointments	76	4.5%	9
School	52	3.1%	10

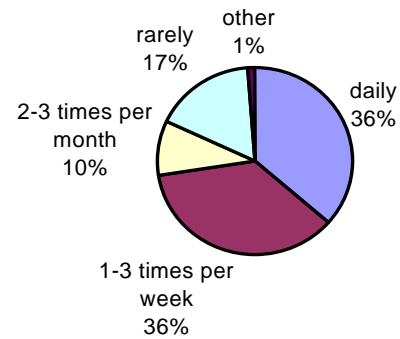


Figure III-1. How Often People Walk

3. How often do you walk to work/school/shopping/appointments?

Almost 3/4 of those that filled out surveys said that they walk at least 1 time a week. More than 1/3 walk on a daily basis. Figure III-1 shows the breakdown of how often respondents walk in the City.

4. Describe the things that would encourage you to walk more often:

The top responses to this question were buffers from cars (17.9%), good lighting (14.5%), trimmed trees and bushes (12.0%), and highly visible crosswalks (11.9%). These responses may point to overall issues of maintenance and safety in the City. See Table III-2.

Table III-2. Things That Would Encourage More Walking

Response	#	%	Rank
Buffer from cars	197	17.9%	1
Good lighting	160	14.5%	2
Trimmed trees/bushes	132	12.0%	3
Highly visible crosswalks	131	11.9%	4
Smooth crosswalks/sidewalks	117	10.6%	5
Few obstacles on sidewalk	102	9.2%	6
Easier to see cars	99	9.0%	7
More time to cross street	99	9.0%	8
More signs	43	3.9%	9
Educational programs	23	2.1%	10

5. Describe the things you would like to see and experience while walking.

Respondents chose open areas, landscaping, and attractive architecture as the most commonly desired things they would want to see or experience in the walking environment (see Table III-3).

Table III-3. Aesthetics for the Walking Experience

Response	#	%	Rank
Open areas	216	18.2%	1
Landscaping	215	18.1%	2
Attractive architecture	206	17.3%	3
Trash cans	147	12.4%	4
Storefront windows	125	10.5%	5
Public art	113	9.5%	6
Pedestrian scaled signage	103	8.7%	7
Colored or treated pavement	64	5.4%	8

6. What is the longest you would walk if conditions were ideal?

More than half of all respondents said they would walk an hour or more if conditions were ideal. See Figure III-2.

7. Please identify five of the top reasons you don't walk more often, and then rank them 1 to 5 (1=top reason).

The top two reasons people do not walk more frequently are that the destination was too far and high traffic volumes and speeds. These indicate that safety and convenience may be primary issues in Santa Barbara. See Table III-4.

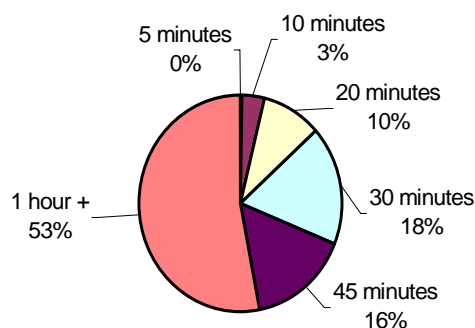


Figure III-2. How Long People Would Walk Given Ideal Conditions

Table III-4. Top Reasons Why People Don't Walk More Often

Response	Weighted Count	Rank
Destination too far	639	1
High traffic volumes or speeds	562	2
Carrying heavy objects	430	3
Inadequate separation from traffic	369	4
Autos do not yield to pedestrians	336	5
No sidewalk	327	6
Personal safety	270	7
Sidewalk is discontinuous	225	8
Inadequate lighting	195	9
Lack of crossings or signals	178	10
Sidewalk has obstructions	175	11
Poor surface	169	12
Family constraints	159	13
Sidewalk is too narrow	93	14
No curb ramps	76	15

8. Please tell us any specific locations you avoid because it is difficult to walk there.

Many of the comments associated with these locations included discontinuous or a lack of sidewalks, such as along Foothill Road, Alameda Padre Serra, Old Coast Highway, and Mission Canyon in the County's jurisdiction. Other comments referred to crossing difficulty or lack of adequate lighting at night. See Table III-5.

Table III-5. Locations Avoided

Location	Times Mentioned	Location	Times Mentioned
Foothill	11	Carrillo/Chapala	4
Alameda Padre Serra	9	De la Vina	4
Cliff Dr	8	Milpas roundabout	4
Upper State	8	Santa Barbara/Ortega	4
Mission Canyon	6	State	4
Loma Alta	5	Carrillo Hill	3
Milpas Street	5	Las Positas	3
Old Coast Hwy	5	Modoc	3
Carrillo/101	4		

8. Please list the ideas you have to encourage more kids and adults to walk more often, for transportation to shops, errands, commercial areas and local schools.

Because this was an open-ended question, various responses were received, with some specific and many more general. Some of the more common responses include the following.

- Improve sidewalk conditions, including foliage trimming, rectifying tree root damage, and cleaning up litter
- Provide continuous sidewalks and/or install new sidewalks
- Create safe routes to school
- Calm traffic, such as along De la Vina Street and Cliff Drive
- Increase enforcement of laws pertaining to vehicular drivers who disregard the pedestrian right-of-way
- Encourage walking through educational and promotional programs
- Enhance the safety of street crossings for pedestrians
- Expand the *paseo* network and create direct pathways for pedestrians
- Create easier connections to public transit
- Create more separation of pedestrians from traffic
- Provide more lighting throughout the City

Pedestrian Activity

Land Use and Zoning

The single best indicator for pedestrian activity is land use zoning. Higher density land uses and retail/office zoning generally indicates a higher level of pedestrian activity. Land use zoning also indicates where future development will likely occur. Most new development (or re-development) will occur in the older, central, and eastern areas of Santa Barbara. Land use types (see Map III-2) that are of highest priority in serving pedestrian needs include:

- Schools
- Employment centers
- Downtown
- Civic Center/Commercial Centers
- Santa Barbara City College
- Hospitals
- Higher-density residential areas
- Parks
- Beaches
- Retail, office, and restaurant uses

The Land Use Map identifies schools, hospitals and Santa Barbara City College. Commercial zones are shown as pink and red areas (C-1 and C-2) and include employment, Downtown, and government/commercial centers. Higher density residential areas are shown as light, medium and dark orange (R-2, R-3 and R-4). Parks and beaches are illustrated in green. Updated color versions of zoning maps are available for a fee from the City of Santa Barbara's website (<http://www.santabarbaraca.gov/Business/Forms/Maps>) if this reproduction is in black and white. Black and white maps are available at from the City at the zoning counter.

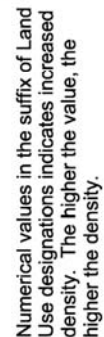
Transit routes are also a strong indicator of pedestrian activity. Bus stops are generally concentrated along commercial corridors with some routing in residential areas. Often a large portion of a transit trip is taken walking to and from bus stops. Consequently, good pedestrian access to bus stops is an important element of a successful transit system. Map III-3 shows all the bus stops in Santa Barbara.

Population and Walking to Work

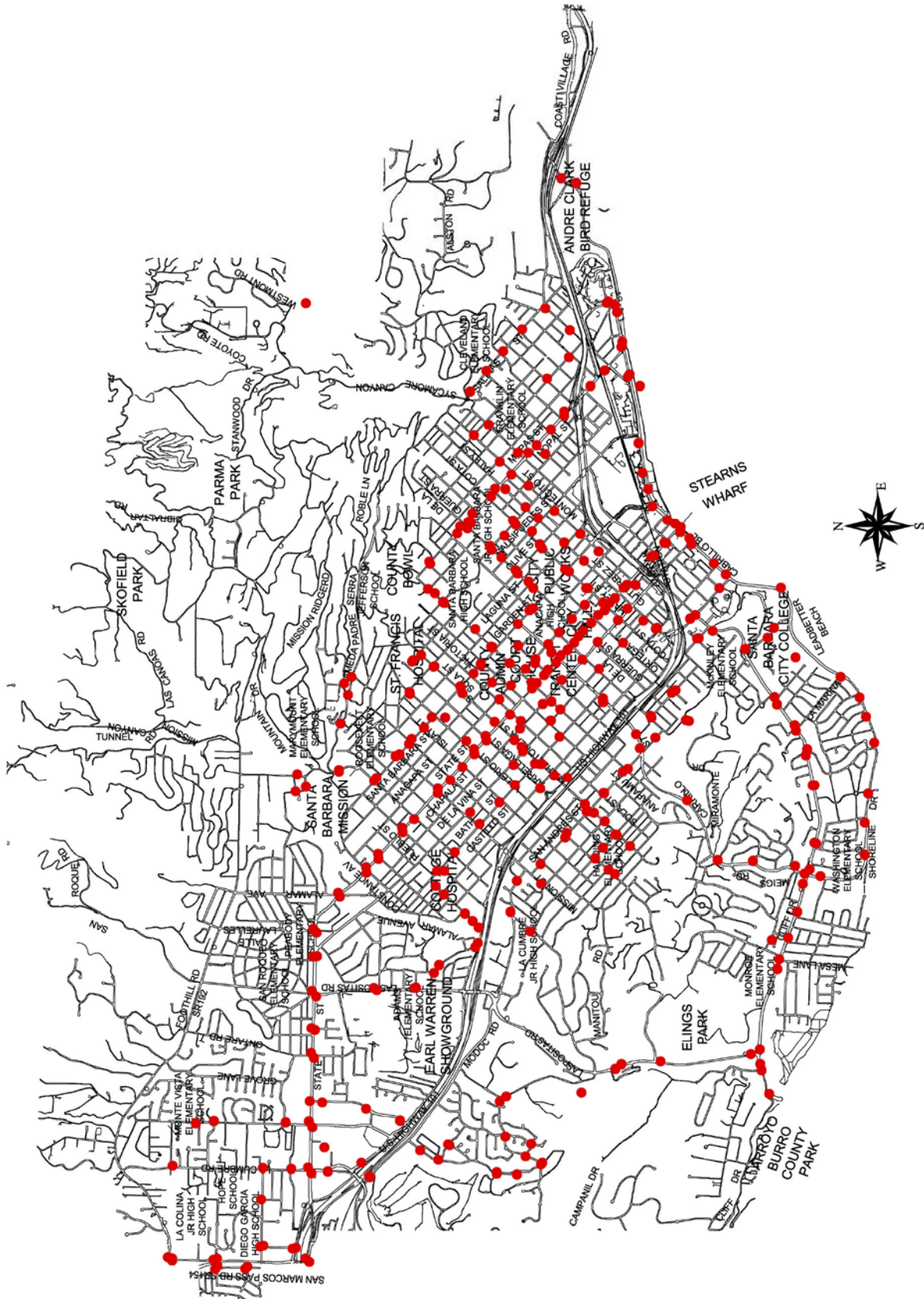
Map III-4 illustrates residential population density using 2000 U.S. Census data. Higher density residential areas are generally concentrated in older, central areas flanking Highway 101 and on the eastern side of the City. Downtown is an exception to this because it contains primarily commercial land uses. Higher density residential areas also typically have fewer cars per household, and make more walking and transit trips than lower density areas.

Map III-5 exhibits the portion of work trips made on foot, according to the 2000 U.S. Census. The darker shaded areas indicate those where the most people walk to work. The map clearly shows that the greatest number of people walking to work live in or near the Downtown area, close to employment. Downtown provides for the most walkable environment of Santa Barbara, and may even attract people to live near their workplace. Citywide, the Census data show that 6.3% of Santa Barbara residents walk to work, significantly higher than the statewide figure of 2.9%.



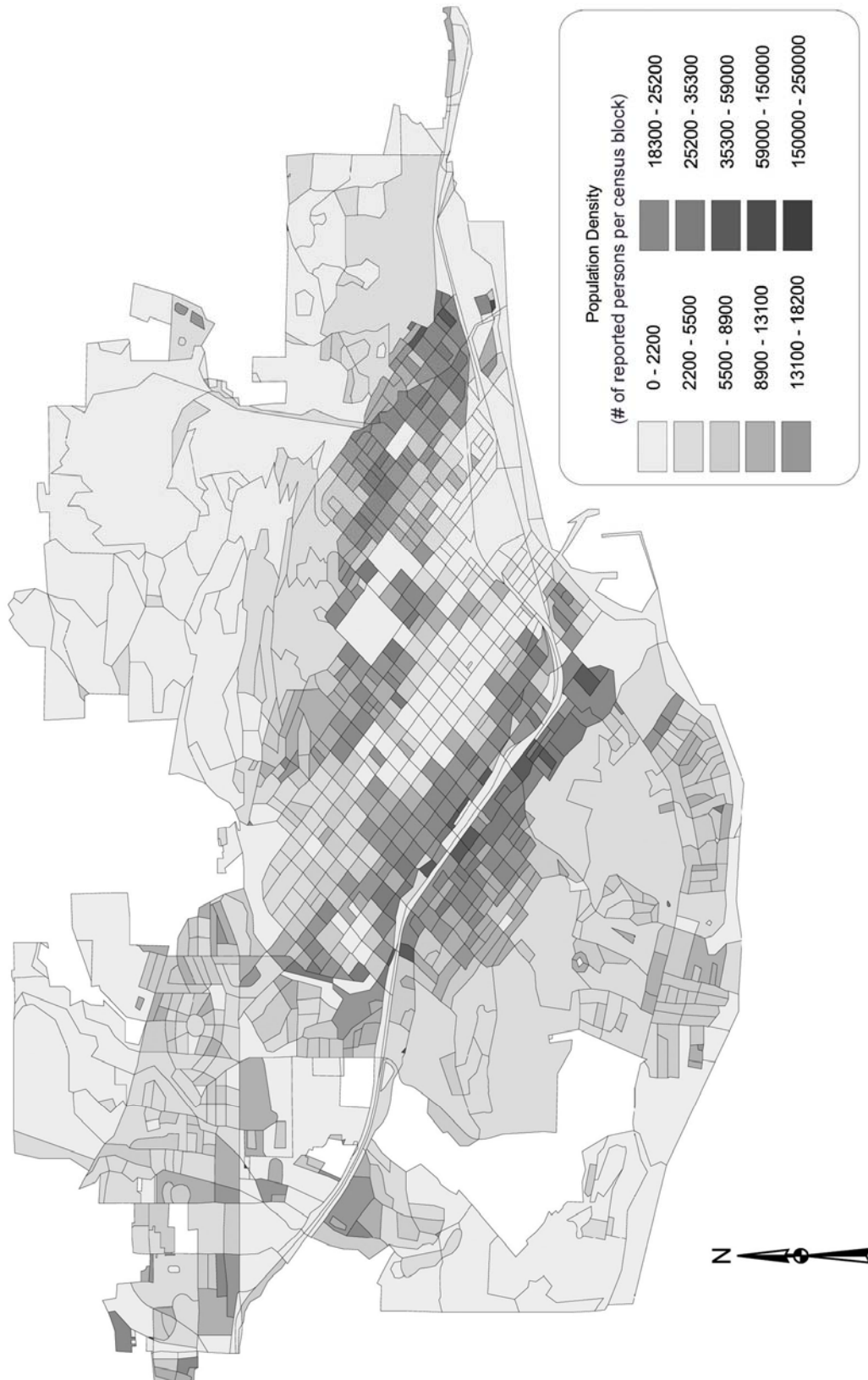


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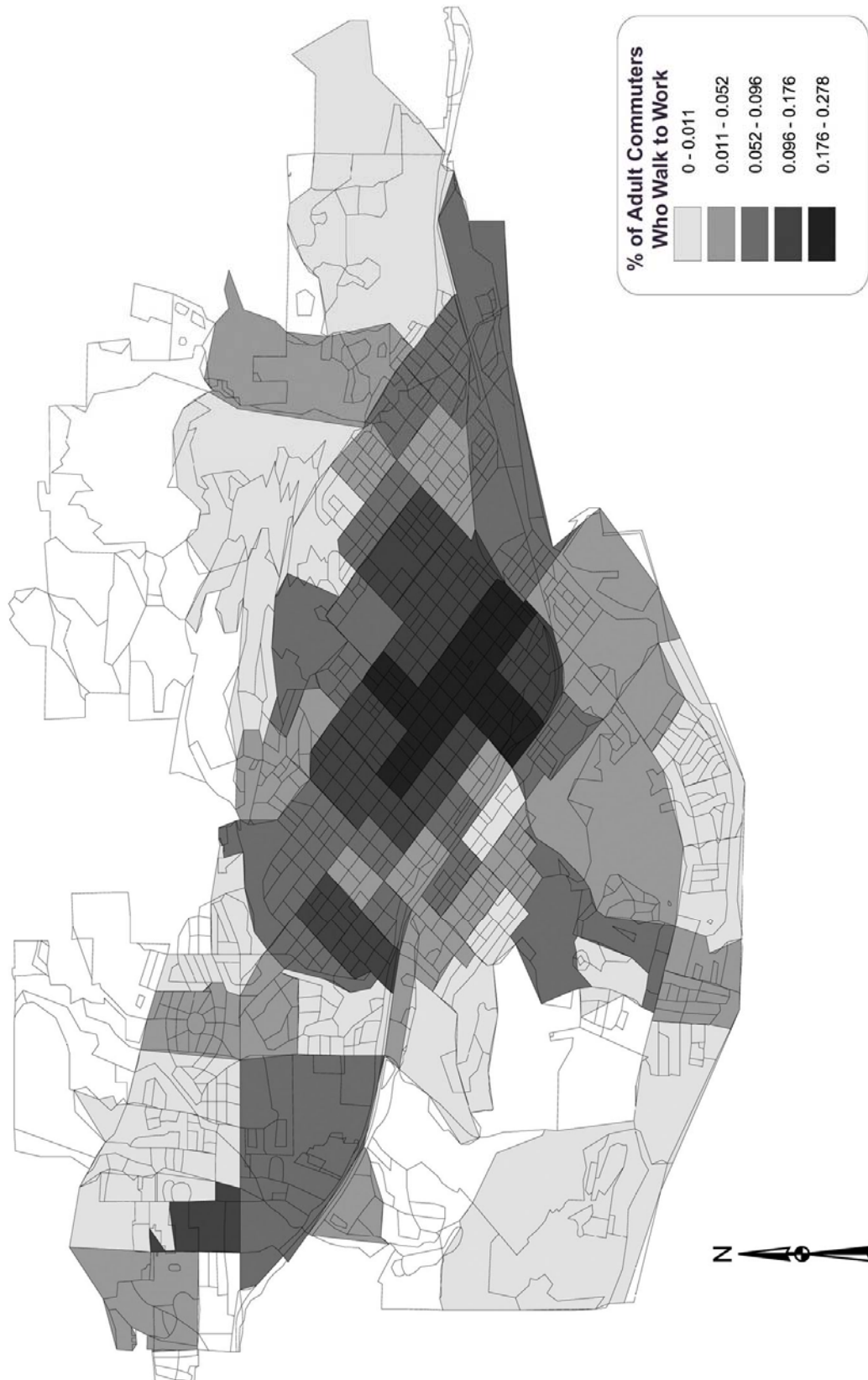


Map III-3. Bus Stops

2000 U.S. Census Data



Map III-4. Population Density, by Census Blocks
(# of persons living in each census block)



Map III-5. Percentage of Journey to Work Trips by Walking Residents 16 and Older, by Census Block Groups

Pedestrian Counts

Between July and September 2003, staff counted pedestrian counts at 17 different heavily used intersections in Santa Barbara (see Table III-6) in order to establish a baseline of pedestrian usage data and to verify priorities.

Many cities have active pedestrian count programs for several reasons:

- To track growth of pedestrian activity over time,
- Verify utility of investments in pedestrian infrastructure, and
- Compare pedestrian usage with crash and demographic statistics.

Of the 43,640 pedestrians counted, three locations on State Street stood out with over 29,000 (69%) pedestrians. The fourth highest count location was also in Downtown. The next highest numbers of pedestrians were counted on the east side (intersections including either Milpas or Carpinteria).

Table III-6. Pedestrian Count Data

First Street	Second Street	Day	Date	Time Period	Total Pedestrians
State	Anapamu	Saturdays	8/16 & 8/23*	9:00 am - 11:00 pm	12,177
State	Cabrillo	Sunday	8/24/2003	9:00 am - 8:00 pm	11,329
State	Gutierrez	Friday	8/15/2003	7:30 am - 7:30 pm	6,432
Chapala	Carrillo	Friday	9/5/2003	7:30 am - 7:30 pm	3,050
Milpas	Cota	Thursday	8/14/2003	7:30 am - 7:30 pm	1,632
Milpas	Gutierrez	Tuesday	7/29/2003	7:30 am - 7:30 pm	1,616
Carpinteria	Alisos	Monday	8/25/2003	7:30 am - 7:30 pm	1,002
Chapala	Anapamu	Saturday	8/16/2003	12:00 noon - 5:00 pm	913
Carrillo	San Andres	Friday	9/12/2003	7:30 am - 7:30 pm	840
Milpas	Carpinteria	Friday	8/29/2003	7:30 am - 7:30 pm	835
Meigs	Cliff	Wednesday	9/10/2003	7:30 am - 7:30 pm	831
Loma Alta	Shoreline	Sunday	8/17/2003	9:00 am - 8:00 pm	774
Micheltorena	Garden	Wednesday	7/30/2003	7:30 am - 7:30 pm	767
State	Ontare	Monday	8/4/2003	7:30 am - 7:30 pm	727
Carrillo	101 underpass	Monday	9/8/2003	7:30 am - 7:30 pm	384
Mission	101 underpass	Thursday	9/4/2003	7:30 am - 7:30 pm	204
Junipero	101 crossing	Wednesday	9/3/2003	7:30 am - 7:30 pm	127

* Pedestrians were counted for a total of fourteen hours over two days, during peak tourist season.

Pedestrian Safety Analysis

Overall, Santa Barbara offers a safe environment for people to walk with a pedestrian collision rate nearly 50% lower than other cities on a per capita basis. The City of Santa Barbara Police Department maintains data on pedestrian-involved crashes. A total of 428 pedestrian-involved crashes were reported to police between 1998 and 2002.

Location

Map III-6 illustrates where the crashes occurred in the City. Highlights of this data include the following:

- Two intersections (State Street and Anapamu Street, and Carrillo Boulevard and Anacapa Street) had eight pedestrian-involved crashes, the most of any intersections.
- The intersection of Haley Street and Milpas Street had seven pedestrian-involved crashes.
- A total of 12 intersections experienced four or more pedestrian involved crashes over the five-year period, while 27 had three or more.
- Eight of these 27 intersections were along State Street, six were along Carrillo Street, and five were along Milpas Street.
- A total of 13 occurred Downtown within two blocks of State Street. Another six took place within two blocks of Milpas Street on the east side of Santa Barbara.

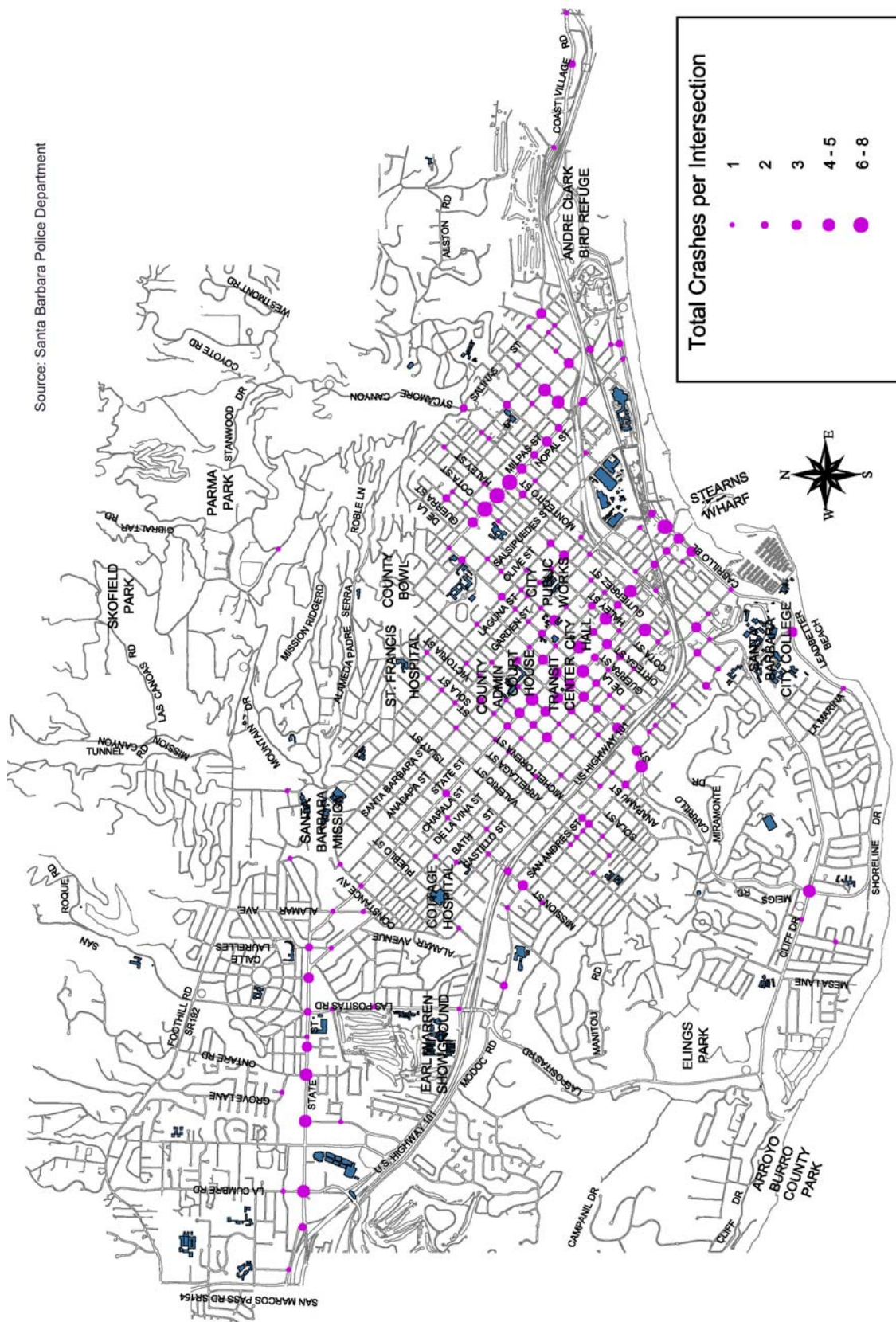


Injuries and Fatalities

During the five-year period from 1998-2002, five pedestrians were killed, with several of these crashes occurring along State Street. Also during this time period, three crashes injured four pedestrians each; one crash injured three pedestrians, 34 crashes injured two pedestrians each, and 349 crashes injured one pedestrian each.

Time of Day

Figure III-3 illustrates the time of day pedestrian-involved crashes occurred. The greatest number in a one-hour period occurred between 5:00 pm and 5:59 pm. The next highest numbers were reported during the hours between 2:00 pm and 4:49 pm. These figures are in line with State averages, and suggest that in some crashes, dusk conditions may be a factor. The morning commute hours show a small, but significant increase in pedestrian-involved crashes compared with the hours just before or after. The statistics also show that a significant number of crashes involve people walking during evening entertainment hours. Of the 428 reported crashes, 119 (28%) happened before sunrise or after sunset.



Map III-6. Locations of Crashes Involving Pedestrians, 1998-2002

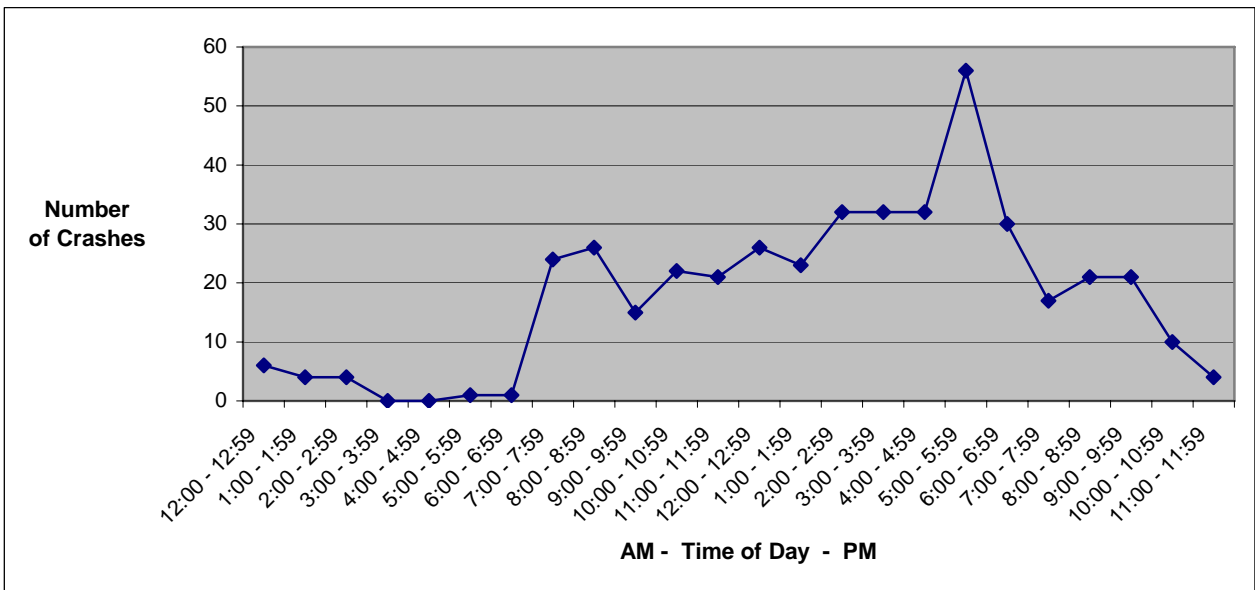


Figure III-3. Time of Pedestrian-Involved Crashes

Violations

The Police Department statistics recorded a significant number of vehicle code violations that may have caused the pedestrian-involved crashes. Table III-7 below shows the most common violations. The 215 violations identified below account for 74% of all the violations given. Of these, 64% were citations given to drivers of motor vehicles, and 36% were given to pedestrians.

Table III-7. Vehicle Code Violations Cited in Pedestrian-Involved Crashes

Violation	Number
Vehicle failed to yield to pedestrian in crosswalk	96
Pedestrian failed to yield to traffic outside of the crosswalk	77
Vehicle starting or backing when unsafe	18
Vehicle turning violations	14
Vehicle traveling at unsafe speed	10

Not enough data was available to sort crashes by cause. This could be an important task for future data collection. If the causes of crashes could readily be determined for a given location, it would enable the City to better target corrective measures.

Comparison to Statewide Statistics

Table III-8 compares Santa Barbara with other localities in California for the three most recent years data is available. The data indicates that the pedestrian-involved crash rate is just over half of the rate for the State of California on city roadways. The reasons for the lower rate relative to the statewide average are difficult to ascertain, but may be due to Santa Barbara's generally pedestrian-friendly streets.

Table III-8. Recent Santa Barbara Crash Statistics

Pedestrian-Involved Crashes 1997-99 with Fatalities:	6
Pedestrian-Involved Crashes 1997-99 with Injuries:	155
Average # of crashes per Year:	53.67
2000 Population (U.S. Census):	92,325
Crashes per 1000 people per yr:	0.58
Index (relative to state avg. of 1.14/1000):	0.51

Source: SWITRS, 1997-2000.

The Need for Access Planning

This section outlines the accessibility needs of Santa Barbara residents. Accessibility needs include those by people with disabilities, children, and older adults. According to the 2000 U.S. Census, 49.7 million (19%) of non-institutionalized Americans over five years old have at least one long-term disability. The 2000 Census data shows that 15,749 (18.2%) of non-institutionalized Santa Barbara residents over five years old have long-term disabilities. Some people have more than one disability. The Census categorizes disabilities according to:

- Mental disability – having difficulty learning, remembering, or concentrating
- Physical disability – a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying
- Sensory disabilities – blindness, deafness, or a severe vision or hearing impairment

The Census also asked residents about how these disabilities affect their ability to perform certain activities. They are categorized as:

- Self care disability - dressing, bathing, or getting around inside the home
- Going outside home disability – going outside the home alone to shop or visit a doctor's office
- Employment disability – working at a job or business

Table III-9 below shows the number of Santa Barbara residents falling into each of six categories.

Table III-9. Non-institutionalized Santa Barbara Residents Over Age Five with Disabilities

Disability	Number	Disability	Number
Going outside the home	10,669	Mental	10,060
Physical	10,338	Sensory	9,577
Self-care	10,214	Employment	9,055

Source: 2000 US Census. These numbers add up to more than the total that reported disabilities because some people have more than one disability, and the first three categories overlap with the last three.

These numbers reflect long-term conditions of current residents. With advances in health care people are living longer. As our population ages, the proportion of people with disabilities is likely to grow. Moreover, most people endure temporary disabilities from injuries or illness at one or more points in their lives. Given this, the number of people who are disabled for at least part of their lives is larger than the Census figures indicate.

People who are disabled typically use sidewalks and buses more often than fully able people, often because they are unable to drive.

Planning public improvements for people with disabilities enables them to go about their daily activities unimpeded. Without adequate facilities for disabled pedestrians, some people are housebound, unable to go to work, school, shopping, or engage in other normal activities. Urban planning that includes a wide range of housing types in adequate densities along transit corridors can help people with disabilities choose locations that maximize their mobility and live more independently. Moreover, walking environments that accommodate people with disabilities also improve walking conditions for everyone else. People with strollers, carts, skateboards, and skates can use the same curb ramps and other improvements.

Local Santa Barbara Issues and Needs

Additional local issues and needs have been determined by:

- Results of a questionnaire
- Meeting with the Accessibility Advisory Committee
- Meeting with local Braille Institute representatives
- Information on missing curb ramps
- Information on inaccessible bus stops

Accessibility Survey

A survey was circulated by the following agencies in Santa Barbara:

- California Department of Rehabilitation

- Rehabilitation Institute
- Independent Living Resource Center

The full survey can be found in Appendix B.

Just seven surveys were returned so the results shouldn't be considered conclusive. The questionnaire asked about the improvements that are most needed and that are most important to local disabled respondents, as well as the locations that need improving. Respondents were asked to rank the issues. The responses were scored and given points according to the rank assigned by each respondent. Table III-10 shows the issues that were identified. Figure III-4 charts these to better show the results. Table III-11 identifies the locations that were mentioned that need improvement.

Table III-10. Improvement Needs Identified in the Accessibility Survey

Issue	Total Points
Better maintained sidewalks	39
Smoother pavement surface	36
Simple intersections with 90-degree angles	28
Easier communication with public agencies about my concerns	25
Textured strips that identify the edge of the ramp or curb	23
More curb ramps	22
A hotline for reporting complaints about accessibility in public places	22
Audible signals at intersections	16

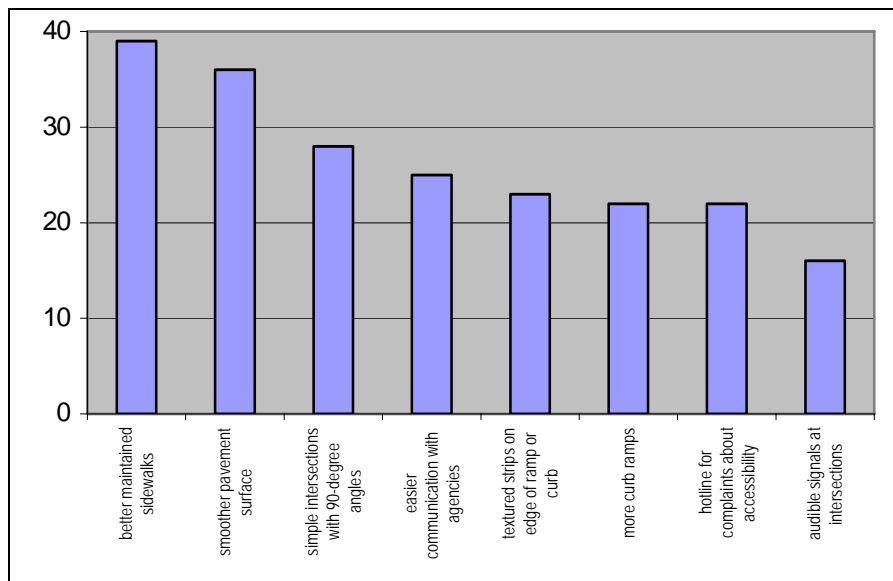


Figure III-4. Ranked Access Improvement Needs, From Survey

Table III-11. Locations Identified in the Accessibility Survey

Location	Points	# Respondents Mentioned	Issues
Milpas Roundabout	13	4	accessibility for sight impaired
Carrillo Street and Chapala Street	8	2	accessibility for sight impaired
State Street and Alamar Avenue	8	2	accessibility for sight impaired
Salinas Roundabout	5	1	accessibility for sight impaired
Modoc Road and Las Positas Road	3	2	accessibility for sight impaired
San Roque Road	3	2	lacks sidewalks; accessibility for sight impaired
All traffic signals		1	signal timing for pedestrians
anywhere trees uplift sidewalk		1	trip hazards; wheelchair access

Advisory Committee and Braille Institute Priority Issues

The City Accessibility Advisory Committee outlined a number of issues important to people with accessibility needs. The main priorities included the following:

- Completion of all curb ramps to ADA standards for type, lip width and angle.
- Provide clear and safe paths of travel to hospitals, grocery stores, the rehabilitation center, churches, and other destinations.
- Ensure push buttons for “walk” signals are convenient to the ramp and not too high.
- Provide good street lighting, preferably double lamps that shine one light on the sidewalk and the other on the street.
- Ensure smooth sidewalk and crosswalk texture. Where texture is needed to alert sight-impaired people of the sidewalk edge, use scored concrete instead of tactile devices.

The Santa Barbara office of the Braille Institute also outlined what issues are most important to people who are visually impaired in Santa Barbara. Their main priorities included the following:

- Chirping audible signals can be confusing. They prefer audible signals that announce the street names and vibrating signals.
- Wheelchair ramps should be textured so sight-impaired people know where they are and don’t walk into the street.
- Bright Walk/Don’t Walk flashing signals help partially sighted people if the intersection isn’t too wide.

Table III-12 lists specific location issues that the Advisory Committee and Braille Institute identified as priorities.

Table III-12. Location Priorities of Advisory Committee and Braille Institute

City Accessibility Advisory Committee to Staff Priorities									
<p>General</p> <ul style="list-style-type: none"> – Accessible way needed to cross Cliff Drive; vehicles move too fast. – Lack of crossing of Las Positas Road between State Street and Modoc Road. – Poles in sidewalk on the 800 block of Garden Street create obstruction. – Storm drain at intersection of Chapala Street and Carrillo Street interferes with crossing. – Improvements are needed to cross De la Vina Street near the Rehabilitation Institute between Constance Avenue and Pueblo Street. – Consider raised crosswalks. – Provide a detectable strip for blind people at the intersection of Carrillo Street and Anacapa Street. – Improve the intersection of Modoc Road and Portesuello Avenue, near La Cumbre Junior High School. – Improve the street lighting on Milpas Street and San Andres Avenue. Haley Street is the best-lit street in Santa Barbara. – There is no curb ramp on one side of the intersection of Garden Street and Anapamu Street. – The AACS prioritizes the list of curb ramps that need installation. The current lists are in Appendix A. <p>Proposed Locations for Audible Signals</p> <table> <tr> <td>– Mission Street/De la Vina Street</td><td>– State Street/Alamar Avenue</td></tr> <tr> <td>– Carrillo Street/ De la Vina Street</td><td>– State Street/La Cumbre Road</td></tr> <tr> <td>– Carrillo Street/Chapala Street</td><td>– Cliff Drive/Meigs Road</td></tr> <tr> <td>– Canon Perdido Street/ De la Vina Street</td><td>– Modoc Road/Las Positas Road</td></tr> </table>		– Mission Street/De la Vina Street	– State Street/Alamar Avenue	– Carrillo Street/ De la Vina Street	– State Street/La Cumbre Road	– Carrillo Street/Chapala Street	– Cliff Drive/Meigs Road	– Canon Perdido Street/ De la Vina Street	– Modoc Road/Las Positas Road
– Mission Street/De la Vina Street	– State Street/Alamar Avenue								
– Carrillo Street/ De la Vina Street	– State Street/La Cumbre Road								
– Carrillo Street/Chapala Street	– Cliff Drive/Meigs Road								
– Canon Perdido Street/ De la Vina Street	– Modoc Road/Las Positas Road								
Braille Institute Priorities									
<p>Higher Priorities</p> <ul style="list-style-type: none"> – An audible signal at Chapala Street and Carrillo Street. – A better crossing at Cliff Drive and Loma Alta. – Repair the sidewalks along the 100 and 200 blocks of Milpas Street. – Improve access for sight impaired at: <ul style="list-style-type: none"> ➤ The Salinas Street/Sycamore Canyon roundabout ➤ Salinas Street and Old Coast Highway ➤ Hot Springs Road and Coast Village Road <p>Other Priorities</p> <ul style="list-style-type: none"> – Along Victoria Street there are no signals at the intersections of De la Vina Street, Bath Street and Castillo Street and the cars travel fast. There are bus stops and many people walking. Cars don't always stop. – There are several issues at the corner of State Street and Alamar Avenue. First, the intersection is very large and offset. Second, there are no curb ramps on one of the corners, requiring people in wheelchairs to have to go through three legs of the intersection to get across in one of the directions. Third, a vibrating signal would help here since the Walk/Don't Walk signal is too far to see. Fourth, there is a utility box on the northeast corner that hides people waiting to cross the street. Cars turning north from State Street onto Alamar Avenue go fast and come close to hitting pedestrians. – Improve accessibility in the vicinity of the Schott Center and Cottage Hospital for infirm and older people – Improve the intersection at Cabrillo Boulevard and Channel Drive. – A partially sighted person can't cross Shoreline Drive from La Marina alone to go to Shoreline Park. – Improve lighting at the State Street underpass 									

Existing Santa Barbara Programs

The City of Santa Barbara has a number of existing programs that address pedestrian needs, with a focus on sidewalk construction for nearly a decade. The following is a summary of these current programs and approaches.

- The Sidewalk Infill Program is an ongoing effort by the City to inventory existing sidewalks, identify gaps, and prioritize sidewalk improvements. Some of these gaps are now included in the Safe Routes to School program, Residential Neighborhood Sidewalk program, Accessibility Plan, and other programs identified in this Plan.
- Safe Routes to School projects have been developed with local and State funding. Such projects involve a special process that includes schools, parents, school administrators, and many others. Most Safe Routes improvements are located on streets surrounding schools, often with overlap between these and other City pedestrian projects.
- The City develops new or retrofitted curb ramps at high priority locations each year as funding allows. The program commonly overlaps with other pedestrian projects, such as the Sidewalk Infill Program.
- Design guidelines, engineering standards, zoning, and maintenance activities all play a role in the implementation of pedestrian improvements. Strong pedestrian policy language is contained in the Circulation Element of the General Plan, while the more specific policy implementation documents, such as the zoning ordinance or engineering standards, are currently missing complementary language.
- In general, pedestrian safety complaints are directed to the City's Mobility Coordinator, who handles them as appropriate. The Mobility Coordinator is responsible for developing and implementing a variety of programs that address mobility concerns, planning and managing the Sidewalk Infill Program, collecting statistical and demographic data, and investigating complaints and recommending corrective action, among other duties. Transportation Operations staff monitors accidents and locations that show poor safety trends. The Transportation Engineer is responsible for recommending modifications to rectify the concerns identified.
- The City implements pedestrian projects that range from trail and pathway improvements in parks to single location enhancements (such as new crosswalks), to signal and sign improvements, to a new pedestrian overcrossing of Highway 101. These projects are based on pedestrian capital projects contained in the Circulation Element and have been implemented using grant and local funding.

This Plan contains recommendations that build on these programs, as well as other strategies to increase pedestrian-directed resources.

Conclusion

This Plan analyzes pedestrian and system needs based on the City's history and the existing conditions outlined above. Developing a Plan to address these needs requires a strategic approach that considers funding availability and opportunity, staff and community resources, General Plan policies and direction, and an understanding of the land development process. Some changes will necessitate capital improvements, while others are programmatic or policy driven. Based on the public and decision-maker input, existing conditions, and the above strategic considerations, the Plan will address the following categories:

- *Infrastructure Improvements.* The Plan should address the need for sidewalks, improvements to intersection crossings, Highway 101 crossings, establishment of urban trails, enhancement of transit access, and improved access for those with disabilities. Some of these capital improvements should be included in ongoing expenditures, while others will require dedicated funding.

After taking into account the data analysis, public input, and existing programs and tools, the Master Plan team examined over 200 locations that were of particular concern. These included street intersections, freeway crossings, unsignalized crosswalks, and locations where overall mobility issues needed to be addressed. The team formulated potential solutions that were analyzed, ranked, and developed into specific capital improvement projects. The team also looked for low-cost, non-capital improvements. The goals and policies laid out in Chapter IV respond to these needs and the direction of the Circulation Element of the General Plan and, thus, lay out the framework for the rest of this plan.

- *Safe Routes to Schools.* Although this category includes infrastructure improvements, the strategic funding and coordination of school access enhancements requires a discrete section in this Plan. Additionally, school travel has broader implications for a resident's quality of life, health, and the level of neighborhood traffic congestion.
- *Paseo Protection and Enhancement.* Paseos are historical assets that set the City apart from other places. The protection, enhancement, and expansion of more paseos throughout the City require careful considerations that are unique from other improvements.
- *Pedestrian Design Guidelines.* The City is constantly changing. New land development projects, street and utility capital projects, and street maintenance affect the pedestrian environment. Changes to the pedestrian environment must be purposeful and done consistently. The City's Plan should incorporate a set of standards that guide these changes.
- *Education and Promotion.* Increased walking in the City has limitless benefits to Santa Barbara's quality of life. However, the benefits of walking and the historical foundation from which they come need to be in the forefront of City planning and activity. A successful Plan will require repeated education and promotion.