



## V. GOAL 1 -IMPROVING THE PEDESTRIAN SYSTEM

### Introduction

This chapter addresses most of the needed pedestrian improvements that were identified in the existing conditions and public input process (Chapter III). Improving the pedestrian system will require new sidewalks where none exist, upgrades at intersections, better access to transit, more attractive ways to cross Highway 101, adjustments to road maintenance and construction projects, coordination with neighborhood efforts, and a plan to retrofit the City to be accessible for those with disabilities. Although the City of Santa Barbara is nationally known for its walkability, the list of improvements is extensive and will take over 20 years to complete. However, the pedestrian improvements that are of the highest priority are locations with high concentrations of people. Thus, completion of the highest priority projects will improve walking for a significant number of City residents and visitors within the first five years of plan implementation.

Pedestrian improvement funds have traditionally been a small portion of the total funds available for streets. Although pedestrian funding amounts have recently been increasing, the City does not have unlimited resources to complete the recommendations of this plan. Because local funding for these efforts is limited, City staff will need to work strategically to use grant, construction, and land use development opportunism wisely. Chapter X includes a funding strategy and identifies the known resources to most effectively fund the pedestrian improvements described in this Chapter.

Other improvements, such as Safe Routes to School and adding paseos Downtown are covered in Chapters VI and VII, respectively. The improvements identified in this and other chapters are also included under the funding strategy in Chapter X. Proposed short-term and long-term improvement maps can be found in Appendix D.

### **Policy 1.1      The City shall expand the sidewalk network to increase walking for transportation and recreation**

It is a major objective of this Plan to expand sidewalks in order to increase walking for transportation and recreation, and to overcome gaps in sidewalks that inhibit walking. The very qualities that make Santa Barbara unique and livable are inextricably linked to its pedestrian-friendliness. The City also recognizes the intrinsic health, safety, economic, and environmental benefits of improving pedestrian facilities and the level of walking.

Completing some sidewalk links can be challenging, especially in older residential areas where residents have developed fencing and landscaping within the public right-of-way and may consider those areas to be part of their personal space. In addition, some residents may not want traditional sidewalks due to

the rural look of their neighborhoods, and potential impacts to mature landscaping and trees. Regardless, the public right-of-way that is generally located on either side of the paved driving and parking area is intended for walking, whether or not a sidewalk currently exists.

**Strategy 1.1.1      Use a systematic approach to developing, updating, and ranking the construction of sidewalks**

***Sidewalk Infill Program***

In 1998, the City Council of the City of Santa Barbara adopted the updated Circulation Element of the General Plan. This policy document described new directions that the City would take to increase the economic vitality and the quality of life in Santa Barbara. One outcome of the Circulation Element adoption was the establishment of an annual sidewalk expansion and improvement program to improve pedestrian access citywide by filling in missing links along the sidewalk network in the public right-of-way. This Sidewalk Infill Program and the criteria used to establish sidewalk priorities were approved in February 1999, enabling the implementation of as many sidewalk projects each year as possible.

The projects likely to be funded through the Sidewalk Infill Program are smaller, more flexible, and funded through the Capital Improvement Program. Existing gaps in the sidewalk system are identified in Map V-1 (Missing Sidewalks). According to City inventory, most missing sidewalk segments are located in the residential neighborhoods west and south of HIGHWAY 101, the San Roque neighborhood, and the older residential neighborhoods bordered by Milpas, Anapamu, Salinas, and HIGHWAY 101.

The City's Sidewalk Infill Program is the primary method by which neighborhoods would seek localized improvements. The City's program, described previously under Strategy 1.1.1, includes seven specific criteria identified by the Circulation Element Implementation Committee and adopted by Council:

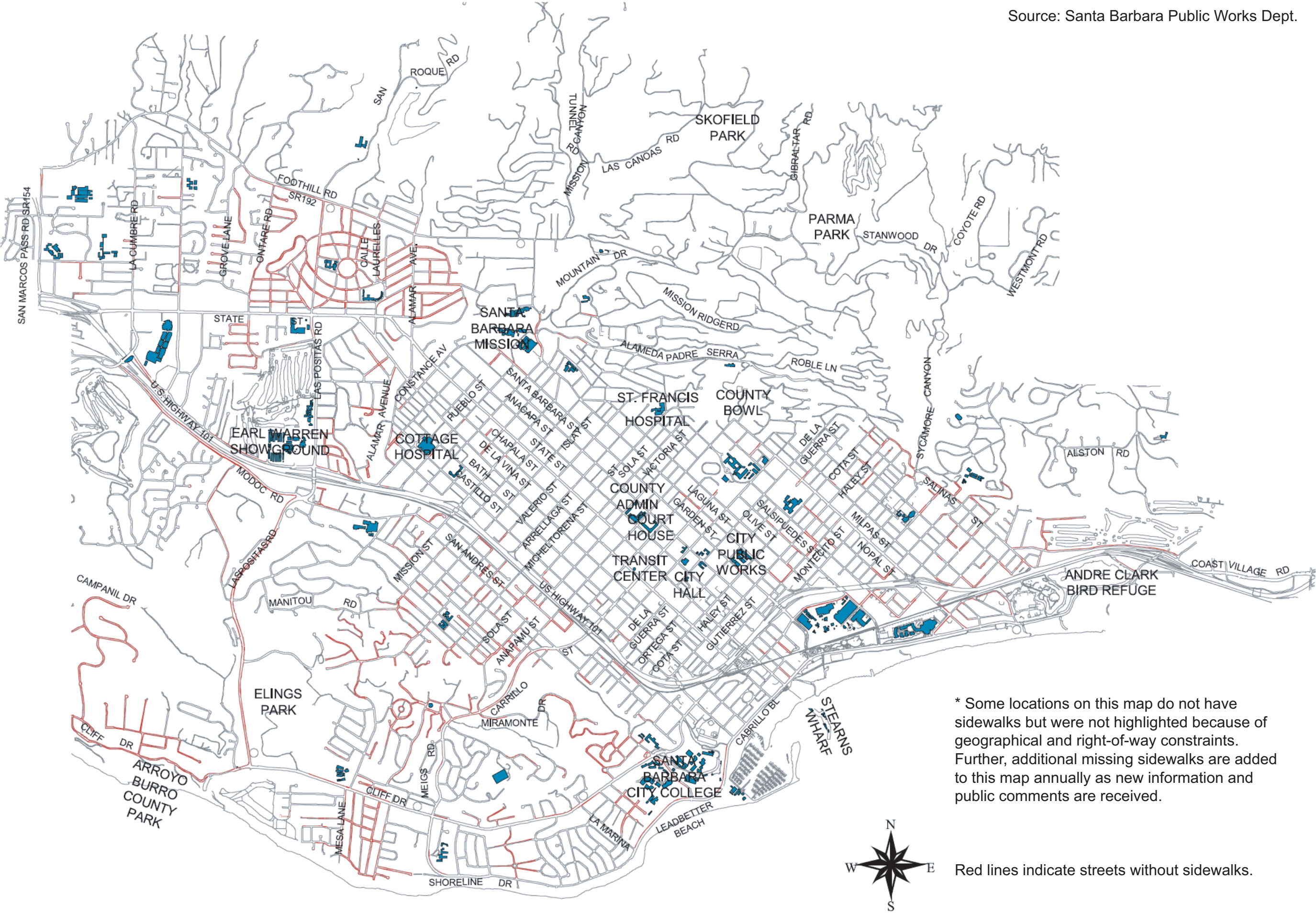
1.      Potential sidewalk location along a school access route (SAR)
2.      Location's current use by pedestrians (that is, a beaten PATH)
3.      Potential for sidewalk to lead to parks or recreation areas (PARK)
4.      Short gap length of potential sidewalk (GAP)
5.      Potential for location to link major destinations or neighborhoods (DEST)
6.      Potential for location to increase access to transit (TRAN)
7.      Traffic volume adjacent to the gap (ADT)

The Circulation Element Implementation Committee requested the deletion of a previously considered "public request" criterion because it felt that this criterion is not a fair indicator of a sidewalk's priority. Instead, as a matter of process, during the five years that the program has been in place, when a request for sidewalk comes in from the public, the link is reevaluated to ensure it is on the infill list and appropriately ranked. Additionally, the residential partnership program was developed as a part of this plan to assist neighborhoods that would like sidewalks sooner than what the Infill program can produce (see Strategy 1.5.1).



Map V-I. Missing Sidewalks

Source: Santa Barbara Public Works Dept.







At the start of the program, staff conducted a windshield survey in order to assign points for each missing link according to each of the approved criteria. The list of approximately seven hundred missing sidewalk links is annually reviewed and sorted by the cumulative total of points over all criteria.

Each year, sidewalks of the highest priority are designed and constructed with a budget of approximately \$400,000. The typical design is a six-foot sidewalk separated from the curb by a four-foot landscaped parkway. It becomes the property owner's responsibility to maintain the parkway after the completion of the sidewalk. Sidewalk installation also typically includes access ramp installation along the path of travel, significantly increasing the annual construction of access ramps. The City could post the top priority locations on a regularly updated website.

### Progress to Date

Approximately six of the roughly 122 miles of identified sidewalks with missing links have been constructed since 2000. Some sidewalks, due to various issues, have been recommended for construction but have not been completed because of right-of-way, environmental, or historic resource issues. The typical lapse between planning and construction is 18 months. The City anticipates that sidewalk infill will proceed at a slower rate in the future as it attempts to construct missing links that are increasingly complex in nature.

It is important to note that the sidewalk infill list changes as links that were overlooked are discovered, or when it is decided that links have been ranked incorrectly. For this reason, sidewalk construction schedules are typically not forecast further than three years out.

Some places that are missing sidewalks do not fit easily into the program. These include missing sidewalks that constitute a capital project due to their large scale, and that are already served by asphalt paths and can be improved as part of the maintenance budget. These types of missing links have been considered separate from this program. As an example, the Loma Alta and Carrillo Hill sidewalks have been identified as separate capital improvement projects. Additionally, there have been occasions when a link has come up for design and construction, but staff knowledge revealed that a land development or public works project was planned for immediate implementation in the area. In these cases, to create economies in design, mobilization and construction costs, the link has been removed for immediate consideration by the program. This allows the link to be reconsidered in a future year, should the planned project not come through.

During reviews of the Sidewalk Infill Program, concerns were raised regarding the lack of sidewalks in certain areas, notably, the Eastside, Lower East, Westside and Lower West neighborhoods. However, although approximately 17% of the missing links (in lineal feet) are in these neighborhoods, almost 50% of the sidewalks planned for construction and constructed through the Program are in these neighborhoods. This illustrates that the transportation criteria adopted by Council achieve not only transportation goals, but also serve to provide improvements in the neighborhoods identified above.

**Strategy 1.1.2     Include a process to inform residents of on-going sidewalk design and construction**

To date, the public response to the sidewalk installation program has been positive. There are typically two types of complaints: objections to sidewalk installation and requests for quicker installation. Sidewalk installation is only considered on City owned right of way, with City staff occasionally acquiring a temporary right of entry adjacent to the work area to complete construction. Nonetheless, property owners sometime object to the construction of sidewalk due to either aesthetic concerns or prior investments in private improvements in the public right of way. On occasion, tenants or property owners request the exclusion of a single property from the Program. To date, the Council has not supported such requests. Bypassing single properties is not a suitable option due to accessibility requirements and the goal of providing a continuous pedestrian route.

In order to inform the adjacent property owner of plans to construct sidewalk in the public right of way, the Public Works Department will conduct extensive public outreach with input from the Transportation and Circulation Committee. The outreach consists of the following steps:

**At the beginning of design**, City staff will send a notification letter to all residents on the block face (owner & resident) on blocks that will have sidewalk infill construction on either side of the street, notifying them that their location has been chosen for the sidewalk infill program, that design has started, and to contact Transportation with any questions about the program.

City staff will send a notification postcard to the resident list **at 50% design** completion. This will allow the design to be far enough along to answer specific questions on a location by location basis, but still allow changes to the design as appropriate before finalizing the design.

City staff will meet with any residents who contact the City regarding design/construction details, and they will refer any questions about the general Sidewalk Infill Program to Transportation.

**When design is complete and project goes out to bid**, City staff will send a 3<sup>rd</sup> notification postcard to the resident list letting them know that the project is out to bid. Council will award the construction contract and will receive a map of all locations where sidewalk is to be constructed.

**When construction contracts are approved by Council**, City staff will send a 4<sup>th</sup> notification postcard to the resident list letting them know that Council has approved the construction contract and the anticipated construction schedule, and that the residents will receive a door hanger notice at least 72 hours before construction begins at their particular location.

The contractor will place door hangers on residents' doors at least 72 hours before construction begins in that neighborhood.

In the past, the Transportation and Circulation Committee, as well as the City Council, have been supportive of sidewalks chosen for installation using the above process. They have understood the public benefit of utilizing public space for pedestrian transportation rather than private improvements. It is anticipated that this improved public outreach effort will address many of the concerns of citizens who do not wish to have sidewalks along their frontage.

In order to address complaints about insufficient sidewalk provision, staff have periodically applied for and received grant funds to supplement the program. It is recommended that the Sidewalk Infill

Program maps be made accessible on the City’s website to increase the level of public awareness and participation.

## **Policy 1.2     The City shall improve pedestrian safety and comfort at intersections**

Pedestrians require adequate protection from motor vehicle traffic at intersections. This can be accomplished in a number of ways, including improving the visibility of crosswalks, providing warning signs and stencils, and providing curb extensions. The City’s Mobility Coordinator should continue to work with traffic operations staff to identify and remedy problem pedestrian crossing locations.

### **Strategy 1.2.1     Identify the top ranked intersections that need improvements**

#### ***Top Priority Intersections***

Using a ranking methodology that evaluates proximity to schools, parks, and other key destinations; land use density; safety needs; missing sidewalks and other infrastructure; and public support, the top ranked individual intersection locations are identified in Appendix F, with these scores reflecting the average score of all of the locations within the corridor. These locations may be stand-alone projects or in one or more of the categories described previously. Staff evaluated over 200 intersections in developing this list. Conceptual designs for proposed improvements for each of the categories are presented in Map V-2 through Map V-7 beginning on page 52 and Maps V-15 and V-16 beginning on page 83; design guidelines for these types of projects are presented in Chapter VIII, “Pedestrian Design Guide.”

Based on this ranking process, top priority locations (scoring 25 points or higher) are shown in Table V-1. These locations for improvements are considered to be roughly equal in terms of priority, giving the City some flexibility to select improvement projects based on opportunities such as planned roadway re-construction.



Table V-1. Top Priority Intersection Locations

Location	Area	Score
Anacapa/Carrillo	Downtown	25
Cabrillo/Park	Downtown	31
Cabrillo/Anacapa	Downtown	30
Cabrillo/Bath	Downtown	26
Cabrillo/Chapala	Downtown	25
Cabrillo/State	Downtown	29
Castillo/Montecito	Downtown/Westside	25
Cliff/Loma Alta	Westside/Mesa	25
Garden/Anapamu	Downtown	25
Los Olivos/Alameda Padre Serra	Riviera	29
Milpas/Cabrillo	Downtown/Eastside	28
Milpas/Cota	Downtown/Eastside	26
Milpas/Gutierrez	Downtown/Eastside	26
Milpas/Haley	Downtown/Eastside	29
Milpas/Mason	Downtown/Eastside	28
Milpas/Montecito	Downtown/Eastside	25
Milpas/Yananoli	Downtown/Eastside	26
Santa Barbara/Ortega	Downtown	26
Santa Barbara/De la Guerra *	Downtown	25
State/Anapamu	Downtown	25
State/Carrillo	Downtown	26
State/De la Guerra	Downtown	25
State/De la Vina	Upper State	25
Voluntario/Indio Muerto	Eastside	26

\* Note: The Santa Barbara/De la Guerra intersection is not shown on the Short- and Long-Term Improvement Maps in Appendix D since the intersection is in need of realignment.

Preliminary concepts for long-term improvements are shown on Map V-2 through Map V-7. Conceptual descriptive designs have been developed for selected locations from this list. These descriptions, shown below, are intended to give examples of the various improvements that may be considered. In Chapter 10, Table X-4 estimates intersection project cost for top priority locations. Maps in Appendix D demonstrate locations of proposed short term and long term improvements at intersections throughout the City.

### Cabrillo/Bath

Cabrillo Boulevard between Castillo and Garden has high pedestrian use. Crossing the street at this unsignalized intersection can be challenging. Potential reconfiguration options for this intersection (see Map V-2) include curb extensions, high visibility crosswalks, new ADA ramps, sidewalk expansion, and a potential pedestrian median refuge.

### Cabrillo/Chapala

Conceptual improvements for the Cabrillo/Chapala intersection (see Map V-3) include curb extensions, new crosswalks, and sidewalk expansion. An alternative would be to create a landscaped median pedestrian refuge on Cabrillo.

### Cabrillo/Park

Potential reconfiguration options for this mid-block location (see Map V-4) include curb extensions, high visibility crosswalks, new ADA ramps, sidewalk expansion, and a potential pedestrian median refuge. Depending on the volume of pedestrians, additional devices including overhead flashing beacons or in-pavement flashers may be warranted.

### Cabrillo/State

Conceptual improvements for the Cabrillo/State intersection (see Map V-5) include a new roundabout, curb extensions, and high visibility crosswalks. This project would transform this intersection into both a gateway treatment for the wharf and State Street, and improve safety and circulation for pedestrians. A weekend pedestrian mall will also be analyzed as part of any design solution.

### Los Olivos/Alameda Padre Serra

Potential improvements (see Map V-6) to this busy intersection near Mission Street include new crosswalks, warning devices, and shoulders for enhanced pedestrian flow and safety.

### Upper State Street Intersections

Intersections along this corridor are wide and intimidating for pedestrians. Crosswalks should have enhanced paving. Median protection and curb extensions should be provided where possible. Consider using directional pedestrian access ramps. Enhanced street furniture and decorative signal standards could also improve the attractiveness of intersections.

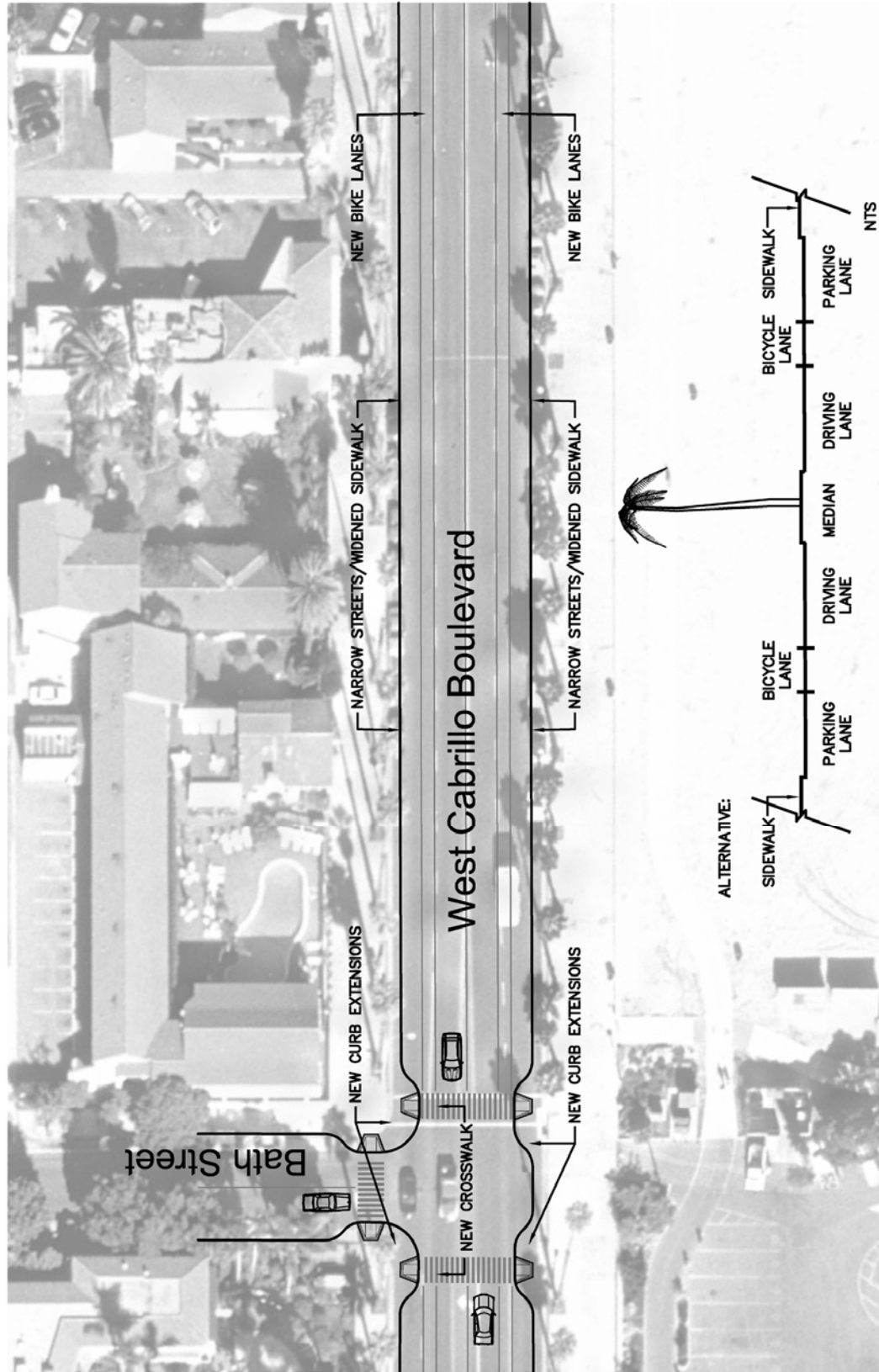
### San Andreas/Carrillo

This oblique intersection creates long crosswalks and higher turning speeds for motor vehicles. Reconfigured crosswalks and median treatments would also lessen the exposure of pedestrians to traffic.

### State/De la Vina

Map V-7 shows potential pedestrian safety modifications. Currently, the geometry of the intersection encourages higher speeds for vehicles on State turning onto De la Vina. By bringing De la Vina up to a 90-degree intersection, speeds would be lowered and pedestrian exposure distance greatly reduced. A side benefit would be some land leftover for development as a park or landscaped area.

Note: Proposed design is conceptual and must be refined.



Map V-2. Cabrillo/Bath Intersection



Cabrillo Boulevard/Bath Street Improvements

# Santa Barbara Pedestrian Master Plan

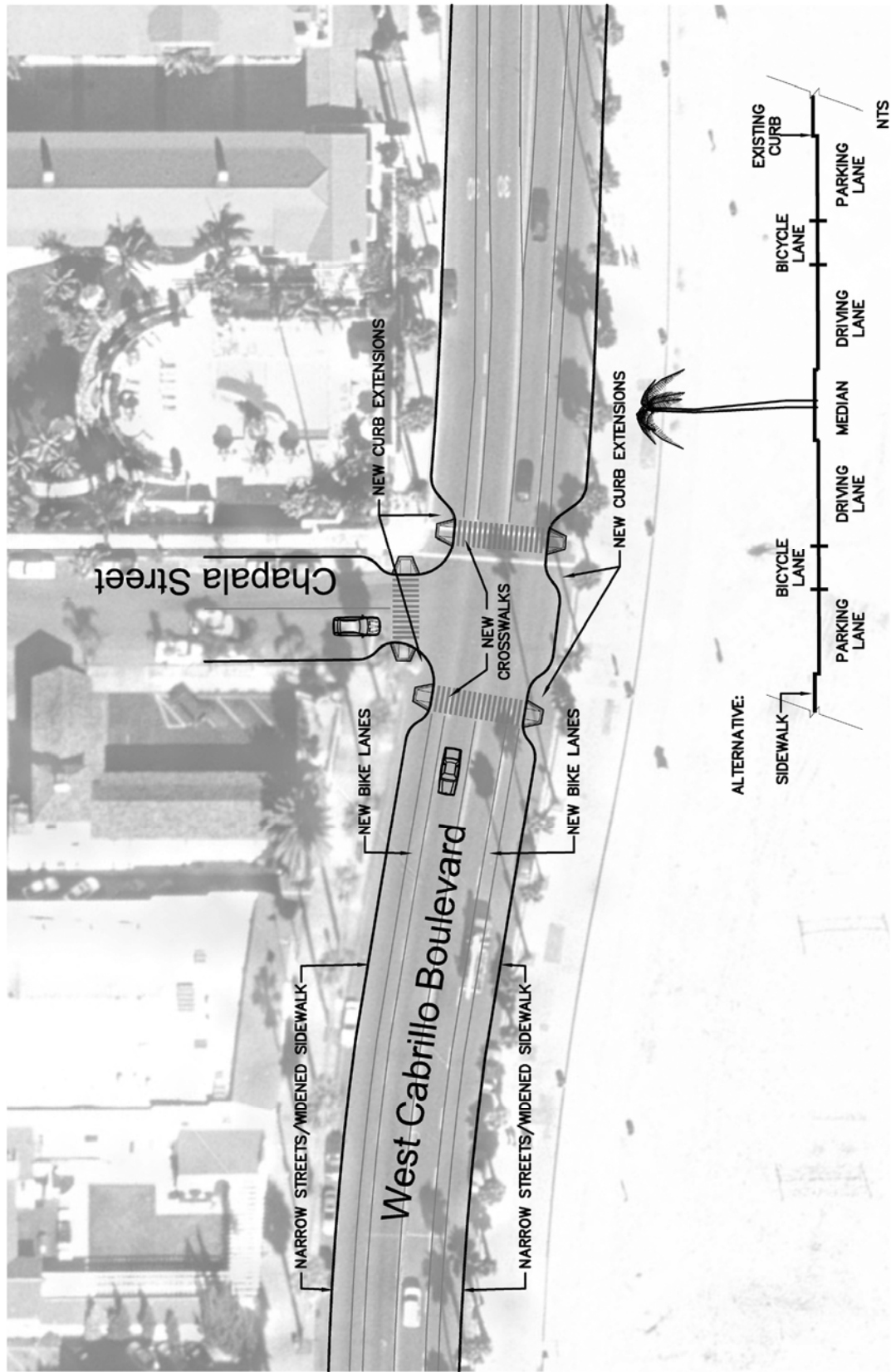
February 12, 2004

SCALE: 1" = 50'





Note: Proposed design is conceptual and must be refined.



February 12, 2004

Cabrillo Boulevard/Chapala Street Improvements



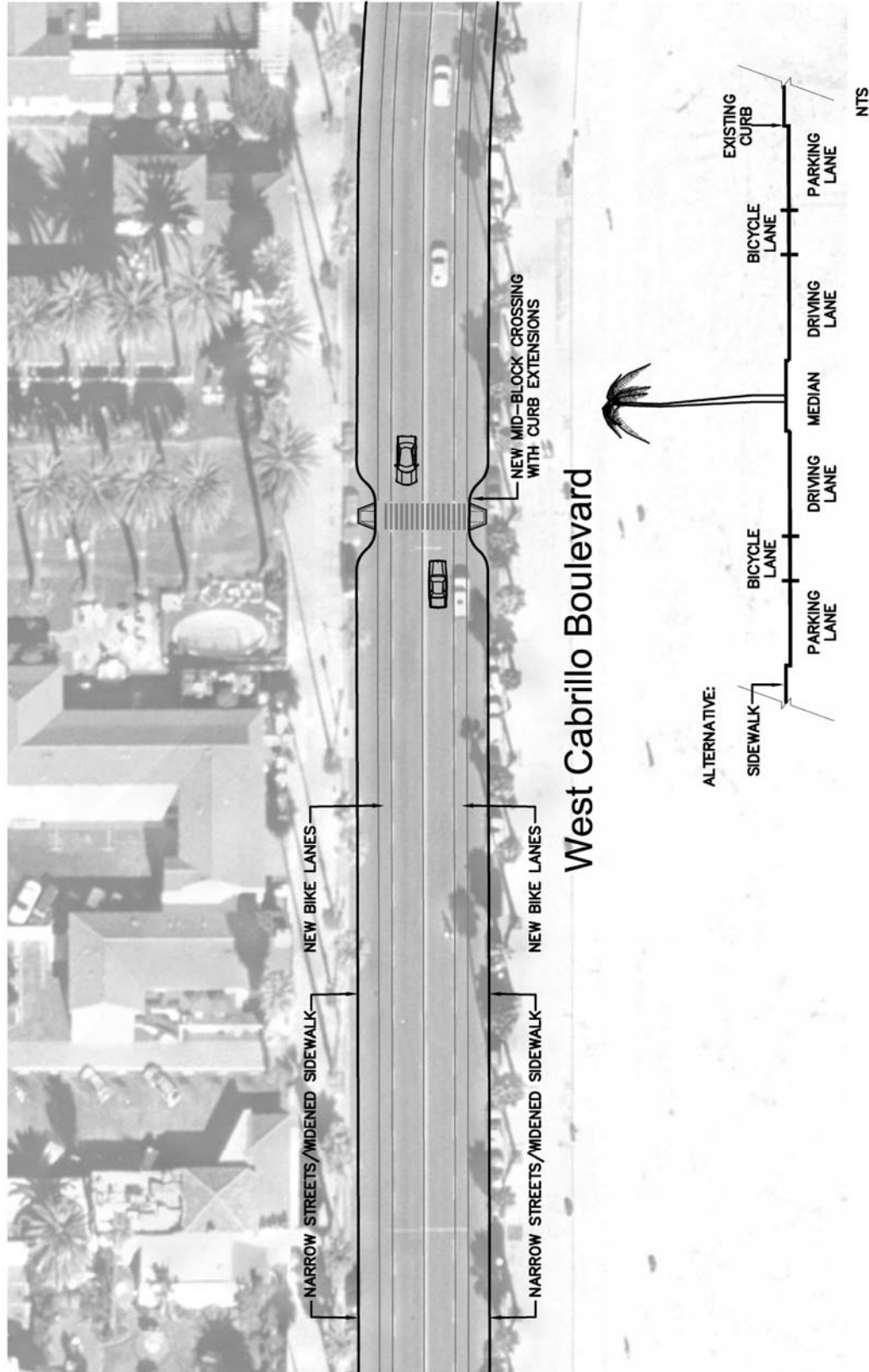
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Creating Sustainable People Places

# Santa Barbara Pedestrian Master Plan



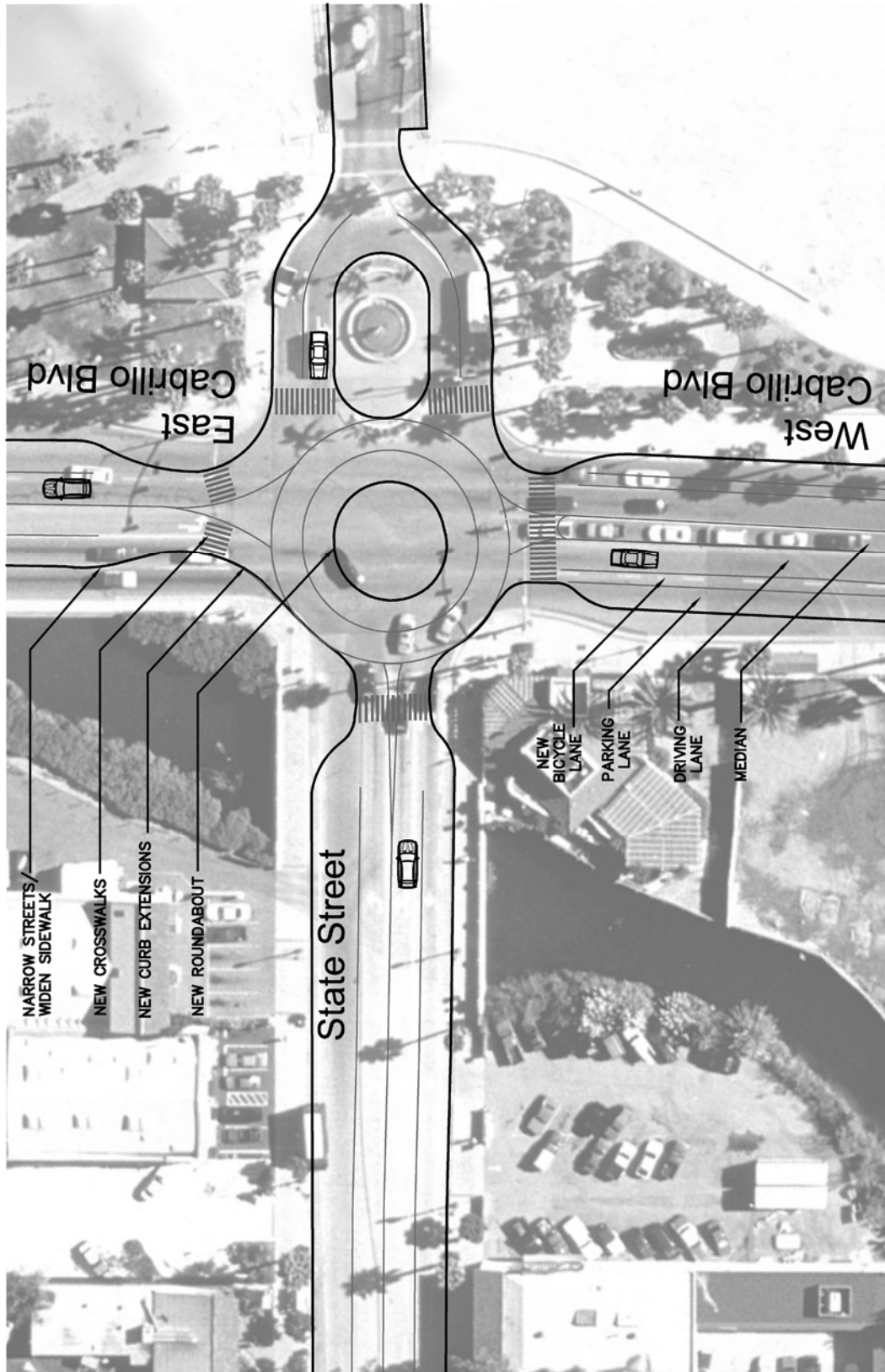
Map V-3. Cabrillo/Chapala Intersection

Note: Proposed design is conceptual and must be refined.



Map V-4. Cabrillo/Park Intersection

Note: Proposed design is conceptual and must be refined.



March 21, 2005

Cabrillo Boulevard/State Street Improvements

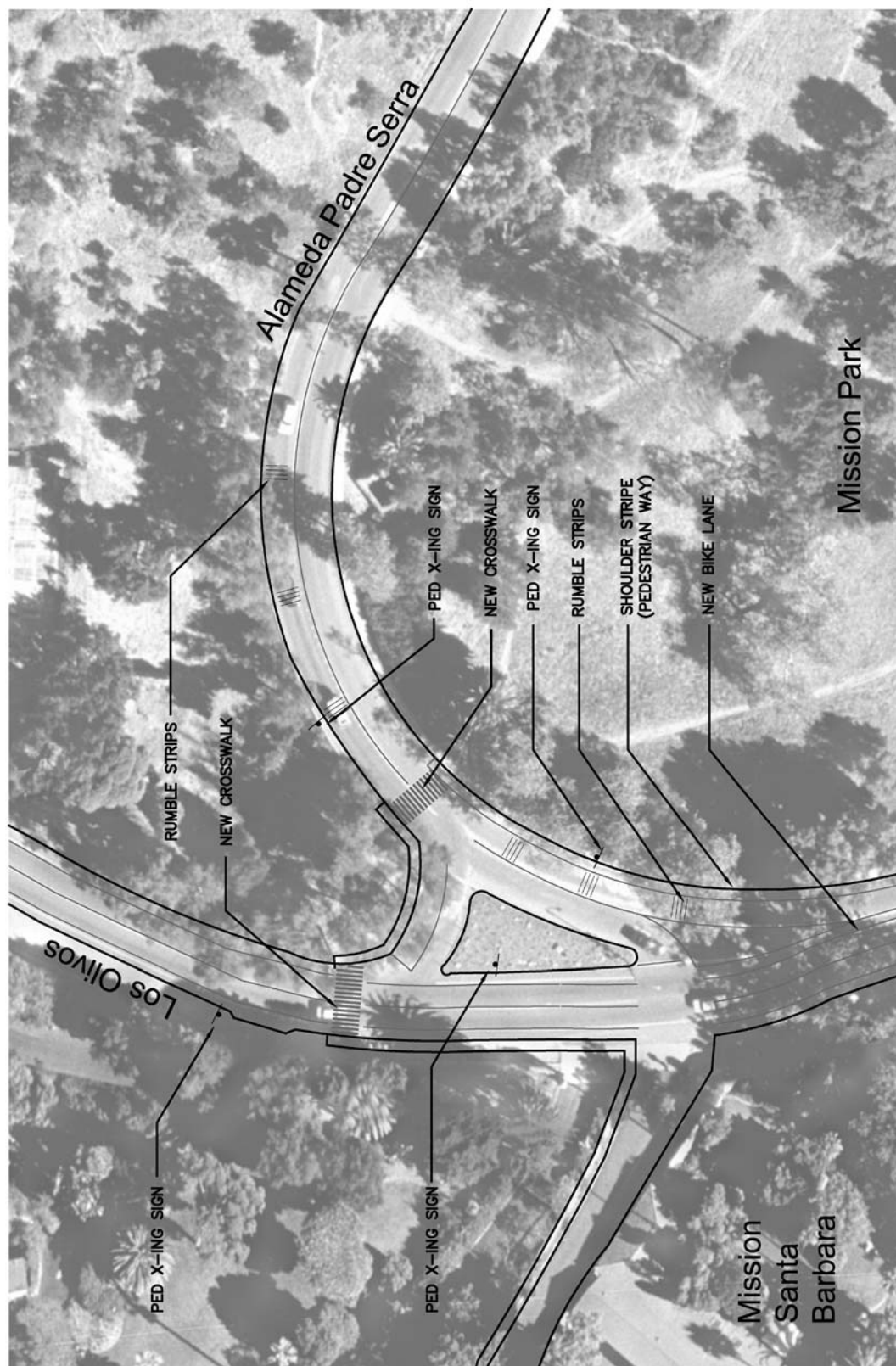
# Santa Barbara Pedestrian Master Plan



Map V-5. Cabrillo/State Intersection



Note: Proposed design is conceptual and must be refined.



Map V-6. Los Olivos/Alameda Padre Serra Intersection



February 27, 2004 Scale: 1" = 60'



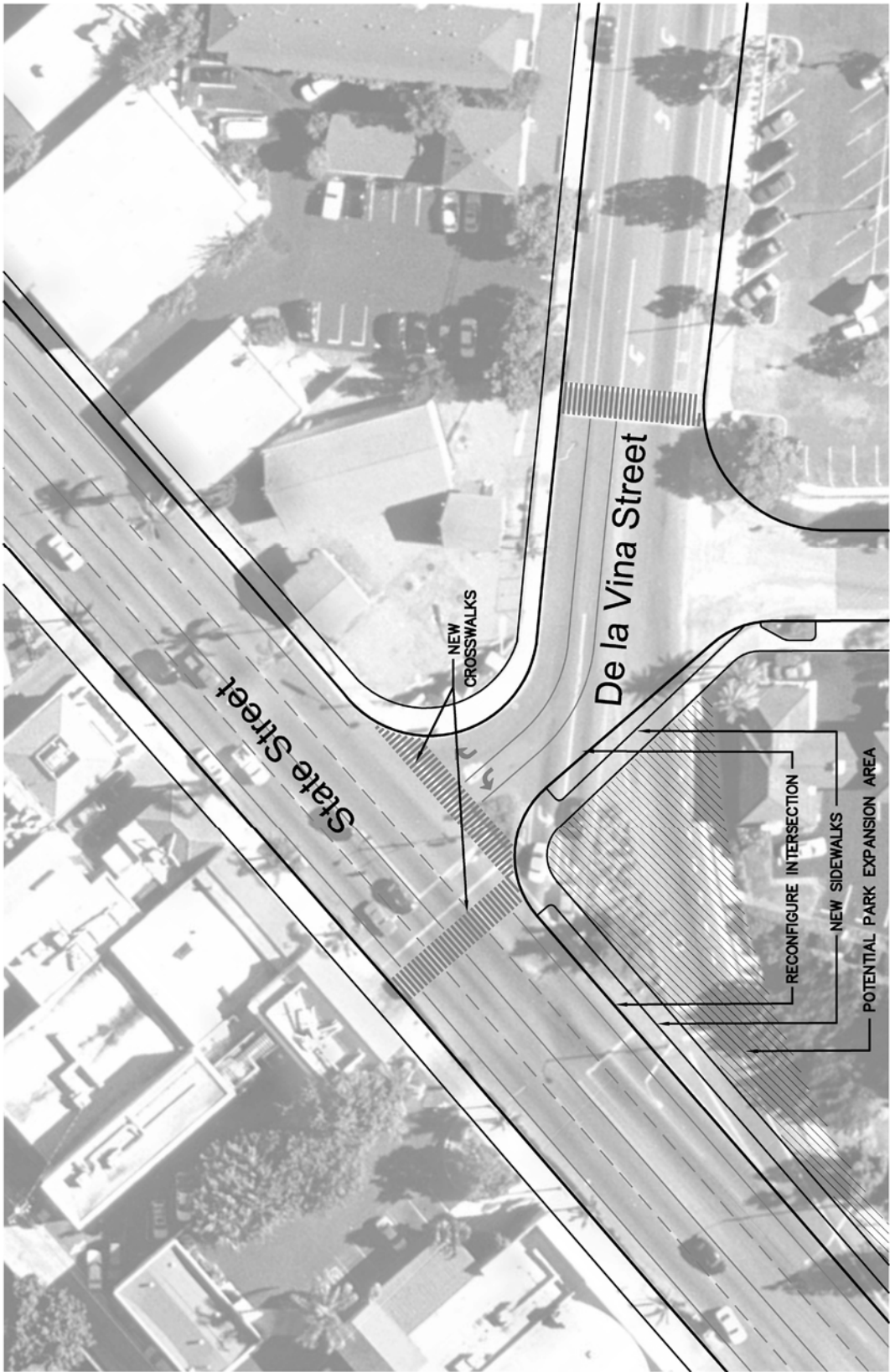
KRM DESIGN GROUP  
Creating Sustainable Places Every Day

Los Olivos/Alameda Padre Serra Improvements

# Santa Barbara Pedestrian Master Plan



Note: Proposed design is conceptual and must be refined.



Scale: 1" = 50'

February 27, 2004

State Street/De La Vina Street Improvements



KRM DESIGN GROUP  
Creating Sustainable Places Every Day

Santa Barbara Pedestrian Master Plan

Map V-7. State/De la Vina Intersection

**Strategy 1.2.2     Annually review pedestrian complaints and crashes to implement ongoing improvements at intersections**

The City will analyze crash statistics and respond to citizen and police input by updating the priority list of intersection improvements. Safety and public input are already criterion for the selection of top priority locations. As part of future updates, pedestrian complaints and crash statistics will be used to revise the list of top priority locations for improvements, as well as input from the Transportation and Circulation Committee.

**Strategy 1.2.3     Adjust traffic signal operations as needs are identified**

Traffic signal operations impact both motor vehicle level of service and pedestrian safety and convenience. Specific national standards and guidelines for signal timing and operations are available to help find the right balance in a variety of settings. Traffic signal timing will be addressed as part of all intersection, corridor, and stand-alone projects. In other cases, traffic signal timing and phasing may be adjusted by the Public Works Department as a result of public or staff input.

**Policy 1.3     The City shall enhance pedestrian corridors**

Pedestrian corridors are streets where a combination of demand (higher pedestrian flow) and physical conditions (both intersection and block front improvements in close proximity) justify creating a larger pedestrian project. Corridor improvements provide dual benefits: they address multiple needs in a linear pedestrian environment, and they are more efficient to fund and construct than numerous small independent projects. It should be noted that locations in the Coastal Zone are subject to the local Coastal Plan. Future updates to the local Coastal Plan should reference this Pedestrian Master Plan.

**Strategy 1.3.1     Identify the top priority corridor improvements**

***Top Priority Corridor and Stand-Alone Projects***

Using the same ranking methodology as for individual project locations, top-ranked corridors and individual projects are identified in Table V-2. Corridors include intersections that may be funded and developed as part of a streetscape or similar type of plan. The top ranked corridors should be considered to have roughly equal priority, giving the City flexibility in selecting projects based on unforeseen opportunities and factors.



Table V-2. Top Priority Corridors

Name	Parameters
Alameda Padre Serra	Los Olivos-Sycamore Canyon
Anacapa Corridor	Canon Perdido -Victoria
Anapamu	State to Highway 101
Cabrillo Corridor/Harbor Way	Garden
Carpinteria	Milpas-Salinas
Castillo	Ortega-Montecito
Chapala	Sola-Gutierrez
Cliff	Las Positas-Castillo
Coast Village	Hot Springs–Olive Mill
De la Vina	State to Alamar
De la Vina	Alamar-Carillo
Garden	Highway 101 to Upper Eastside
Las Positas	Cliff-State
Loma Alta	Canon Perdido-Cliff
Milpas	Canon Perdido-Cabrillo
Mission	San Andres-State
Ortega	State to Highway 101
Upper State	Highway 154 – Calle Laureles
Santa Barbara	Victoria-Ortega

Conceptual designs have been developed for selected locations from this list. Table X-5 in Chapter 10 estimates the corridor project cost for top priority sections. An index of these locations appears in Map V-8 on page 65, and each project is described below. It should be noted that locations in the Coastal Zone are subject to the Local Coastal Plan. Future updates to the Local Coastal Plan should reference the Pedestrian Master Plan.

#### Alameda Padre Serra

This corridor serves a large residential base population, and is the primary walking route for many residents to nearby parks, schools, and transit stops. At the same time, the road generally does not provide consistent sidewalks. Major improvements would focus on a continual off-road pathway and intersection improvements.

#### Anacapa Corridor

This is a major Downtown pedestrian corridor serving major activity centers such as the courthouse. Existing constraints include high traffic and turning movements at intersections. Potential solutions include curb extensions, advance stop bars, redesigned curb ramps, and pedestrian indicators on traffic signals.

### Anapamu Corridor

This is a major pedestrian corridor leading from Milpas to the pedestrian overcrossing of U.S. Highway 101, linking the Lower Westside with Downtown. East Anapamu is also one of the most heavily used transit corridors in the City. Improvements will focus on improving intersection crossings, lighting, and transit stops. Sidewalk widths should not be less than six feet in residential areas.

### Cabrillo Boulevard/Harbor Area

This corridor experiences heavy pedestrian flows by residents and visitors alike. Potential improvements (see Map V-9) include a road diet for the street (reducing it from four travel lanes to three), curb extensions, sidewalk expansion, medians, and a roundabout at State/Cabrillo. A weekend pedestrian mall also should be analyzed as a part of any design solution in this corridor.

### Carpinteria Corridor

This corridor experiences moderate pedestrian flows and requires a variety of improvements to enhance use and safety. Potential improvements include additional signs, curb ramp improvements, high visibility crosswalks, and a new median at Voluntario.

### Castillo Corridor

The densely populated lower west Downtown neighborhood is located only five to ten blocks from the Waterfront, but, with Highway 101 as a barrier, seems much further. The combination of heavy roadway traffic, freeway ramps, higher speeds, and limited visibility makes for a poor pedestrian environment. Potential improvements (see Map V-10) include modifications to intersection design, enhanced crosswalks, and signal modifications. A replacement of the failing Castillo Interchange should include 12-foot-wide sidewalks under the freeway.

### Chapala Corridor

This is a major pedestrian corridor parallel to State Street that serves numerous activity areas. It also carries higher traffic volumes and with higher speeds, creating conflicts between pedestrians, especially at intersections. The transit center is located in the 1100 block and there is high transit activity within the Downtown portion of Chapala. Potential improvements include advance stop bars, curb extensions, high visibility crosswalks, lowering the vehicle speed through changes in signal progression and other traffic calming techniques .

### Cliff Corridor

This is currently Caltrans Highway 225 and lacks continuous sidewalks, has high vehicle speeds, and is difficult to cross. The roadway should be relinquished to the City for control and installation of sidewalks, higher quality intersection crossings, and potential addition of a median to calm travel speeds. Because of its use as a major thoroughfare and transit routing, Cliff Drive sidewalks should be eight feet wide with four-foot buffer zones.

### Coast Village Road

This commercial corridor serves the Montecito community and includes a Friday farmers market. Much of the street has large planted medians. On-street parking is angled and separated from the vehicle travel lanes in many locations creating a sense of place and village feel. A roundabout is planned at Hot Springs Road along with sidewalk and median improvements in front of the Von's shopping center. A roundabout at Olive Mill Road is recommended, as well as enhanced crossings at Butterfly Lane and Middle Road. All improvements should relate and contribute to the village ambiance that has already been established. Materials and enhancement tools that are used in an urban environment may not be appropriate on Coast Village Road.

### De la Vina

While De la Vina is not one of the top ranked corridors, it is included as a representative one-way multi-lane street<sup>1</sup> with higher traffic speeds and volumes that are common in or near Downtown Santa Barbara. Pedestrian flows across these types of streets are difficult due to the relatively few controlled intersections, higher capacity, and platooning effect of one-way streets. Potential improvements (see Map V-11) include curb extensions, high visibility crosswalks, and new ADA ramps.

De la Vina (State to Alamar) is a pedestrian commercial corridor that is evolving as a neighborhood commercial village for the Samarkand neighborhood. Improvements should focus on higher quality sidewalks, intersections crossings, and capturing unnecessary road space for landscaping and the pedestrian realm.

De la Vina (Alamar to Carrillo): this portion presents a challenge to cross for people walking to and from Downtown and has one of the lowest rates of motorists yielding to pedestrians – improvements should focus on intersection crossings.

### Garden Street

Garden Street runs from the waterfront northward under Highway 101 and through the Upper Eastside. This grid street has sidewalk in nearly all locations. Most intersections are stop sign controlled. Potential improvements included advanced stop bars, curb extensions, mini traffic circles, and high visibility crosswalks.

### Las Positas Corridor

Located on the western edge of the City, Las Positas is different than many streets in Santa Barbara in that it traverses lower density residential neighborhoods, has relatively few intersections, and provides relatively consistent sidewalks. Potential improvements include realigned and redesigned high visibility crosswalks, and traffic calming measures to help slow traffic. Las Positas, from Modoc to Cliff, has no formal pedestrian walking spaces. The Bicycle Master Plan shows a future multi-purpose path from Modoc to Arroyo Burro Beach. This may also include a parallel soft path trail.

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<sup>1</sup> Many U.S. cities are re-evaluating one-way streets to see if they can be returned to two-way travel. A systematic review of Santa Barbara's one-way corridors would be a good idea, in order to gauge whether this approach may improve pedestrian safety and circulation.

### Loma Alta Corridor

This is a major pedestrian link between the Lower Westside of Santa Barbara and the beach and City College destinations. The corridor does not provide consistent sidewalks but is planned for sidewalk improvements currently.

### Milpas Street Corridor

Milpas Street is the Lower Eastside commercial corridor, and offers a myriad of services in close proximity to the neighborhood. Sidewalks are fairly consistent along its length (except for a block near Cabrillo Boulevard), but are not wide enough to comfortably accommodate the existing pedestrian demand. New developments should include pedestrian frontage space to give the buildings better connection with the sidewalk.. Other pedestrian needs are related to the amount of crossings on this busy street as residents walk to schools or work. Main improvement needs (see Map V-12 and Map V-13) on this corridor include crossing improvements such as high visibility crosswalks and curb extensions

### Mission Corridor

This corridor connects medical and business activity centers at mid-town to neighborhoods west of Highway 101. Major constraints are located at the Highway 101 ramps, especially high volumes of turning ramp traffic and minimal space between the bridge abutments to accommodate vehicles, bicyclists, and pedestrians. Potential improvements include traffic calming, reduction to two lanes of traffic with a left-turn lane, addition of bike lanes, widened sidewalks, curve radii reduction, right turn signals, and high visibility crosswalks. These steps would also need to address vehicle capacity, since this corridor leads to an interchange. Roundabouts were reviewed for this location, but the available space appears too limited to accommodate this type of solution.

### Ortega Street Corridor

Ortega Street provides a direct linkage between State Street and the Westside neighborhood via a pedestrian bridge over Highway 101. The sidewalks on this portion carry high volumes of pedestrians. Map V-14 shows potential improvement locations for this corridor. Many of these recommendations have been incorporated into the City Redevelopment Agency's West Downtown Pedestrian Corridor Project.

### Upper State Street

This major arterial has four lanes of traffic, a left-turn lane, bike lanes and sidewalk. Upper State Street is also a major transit corridor with only 15 minute waits between buses. Buses are anticipated to be more frequent in the future. This area of Santa Barbara was largely developed in the 1960's and does not provide a grid network of streets. Consequently, the east-west vehicle capacity of the area is somewhat limited to State Street's capacity.

While protecting the street's vehicle capacity, Upper State Street should become increasingly pedestrian friendly. As redevelopment occurs, sidewalks should become wider (eight-foot sidewalks with a four-foot buffer zone) and street crossings more attractive. Bus stops should be integrated into buildings along with other amenities such as news stands, coffee shops, and walk-up banking. Paseos should also be investigated and recommended in redevelopment projects in order to increase pedestrian access.



### Santa Barbara Corridor

This Downtown corridor serves multiple destinations and experiences heavy pedestrian volumes. Potential improvements include curb extensions at Anapamu, changes to intersection control, new curb ramps, pedestrian indicators at traffic signals, and other measures.

These figures appear on the following pages:

Map V-8. Map Index of Corridor P, page 65

Map V-9. Cabrillo Boulevard/Harbor Area, page 67

Map V-10. Castillo Corridor, page 69

Map V-11. De la Vina Rehabilitation Area, page 71

Map V-12. Milpas Street Corridor, page 73

Map V-13. Milpas Street Corridor, page 75

Map V-14. Ortega Street Corridor, page 77

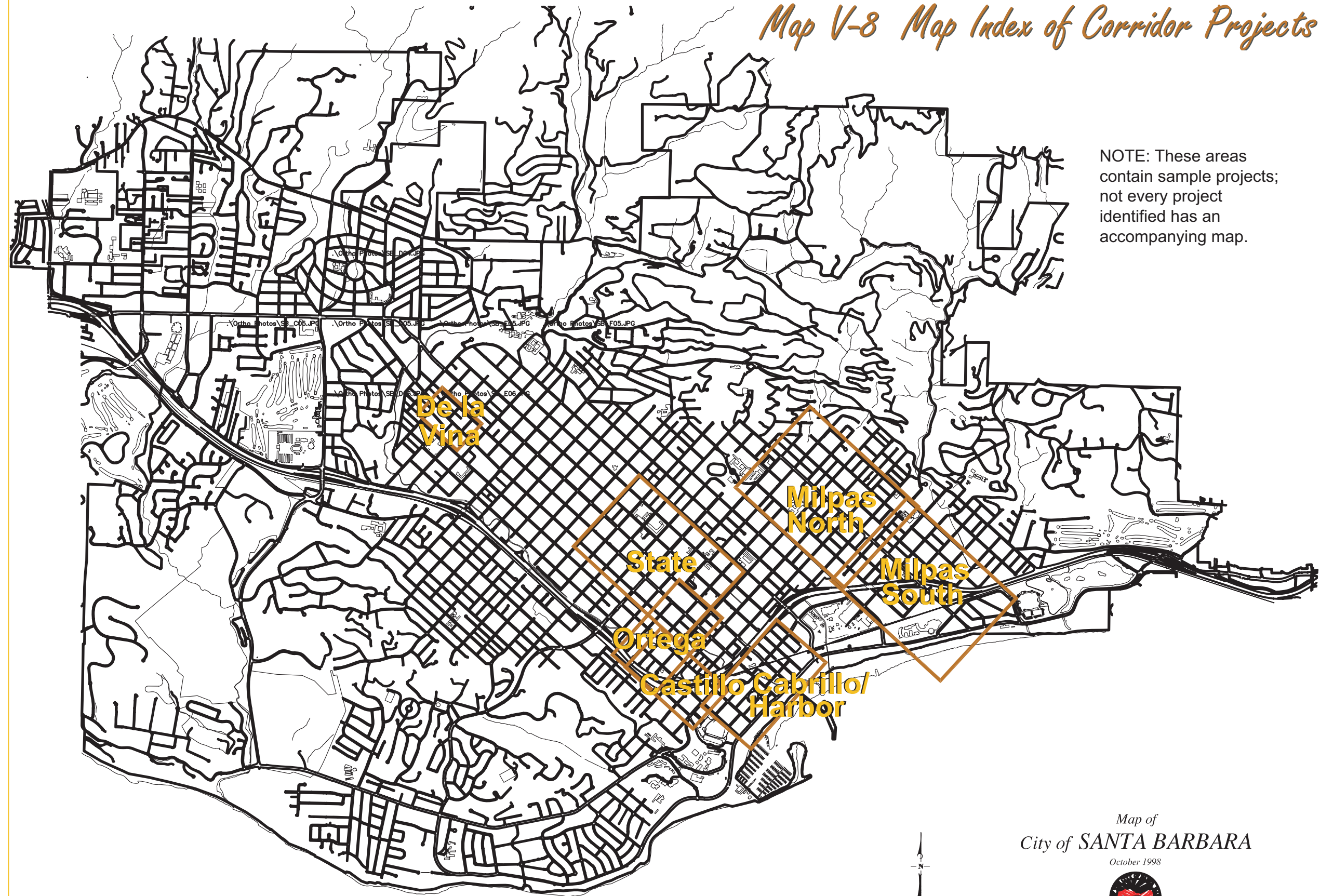
#### **Strategy 1.3.2 Tailor corridor improvements according to neighborhood character and public input**

Each neighborhood has its own character and flavor. Pedestrian improvements should reflect these unique aspects. In other words, improvements should be designed to be sensitive to the context in which they are located. At the same time, they should conform to the guidelines in Chapter VIII: “Pedestrian Design Guide” to ensure a high quality, maximum safety, and longevity. All designs shown in the maps on pages 65-77 are conceptual and should be refined with neighborhood input.



# Map V-8 Map Index of Corridor Projects

NOTE: These areas contain sample projects; not every project identified has an accompanying map.



Map of  
City of SANTA BARBARA

October 1998



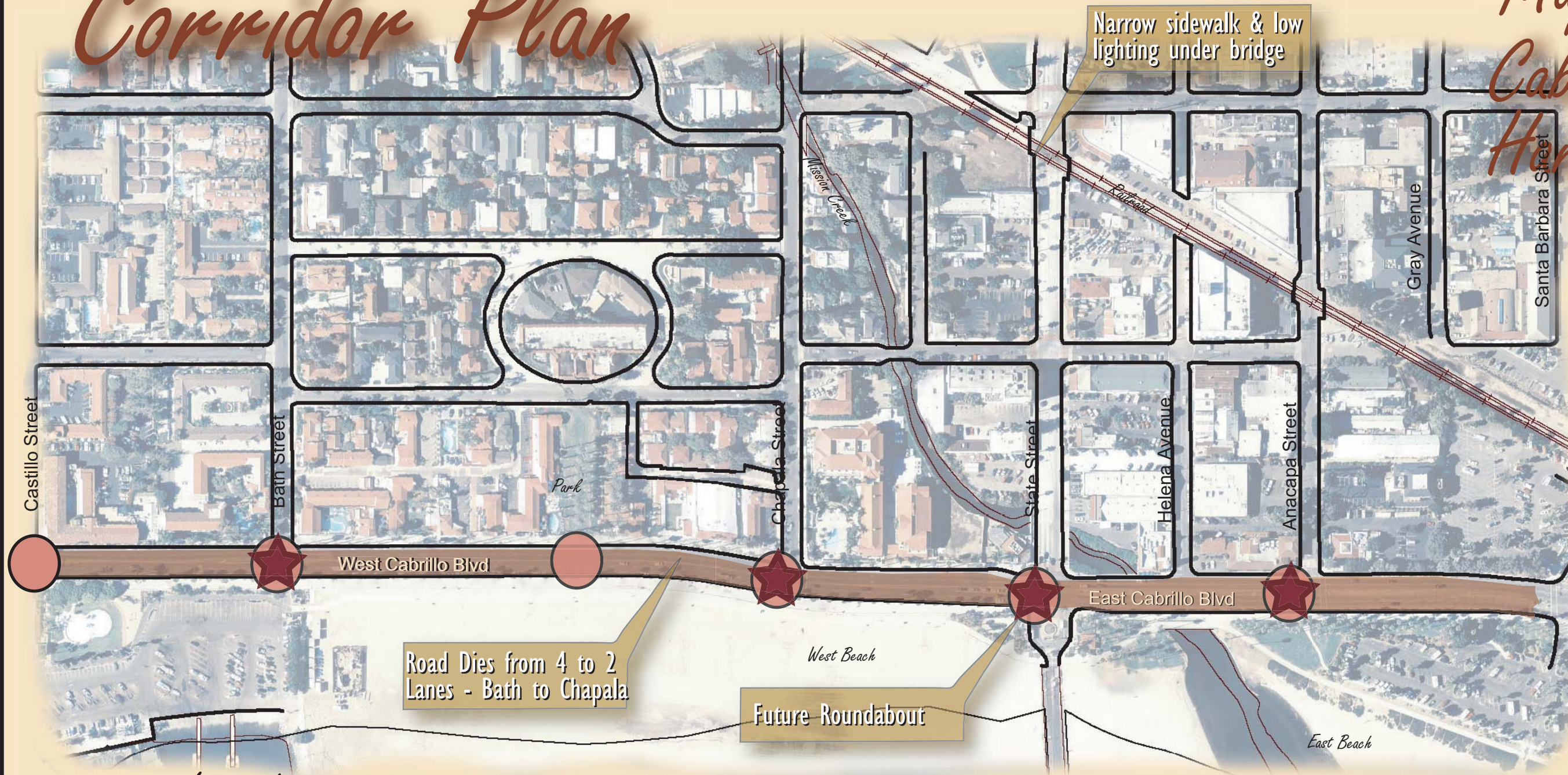




# Corridor Plan

## Map V-9 Cabrillo Blvd/ Harbor Area

Cabrillo Boulevard/ Harbor Area will be defined as Cabrillo Boulevard from Castillo Street to Santa Barbara Street. Many people walk along Cabrillo Boulevard on the beach side, as well as the north side of Cabrillo Boulevard in this zone. Many people need to cross Cabrillo Boulevard to get to the beach side. Crossing Cabrillo Boulevard presents challenges to pedestrians. Capital improvements here will aim to correct notable shortcomings.



### Legend



Intersection Enhancements - May Include:

- \* Advanced Stop Bars
- \* Curb Extensions
- \* Reconfigured Intersections
- \* Eliminating/Adding Pedestrian Buttons

- \* Walk Signal
- \* Four ADA Ramps
- \* High Visibility Crosswalks
- \* Signage



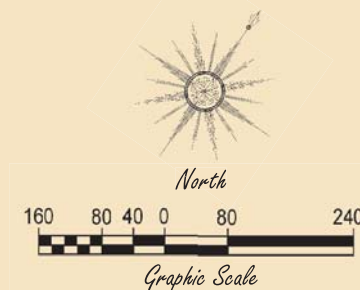
Corridor Plan Area



High Pedestrian Collision Area



Missing Sidewalks



CITY OF SANTA BARBARA

March 21, 2005



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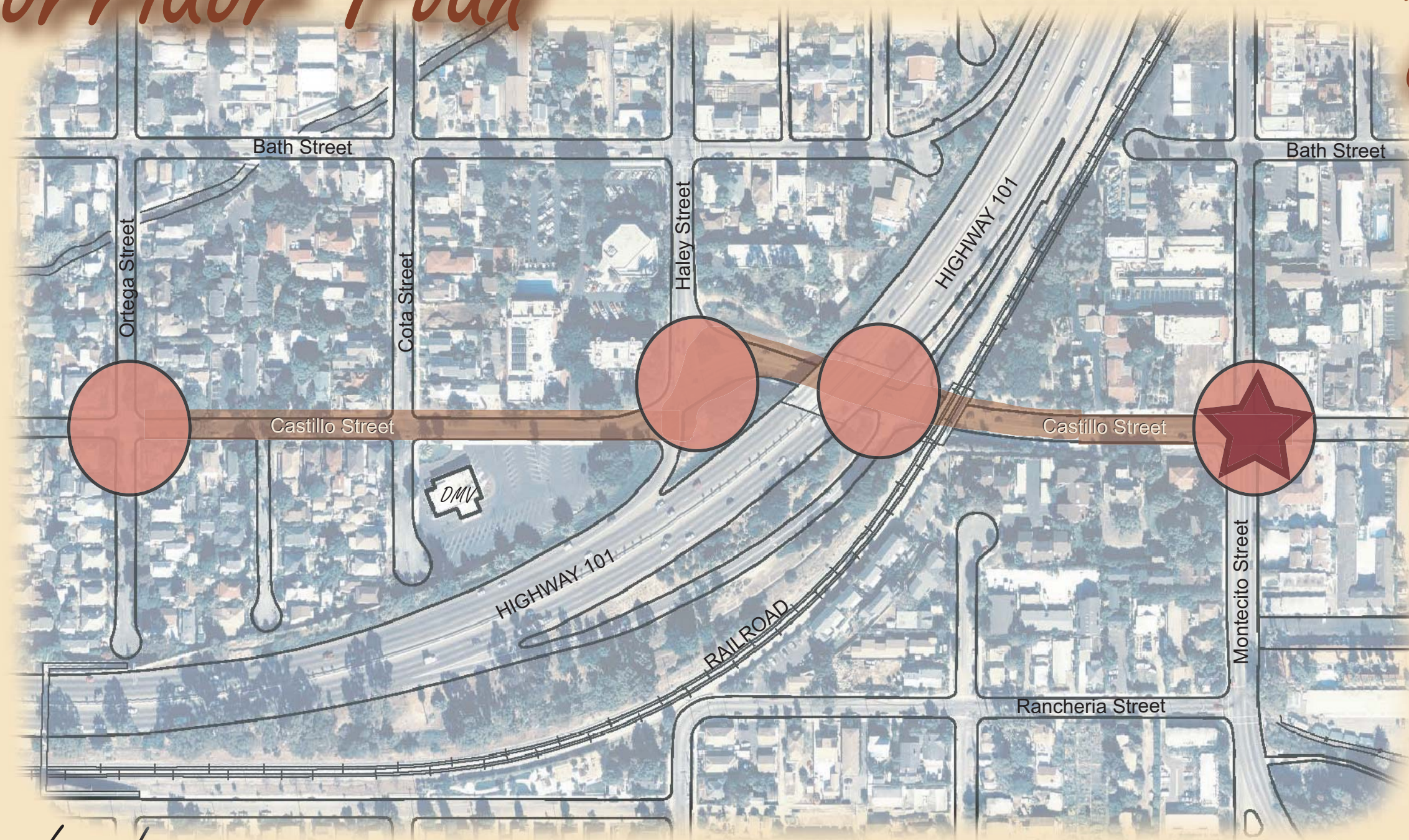






# Corridor Plan

## Map V-10 Castillo Corridor



The Castillo Corridor will be defined as Castillo Street from Montecito Street to Ortega Street. Many people walk along Castillo Street and need to navigate with the Highway 101 on and off ramps. There is a high incidence of collisions along Cliff Drive/Montecito Street, and the current intersection configuration at Haley presents challenges to pedestrians.

### Legend



*Intersection Enhancements - May Include:*

- \* Advanced Stop Bars
- \* Curb Extensions
- \* Reconfigured Intersections
- \* Eliminating/Adding Pedestrian Buttons

- \* Walk Signal
- \* Four ADA Ramps
- \* High Visibility Crosswalks
- \* Signage



*Corridor Plan Area*



*High Pedestrian Collision Area*



*Missing Sidewalks*



*North*



*Graphic Scale*



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March 21, 2005



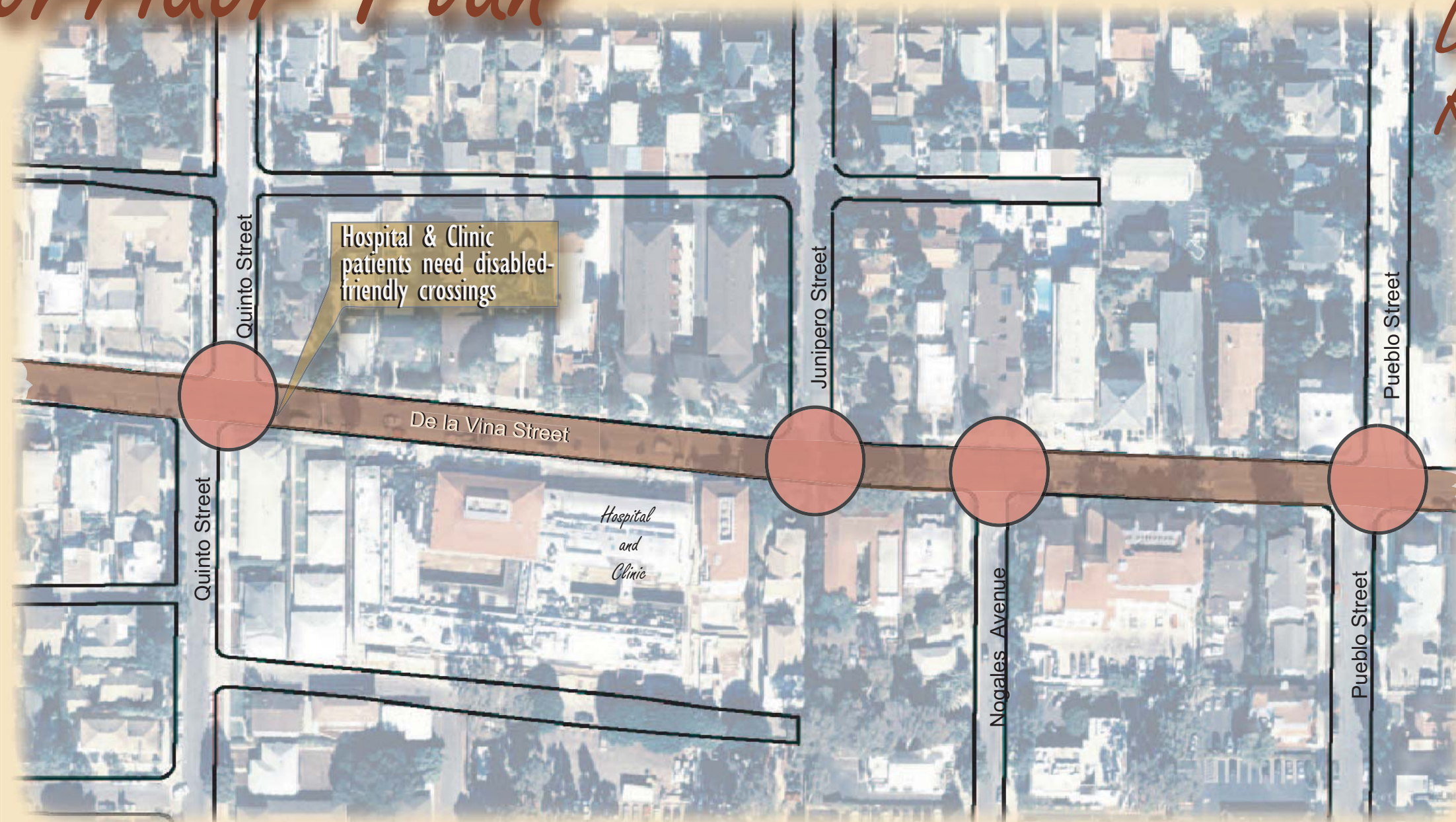






# Corridor Plan

## Map V-11 De la Vina Rehabilitation Area



The De la Vina Street Corridor follows De la Vina Street from Quinto Street to Gutierrez Street. De la Vina Street runs one way and generally facilitates movement of vehicular traffic. Cars travel at speeds that create challenges for pedestrians who wish to cross at numerous uncontrolled intersections. At the north end a rehabilitation center and nearby hospital and clinics serve many disabled clients, increasing the need for disabled-friendly crossings. Capital improvement projects along De la Vina Street will primarily aim to enhance pedestrian crossings of De la Vina.

### Legend



Intersection Enhancements - May Include:

- \* Advanced Stop Bars
- \* Curb Extensions
- \* Reconfigured Intersections
- \* Eliminating/Adding Pedestrian Buttons

- \* Walk Signal
- \* Four ADA Ramps
- \* High Visibility Crosswalks
- \* Signage



Corridor Plan Area



High Pedestrian Collision Area



Missing Sidewalks



North



Graphic Scale



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March 21, 2005



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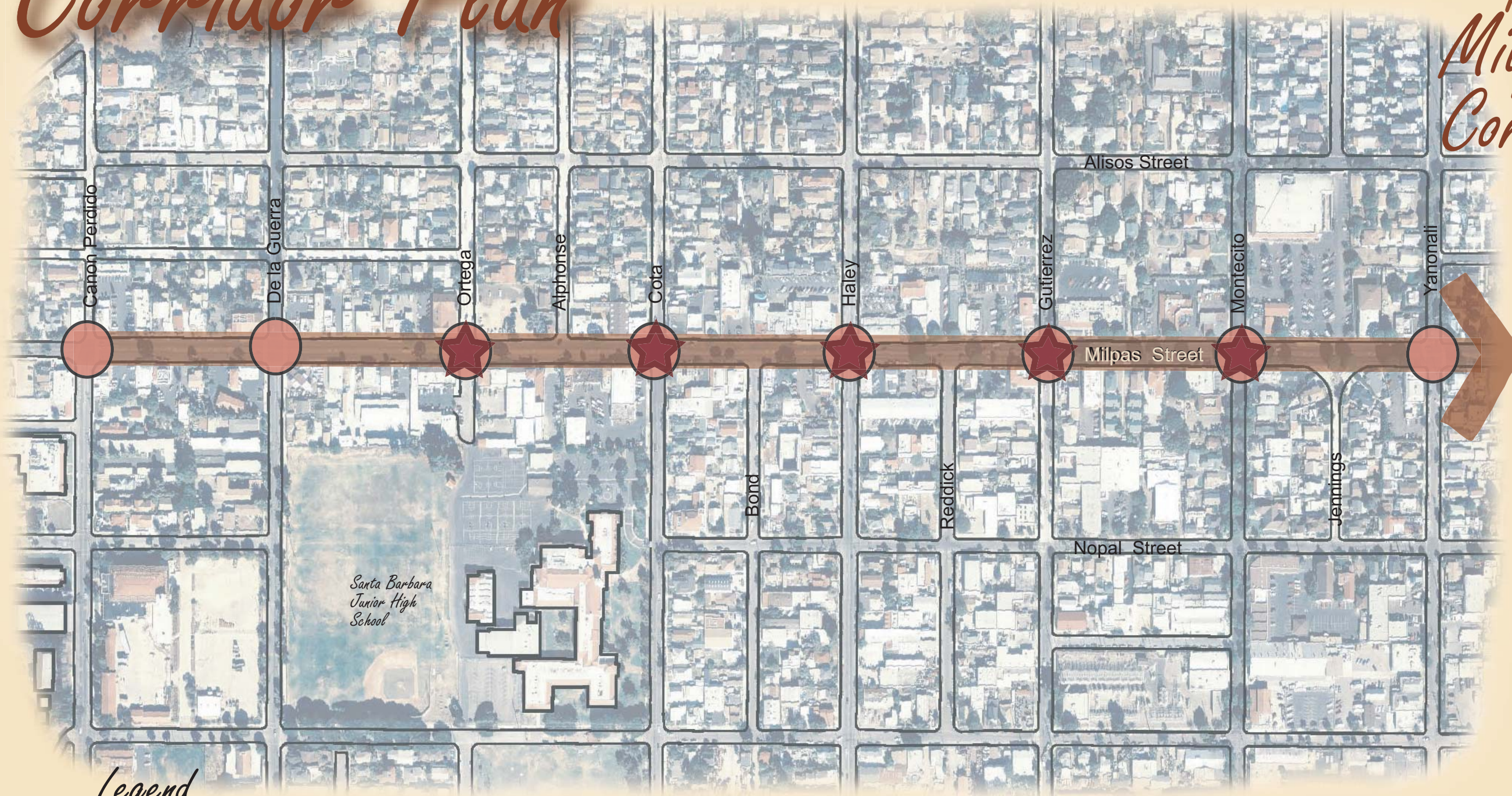




# Corridor Plan

## Map V-12 Milpas Street Corridor North

The Milpas Street Corridor stretches along Milpas Street from Cabrillo Boulevard to Canon Perdido Street. The Northern Corridor consists of Milpas Street between Yanonali and Canon Perdido. Statistics show a significant number of pedestrian-involved crashes along the Milpas Street Corridor, as well as high amounts of pedestrian activity. Pedestrian capital improvements in this area will facilitate pedestrian movement across intersecting streets and Milpas.



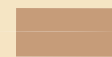
### Legend



Intersection Enhancements - May Include:

- \* Advanced Stop Bars
- \* Curb Extensions
- \* Reconfigured Intersections
- \* Eliminating/Adding Pedestrian Buttons

- \* Walk Signal
- \* Four ADA Ramps
- \* High Visibility Crosswalks
- \* Signage



Corridor Plan Area



High Pedestrian Collision Area



Missing Sidewalks



North

160 80 40 0 80 240

Graphic Scale



CITY OF SANTA BARBARA



January 27, 2004



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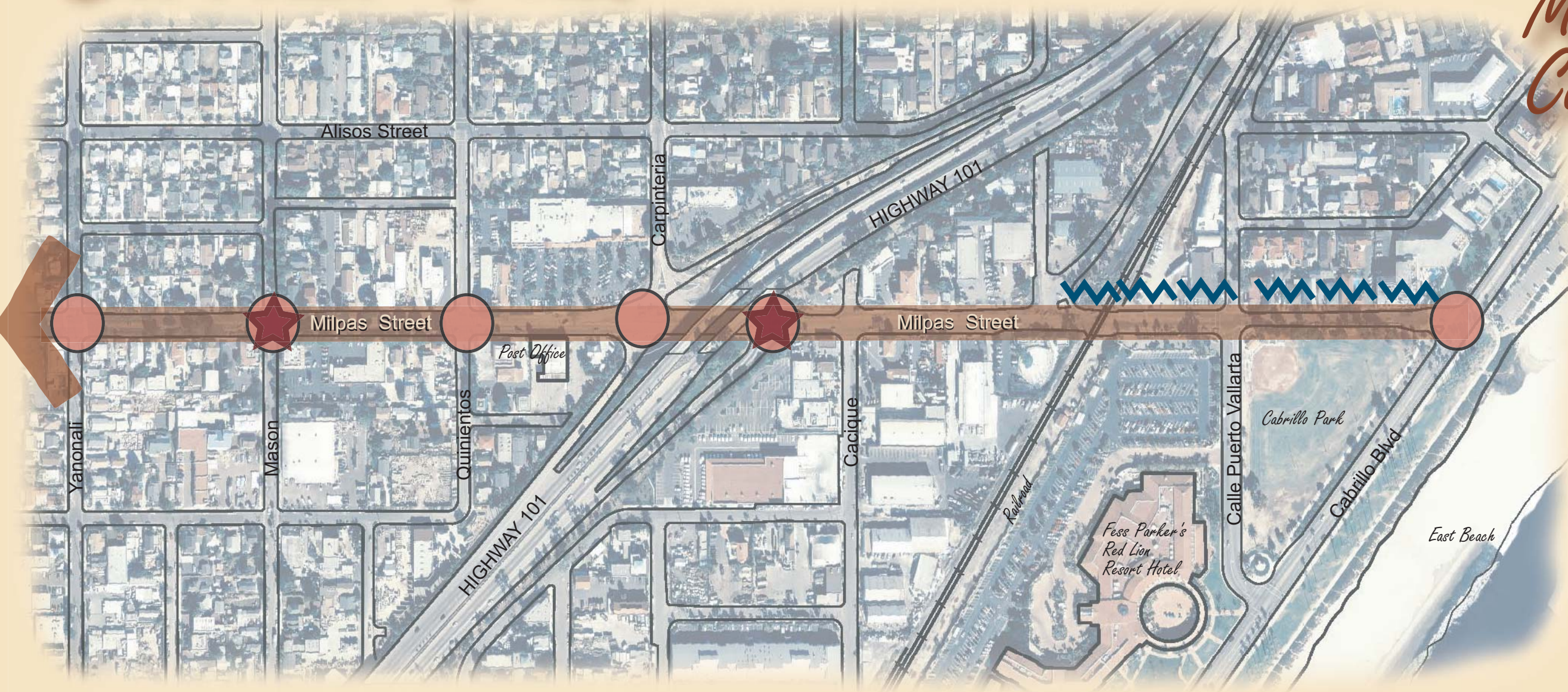




# Corridor Plan

## Map V-13 Milpas Street Corridor South

The Milpas Street Corridor stretches along Milpas Street from Cabrillo Boulevard to Canon Perdido Street. The Southern Corridor consists of Milpas Street between Cabrillo and Yanonali. Milpas Street Corridor serves the east side neighborhoods with retail establishments. The pedestrian capital improvements in this zone will facilitate pedestrian movement across Milpas Street, as well as across intersecting streets.



### Legend



Intersection Enhancements - May Include:

- \* Advanced Stop Bars
- \* Curb Extensions
- \* Reconfigured Intersections
- \* Eliminating/Adding Pedestrian Buttons

- \* Walk Signal
- \* Four ADA Ramps
- \* High Visibility Crosswalks
- \* Signage



Corridor Plan Area



High Pedestrian Collision Area



Missing Sidewalks



North



Graphic Scale



CITY OF SANTA BARBARA



March 21, 2005



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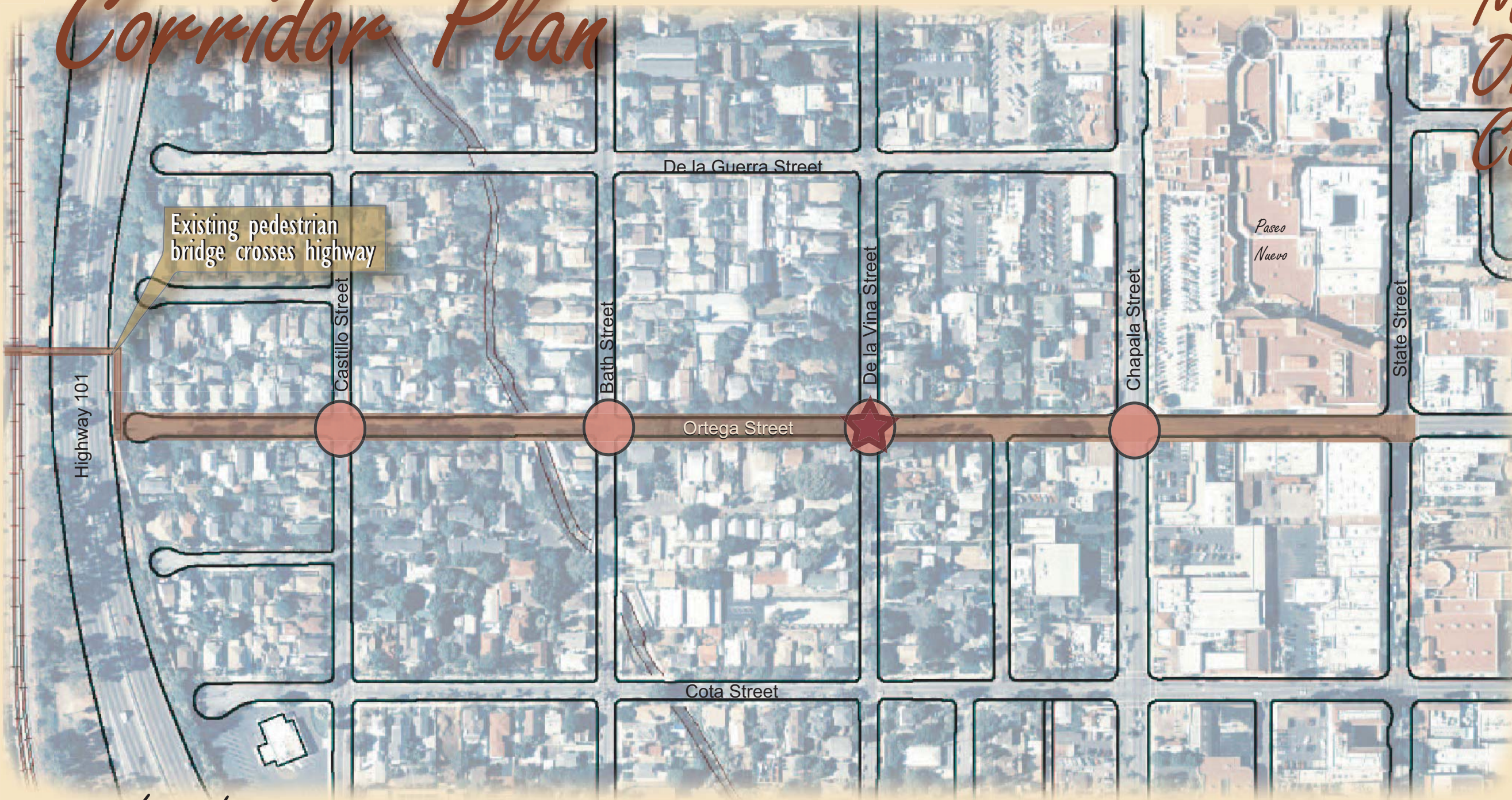




# Corridor Plan

## Map V-14 Ortega Street Corridor

The Ortega Street Corridor will run along Ortega Street from the US-101 freeway to State Street. Since Ortega Street leads to a pedestrian bridge over the freeway, it serves as a link for to people walking from the west side of the freeway to Downtown. Pedestrian capital improvements in this zone seek to strengthen Ortega Street as a pedestrian corridor and focus on enhancing the crossings of intersecting streets for those walking along Ortega Street.



### Legend



Intersection Enhancements - May Include:

- \* Advanced Stop Bars
- \* Curb Extensions
- \* Reconfigured Intersections
- \* Eliminating/Adding Pedestrian Buttons
- \* Walk Signal
- \* Four ADA Ramps
- \* High Visibility Crosswalks
- \* Signage



Corridor Plan Area



High Pedestrian Collision Area



Missing Sidewalks



North



Graphic Scale



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March 21, 2005







## Policy 1.4 The City shall work to eliminate Highway 101 as a barrier to pedestrian travel

### Strategy 1.4.1 Identify opportunities to improve or add pedestrian crossings of Highway 101

Highway 101 acts as a barrier to pedestrian movement in Santa Barbara. Typical conditions include heavy right or left turning traffic onto or out of highway ramps, often with large curve radii that encourages traffic to make higher speed turns. With higher congestion at these locations, motorists are often frustrated and impatient, resulting in less attention being paid to pedestrians. In addition, the pedestrian undercrossings are often dark, narrow, loud, full of accumulated exhaust, with substandard ADA features. Finally, Highway 101 bifurcates Santa Barbara neighborhoods and school districts, separating neighborhoods from businesses, schools, and parks, with the result that many residents have no choice but to traverse these areas. For example, Highway 101 creates a barrier between much of Santa Barbara and the beach. The Westside neighborhood is cut off from the Downtown by the highway. This combination of factors makes the Highway 101 crossings in Santa Barbara possibly the greatest barriers to pedestrian movement in the City. Table V-3 lists the top priority intersection locations at Highway 101, based on the ranking methodology detailed in Appendix F. The Transportation and Circulation Committee should be involved as these projects go forward.

Table V-3. Top Priority Intersection Locations at Highway 101

Location	Area	Score
Carillo/Highway 101	Downtown/Westside	30
Castillo/Highway 101	Downtown/Westside	30
Milpas/Highway 101	Downtown/Eastside	33
Mission/Highway 101	Downtown	28

Corridor and other projects that address busy freeway ramps and crossing treatments help bind neighborhoods together and provide access to important destinations like schools and parks. Each Highway 101 crossing and its shortcomings are described below in Table V-4.

Table V-4. Existing Highway 101 Crossings (South to North)

Interchange Name/Location	Description
Olive Mill	Overcrossing with two 5 ft.-wide sidewalks
Butterfly Undercrossing	7 ft. wide stairs on either side, lighted, grade railroad crossing
Cabrillo	No sidewalk, Beachway to be extended through interchange to Coast Village Road. Sidewalk will also be added to the west side of the interchange.
Cacique Undercrossing	To be constructed in 2008, this undercrossing will include two vehicle travel lanes, two bike lanes, and 5 ft. sidewalks with buffers on each side.
Milpas	Under crossing, two 8 ft. wide sidewalks, heavy ramp movements, high traffic volumes, good lighting
Quarantina Undercrossing	Two 9 ft. wide sidewalks, poor lighting, level, low traffic volumes
Calle Cesar Chavez Undercrossing	Two 9 ft. wide sidewalks, poor lighting, low traffic volumes
State Street Undercrossing	Enhanced pedestrian facilities, but sidewalks are narrow when compared to

Interchange Name/Location	Description
	the number of pedestrians.
Castillo Street	Two 6 ft. wide sidewalks, continuously wet sidewalks, missing ADA ramps, poor lighting, heavy traffic volumes, high pedestrian use
Ortega Pedestrian Bridge	Replaced in 2001, 12 ft. wide deck, long ADA-compliant and circuitous ramps
Carrillo Street	8 ft. wide sidewalks, poor lighting, difficult ramp conflicts, heavy traffic volumes
Anapamu Pedestrian Bridge	Older 8 ft. wide deck, retrofitted in 2000, slated for replacement by Caltrans, bridge offers convenient and direct connection for pedestrians. ADA-compliant improvements may make bridge lengthier, and should include stairs in addition to ramps to provide direct travel. Location should not change.
Micheltorena Overcrossing	Replaced in 2003, new 9 ft. wide sidewalks, good lighting. Sidewalk connections made to San Pascual Street and Euclid Avenue to increase accessibility to the overcrossing.
Mission	10 ft. wide sidewalks, no ADA ramps, difficult ramp crossings, high traffic volumes, has available funding for improvements
Junipero Pedestrian Bridge	8 ft. wide bridge deck, east side has awkward landing and crossing of Calle Real
Las Positas	5 ft. wide sidewalks on both sides, no sidewalk leading to southeasterly corner, poor intersection quality
La Cumbre	5 ft. wide sidewalk on both sides of street
Outer State Street Overcrossing	5 ft. wide sidewalks
Highway 154 Overcrossing	One 5 ft. wide sidewalk on west side of bridge, large intersection crossings

Additional overcrossings can improve and enhance pedestrian access. Pedestrian-only crossings or crossings that do not have freeway access ramps, such as the Micheltorena overcrossing, can be even more attractive. Locations that should have additional Highway 101 crossings are:

- A. Between Cabrillo and Milpas, the Cacique Undercrossing is funded and currently in the design phase. A potential location could be near the Salinas ramps (Canada Street to Zoo Parking Lot). See the description of Dwight Murphy Park/U.S. Highway 101 below.
- B. Pedestrian overcrossing between Las Positas and La Cumbre to link the Hidden Valley neighborhood with Outer State Street.

Following are proposed improvements and their conceptual designs, which have been developed for the Highway 101 crossings at Castillo, Dwight Murphy Park, and Mission Street. The descriptions below are intended to give examples of the various improvements that may be considered.

### Castillo/ Highway 101

Proposed improvements to this busy series of intersections at Castillo/Haley and Castillo/Highway 101 would improve pedestrian crossing conditions (see Map V-15). Specifically, new pedestrian warning flashers, new crosswalks, narrowed travel lanes, a new barrier along Castillo, and tightened curve radius would enhance this important pedestrian route between the west side neighborhoods and Downtown. If the interchange is replaced, 12-foot-wide sidewalks should be provided on either side of Castillo under the freeway to increase pedestrian separation between motorists.

### Dwight Murphy Park/Highway 101

Access to Dwight Murphy Park from the eastside neighborhood is blocked by Highway 101. A new pedestrian overcrossing (see Map V-16) would provide a new direct linkage to this destination and the beach. Due to ADA gradient requirements, topography, and the Union Pacific Railroad tracks, the overcrossing would need to be relatively high and the approach ramps very long—creating both cost and visibility issues. A staircase, in combination with ramps, should be included in the design to ensure convenient, fast crossing time. A potential undercrossing along Sycamore Creek should be evaluated as well.

### Mission/Highway 101

The two ramp intersections at Mission Street and Highway 101 pose challenges for pedestrians. Potential pedestrian enhancements include reducing curve radii, installing high visibility crosswalks, moving the crosswalks out so that stopped traffic can see on-coming traffic and not block the crosswalk, installing right turn signals or turn restrictions, and providing a barrier along the Mission Street sidewalk.

**Strategy 1.4.2**      **Work with Caltrans to implement the projects identified in the Pedestrian Master Plan that enhance pedestrian safety and connectivity across the Highway 101 corridor and other State Highways**

### *State Highway Projects*

While each interchange and Highway 101 crossing is different, they share many common characteristics and challenges. The greatest challenge to pedestrian improvements is the issue of impacting vehicle congestion at the ramps. Caltrans is unlikely to approve any change that will result in additional queuing on its ramps, or that does not meet standards in the Highway Design Manual. However, they are increasingly willing to work with local communities to resolve these issues, and the projects themselves often qualify for Federal and State funding. Common types of pedestrian improvements at interchanges include:

- a.      Reduced curve radii
- b.      Turn restrictions and/or pedestrian activated right turn signals
- c.      Widened sidewalks and barriers
- d.      Enhanced lighting
- e.      High visibility crosswalks

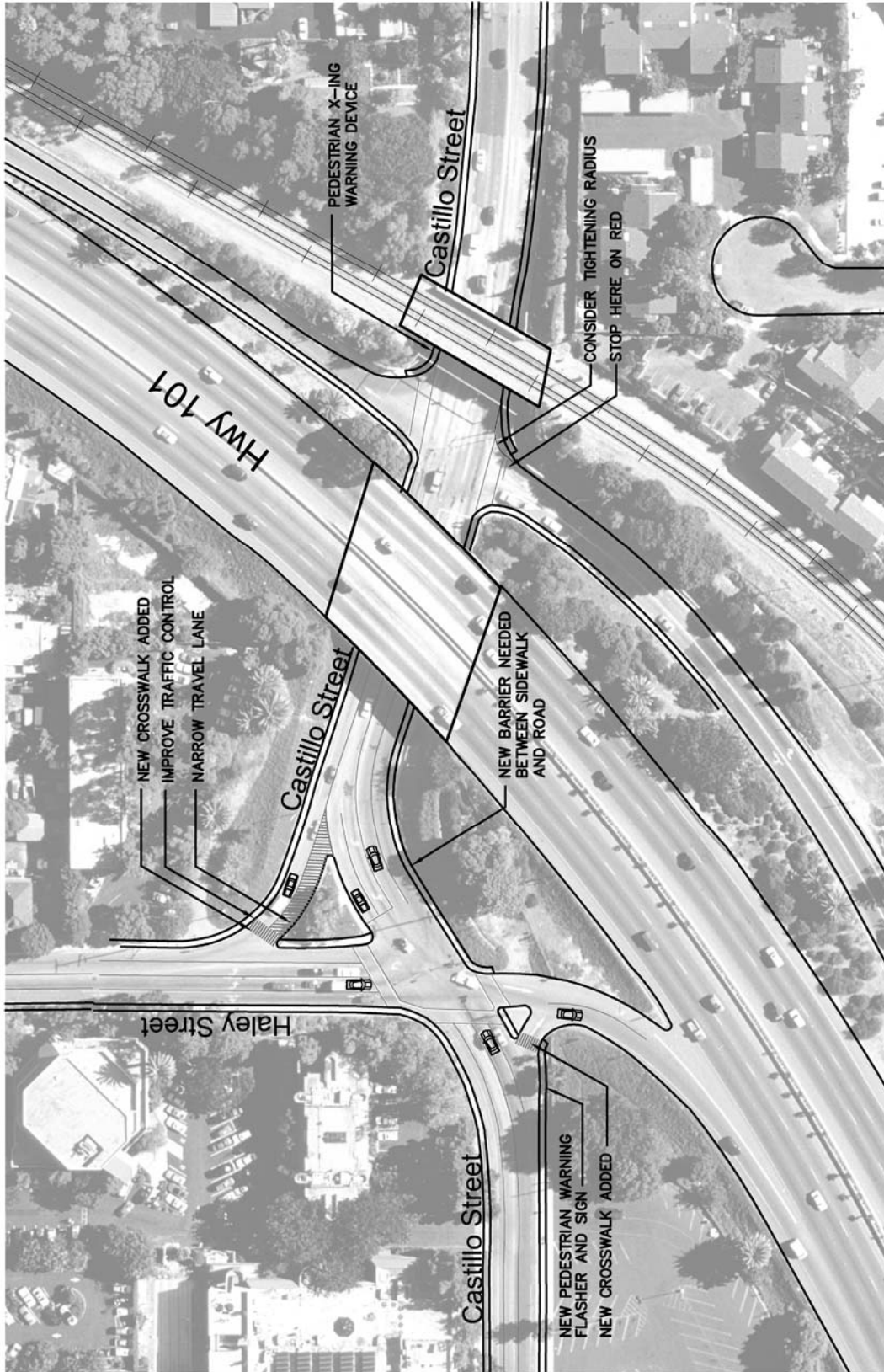
In addition to the locations described previously, many of the top-ranked intersection, corridor, and stand-alone projects also directly address the policy goal of helping to improve pedestrian safety and connectivity at Highway 101 and other State Highway corridors. Specifically, the following top ranked locations are targeted for improvements across Highway 101.

- a. Mission Street/Highway 101 (intersections and corridor)
- b. Carrillo Street/Highway 101 (intersections)
- c. Castillo Street/Highway 101 (intersections and corridor)
- d. Milpas Street/Highway 101 (intersections and corridor)

While Caltrans' standard sidewalk under a freeway is five feet wide, the City considers this width to be inadequate and undesirable for pedestrians. Sidewalk widths crossing freeways should be 12 feet with a separation barrier when possible.



Note: Proposed design is conceptual and must be refined.



February 4, 2004

Castillo Street/US Highway 101 Improvements

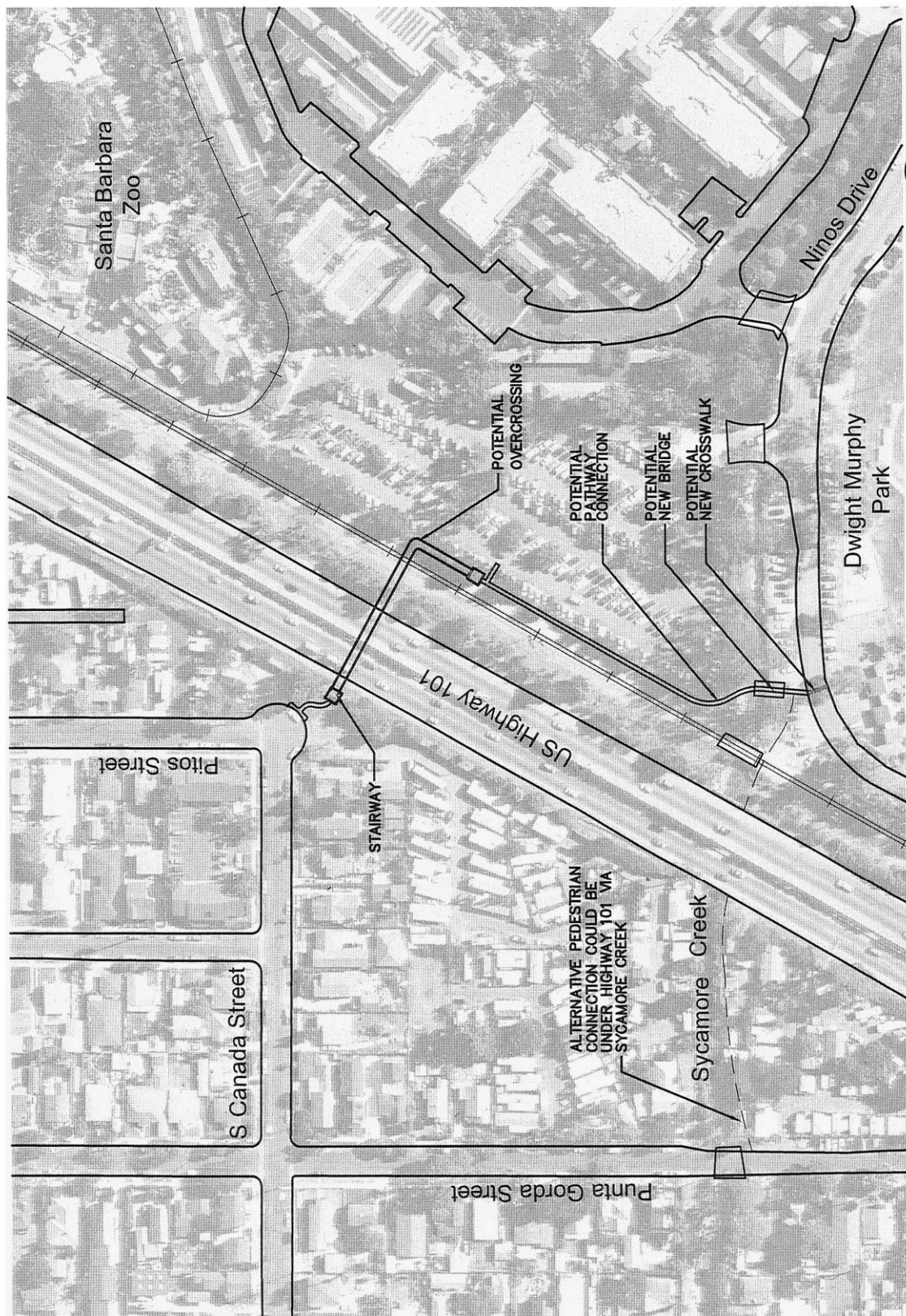
Santa Barbara Pedestrian Master Plan



Map V-15. Castillo/Highway 101 Intersection



Note: Proposed design is conceptual and must be refined.



Dwight Murphy Park/US Highway 101 Improvements

March 1, 2005

Scale: 1" = 150'



Santa Barbara Pedestrian Master Plan



Map V-16. Dwight Murphy Park/Highway 101 Intersection



## **Policy 1.5      The City shall assist neighborhoods that desire to improve pedestrian access to, from, and within their neighborhood**

The number of missing sidewalks in the City is high. The City's Sidewalk Infill Program is working to complete these missing sidewalks, but the process is slow. Neighborhoods that are further from commercial corridors are low on the priority list and could be waiting for sidewalks for decades. Additionally, Santa Barbara's residential areas, especially areas such as the San Roque and Riviera neighborhoods, may only want sidewalks in strategic places so as not to alter the rural or historical character. This policy and the strategies outlined below have been designed to give neighborhoods a mechanism to have sidewalks installed more quickly, while at the same time protecting the rural or historical character of the neighborhood.

### **Strategy 1.5.1      Develop a residential partnership program that enables neighborhoods to move forward with pedestrian access improvements**

#### ***Residential Partnership Program***

The need for sidewalks in residential areas can be controversial, especially in older areas where sidewalks or walkways may not be perceived as needed, or are only possible with major changes to the public right-of-way. Neighborhood walking needs also tend to be small, location-specific, and based on walking patterns, topography, street geometry, and other items. The City already has a Sidewalk Infill Program, an Accessibility Program (for installing curb ramps), and other programs to address obvious deficiencies over time. Other improvements would emerge out of a new Residential Partnership Program described in this section. The Transportation and Circulation Committee should provide guidance to such a program. Individual neighborhoods and blocks would generate requests for improvements from the range of improvement types described below, and come to the City once a consensus has been reached on the most appropriate solution for each block face. This approach ensures maximum citizen control over improvements and avoids having the City impose a solution that residents do not embrace. The City will facilitate and provide resources to help neighborhoods assess alternatives, but the final decision would rest with the residents themselves.

#### **Implementation Process**

Since 1998, developers are required to fund sidewalks and crosswalks as part of new development on local streets. Homeowners are required to maintain sidewalks in front of their homes. The City has typically used public funds for arterial or collector sidewalks. The vast majority of long-term sidewalk costs on local streets in Santa Barbara are expected to be paid for by private property owners through various fees and requirements or as part of the capital improvement program (CIP). Few competitive grants, aside from the Safe Routes to School program, can be used for pedestrian improvements, especially in residential neighborhoods.

Santa Barbara County employs a similar Partnership Program for developing and maintaining sidewalks. The Partnership Program is initiated when a property owner requesting help is informed that there are two options available: the pavement management system (PIRS) and the Partnership Program. With the PIRS, a property owner incurs no cost for repair or infill completed as part of the routine pavement maintenance program. For those residents with missing sidewalks or sidewalks not on the PIRS list for attention, the Partnership Program is a voluntary alternative whereby the County



shares the cost of improvements. The program began in 1995 with a \$10,000 budget. Today, the County contributes 70% of the cost, the owner 30%. The County's \$200,000 annual budget completes approximately 60 homes per year. Four to six homes are bundled together at a time, and contractors submit bids for the combined improvements. The following recommended steps (see Figure V-1) are similar to the County's Partnership Program and will ensure an orderly process.

### Residential Implementation Process

The City should adopt and publish a residential neighborhood implementation policy that identifies the process and options available to neighborhoods. Local residents who gain consensus on the type of improvement they desire based on the options outlined in this plan would then initiate residential improvement requests. Many cities use this same approach for installing traffic calming devices. Figure V-1 outlines the steps identified in that document.

**Step 1:** Any resident can initiate a pedestrian improvement effort in their neighborhood by developing a simple letter identifying the need or problem to be addressed, and sending it to every resident on the block or blocks in question. That letter should set a time and place to meet and discuss the problem, and possible solutions.

**Step 2:** There needs to be a consensus (at least two-thirds) by residents on the major issues. A letter signed by two-thirds of the block(s) residents is then sent to the City's Public Works Department. The letter may also identify potential solutions drawn from this Plan or other sources.

**Step 3:** The City will review the letter and signatures, and develop a response. The City may request that residents pay for research into traffic, environmental, or other impacts depending on the proposed solution. At the very least, residents may be asked to pay for the cost of a simple preliminary design and cost estimate.

**Step 4:** A public hearing will be held to allow those with divergent views to express themselves. The Council, at the recommendation of the TCC, will direct staff to adopt the street plan or make specific changes.

**Step 5:** The City will review and approve the proposal, or request revisions and/or additional information. Once an appropriate treatment is identified, the City will provide a 50% match for the project costs with the remaining 50% to be paid for by residents directly abutting the project. Payment by residents would be voluntary.

Figure V-1. Residential Implementation Process

The City would need to dedicate a budget for this program, which would be based on demand for improvements and available resources. Since this program would ultimately help reduce routine annual maintenance costs, the net impact to the City would be relatively low in the long term.

### In-Lieu Fees

Another method of financing and constructing pedestrian improvements in residential neighborhoods would be through requiring sidewalks or in-lieu fees for residential in-fill sidewalk construction. (See Appendix G for a sample ordinance.) Sidewalk construction could be required on all street frontages of a new project where future sidewalk is identified in the Sidewalk Infill Program. This would be implemented at the building permit level.

In some areas, this requirement might produce the only sidewalk segment on the street. In this case, the City may want to charge an in-lieu fee to acquire the funds for the sidewalk, but build it based on the priorities of the Sidewalk Infill Program. The City should use an in-lieu fee that is proportional to the development. While a new residence might require the construction or cost of a sidewalk along the entire project frontage, a small remodel might only be charged for a portion of the cost of the sidewalk.

### **Strategy 1.5.2      Develop flexible and accessible walkway options for neighborhoods to reflect their historical character and physical conditions**

Residential neighborhoods and areas outside of Santa Barbara's commercial/retail core have a lower intensity of pedestrian use. For the purpose of this chapter, these areas are referred to as Low Pedestrian Use areas and include a combination of streets with and without sidewalks. In some neighborhoods that have no sidewalk and very low vehicle traffic, pedestrians are comfortable walking and even playing in the street. The objective of this policy is not to place sidewalks on these types of streets, but rather to concentrate on enhancing pedestrian connections to and from the neighborhood. Consequently, sidewalks or alternatives to sidewalks in these areas should be focused on streets that tend to be pedestrian collectors within neighborhoods.

This section is divided into two sub-sections:

- Sidewalks – for streets that are wide enough to accommodate sidewalks and
- Alternative sidewalk designs – for neighborhoods that have narrow streets where sidewalks are not appropriate.

## Sidewalks

Sidewalks provide pedestrian access to critical connections between Santa Barbara's surrounding neighborhoods to schools, commercial areas, and the beach areas. There are two basic solutions for improving the "walkability" of residential streets:

- Where there is ample room in the right of way, sidewalks can be added to provide safe pedestrian connections.
- Where there is not enough room for sidewalk additions, traffic calming measures can be implemented to slow traffic and create a safer place for pedestrians along the street – see the following section: Alternative Sidewalk Designs. Table VIII-3 on page **Error! Bookmark not defined.** provides recommended configurations for sidewalks in Low Pedestrian Use Areas.



## Other Low Pedestrian Use Guidelines

- Traffic calming treatments such as curb extensions, street trees, landscaped medians, and speed tables can also be used to slow traffic in lower pedestrian volume areas. See Chapter VIII, "Pedestrian Design Guide" for descriptions and examples of traffic calming treatments.
- Provide connections from neighborhoods to schools, parks, paseos, plazas, and bike paths.
- Pedestrian walkways and/or paseos should be provided to connect dwelling units, cul-de-sacs, and parking lots with common open space areas, recreation areas, parking areas, and streets.

## Alternatives to Sidewalk Design - Residential Neighborhoods

To make neighborhoods that have little room for sidewalk additions - such as San Roque and Riviera - more pedestrian friendly, traffic calming mechanisms that will slow traffic should be employed. This can include a variety of traffic calming tools and sidewalk solutions. See Chapter VIII, "Pedestrian Design Guide" for other descriptions and examples of traffic calming treatments.

### **SOFT PATH ALTERNATIVE**

In areas where paved sidewalks are not feasible or appropriate due to site conditions such as existing trees, walls, or other obstacles, a soft path alternative should be explored. A soft path is a pedestrian path that is constructed of a pervious material such as decomposed granite (DG) or other universally accessible material. Another option is rubberized sidewalks, which use one recycled automobile tire per square foot of sidewalk. Rubberized sidewalks cost approximately one-third more than the cost of typical concrete sidewalks, but require significantly less maintenance than concrete sidewalks that are located near trees, since they can be lifted out of the





ground for periodic tree root trimming. Rubberized sidewalks are less likely than concrete to be broken up by tree roots, further reducing long-term costs.

- Soft Paths should be a minimum of 5 feet wide.
- Constricted areas (pinch points) may have a reduced width consistent with the ADA guidelines.

### IRREGULAR SIDEWALK ROUTING

Where existing terrain, historically significant structures and low walls, or high-value/mature landscaping would prohibit the placement of the sidewalk within the public right-of-way, the sidewalk may be placed inside of the existing curb (if sufficient roadway width exists), or may be routed around the obstacle into private property over easements.



### COLORED SHOULDERS

Colored shoulders visually narrow the roadway and slow traffic, making it more pedestrian friendly. They are optional treatments for neighborhoods with no room for traditional sidewalks. Drivers see only travel lanes as available road space, so the roadway appears narrower than it is when the shoulders are a different color. Painting the road surface requires frequent maintenance; lower-maintenance methods include:

- Paving travel lanes with concrete and bike/pedestrian paths with asphalt, or the reverse
- Slurry sealing or chip-sealing the roadway and not the pedestrian path
- Incorporating dyes into concrete or asphalt
- Colored unit pavers that resemble brick



**Strategy 1.5.3**     **Protect, maintain, and expand residential connections including easements and historically used pedestrian short cuts that reduce walking distances and encourage walking**

### *Residential Connections*

It is the City’s goal to protect, maintain, and expand residential connections including easements and historically used pedestrian short cuts that reduce walking distances and encourage walking. Neighborhood paseos are examples of pedestrian connections between and within neighborhoods that do not run along a street’s edge. These connections are sometimes at the end of cul-de-sacs, along creeks, or in linear parks. Many “paseo-like” connections can be found on the Riviera.

The City will look for opportunities to preserve, enhance, and create new neighborhood paseos/connections throughout Santa Barbara as opportunities arise. Residents may request that the

City protect, obtain, or enhance a connection that is undeveloped, threatened, or poorly maintained. The City would negotiate with the property owner to obtain an easement, develop appropriate path or sidewalk treatments and fencing, or restore the connection so that it is usable. Within the land development process, the City will look for opportunities to require such connections.

**Policy 1.6      The City shall support the establishment and construction of urban trails to enhance circulation and provide recreational opportunities through parks and open spaces**

Parks and open spaces are laced throughout the City’s urban fabric. Some example places include Elings Park, Parma Park, and Hondo Valley. These places have a rural setting and provide residents with recreational opportunities, as well as an escape from urban life.

Although these parks and open spaces are commonly intertwined with residential neighborhoods, pedestrian access is sometimes an important missing element. In some cases, informal paths have been created from City streets or private back yards. Some open spaces, such as Honda Valley and Coronilla Park, have little access at all.

For the purposes of this document, an urban trail is defined as formal path connecting to or through a park or open space. Urban trails typically provide recreational opportunities for residents. Convenient access points to parks and open spaces encourage recreation and walking by making it easier to enjoy. Urban trails can also provide an important circulation function by making a walking trip shorter or a more attractive route to walk, versus using other travel modes.

Below is a list of parks and open spaces where pedestrian access should be improved. Improved access can range from formalizing existing foot paths to creating easements where no access exists today. The City will pursue opportunities for improvements and access through the land development process as well as through the capital improvement program in coordination with neighborhoods and community interests.

- |                                 |  |
|---------------------------------|--|
| – Elings Park                   | – Hidden Valley open space                           |
| – Honda Valley Trail            | – Rock Nook Park (County)                            |
| – Parma Park                    | – Santa Barbara Museum of Natural History open space |
| – Douglas Family Preserve       | – Skofield Park                                      |
| – Franceschi Park               | – Oak Park   |
| – Stevens Park                  | – Coronilla Park                                     |
| – Orpet Park                    | – Rogers Tract open space                            |
| – Mission Park                  | – Pershing Park                                      |
| – La Mesa Park                  | – Willowglen Park                                    |
| – Arroyo Burro Creek open space | – Bird refuge  |
| – Dwight Murphy field           |  |

As an example, The Honda Valley Open Space, managed by the City Parks & Recreation Department, contains formal and informal trails. This project would include making minor improvements (see Map V-17 on page 93) to the trails and access points to enhance connectivity within the park and between neighborhoods, in conjunction with environmental enhancements and protections. Public access to and from the lower, southern end of the park is most needed. All trails would remain unpaved.



## **Policy 1.7      The City shall maintain, protect, and improve sidewalk facilities on an on-going basis and during public and private construction projects**

It is the City's goal to adequately fund projects to maintain, repair, and improve infrastructure assets such as sidewalks. The City maintains over 3.5 million square feet of sidewalk and 792,000 linear feet (150 miles) of curb and gutter. The City installs, revises, and repaints over 1 million linear feet of striping annually (which includes crosswalk striping), and 45,000 square feet of pavement legends (which include crossing advisory stencils). The City also works with the Mobility Coordinator to focus cleaning on priority areas, such as bike lanes.

The City utilizes an automated facilities mapping system to schedule and coordinate maintenance efforts, and inspect and maintain 100% of all school zone signing and marking within 90 days of the start of the school year.

### **Strategy 1.7.1      Develop ongoing funding resources for sidewalk and pedestrian related maintenance**

#### ***Ongoing Funding Resources***

The City programs moneys for maintenance on an annual basis, expending that money based on a combination of immediate and rotating needs. There are few, if any, outside sources of funds for maintenance, with the result that limited local resources are the main source of funds. Given this, the City seeks to work with private property owners to help maintain facilities to a consistent standard, and allocates resources to address problems in its own right-of-way as well. The most expensive pedestrian maintenance items are (a) crosswalk re-striping, (b) repairing special pavement treatments, and (c) repairing sidewalks uprooted by trees. Retrofitting curb ramps to meet ADA requirements and constructing new sidewalks are generally considered capital rather than maintenance activities. The City is committed to providing ongoing maintenance funds for pedestrian facilities, and working with the private sector wherever possible to help meet this goal. The City is also committed to being responsive to complaints from the public about specific problems they identify.

### **Strategy 1.7.2      Provide or improve pedestrian facilities whenever there is road resurfacing, major repair, utility installations, new construction, or overpass construction**

#### ***Improvements with Construction***

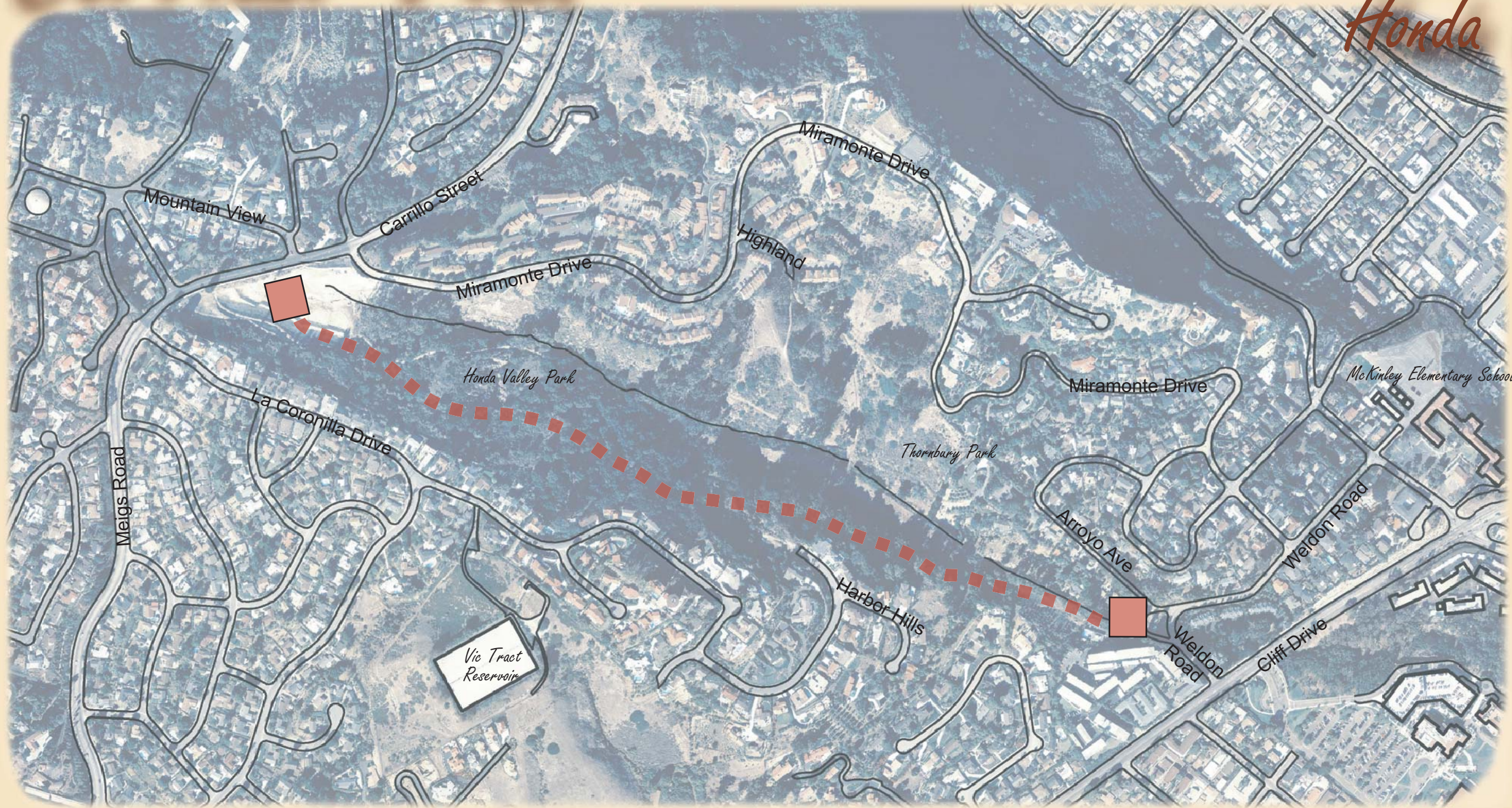
Road maintenance and major repair projects will continue to occur throughout the life of the City. These construction projects present an opportunity to improve pedestrian facilities to reflect the goal of this plan. The Americans with Disabilities Act, as well as other state titles, already require pedestrian upgrades with certain maintenance and construction projects. The City's policy is to use these construction opportunities to incorporate pedestrian facility improvements in such a way as to minimize the overall cost of the pedestrian improvements and/or to reduce the amount of travel disruption within the public right-of-way by coordinating efforts with a single construction or maintenance project.





# Corridor Plan

## Map V-17 Honda Valley Trail



### Legend



Trail Entrance



Approximate Trail Alignment



North

160 80 40 0 80 240

Graphic Scale



# CITY OF SANTA BARBARA



March 21, 2005



RRM DESIGN GROUP  
Creating Environments People Enjoy





**Strategy 1.7.3      Facilitate pedestrian travel during and through public and private construction zones**

***Construction Projects***

An alternate circulation path shall be provided whenever the existing *pedestrian access route* in the *public right-of-way* is blocked by construction, alteration, maintenance, or other temporary conditions.

The removal, even for only a short time, of a pedestrian access route, curb ramp, or pedestrian street crossing may severely limit or totally preclude pedestrians, especially those with a disability, from navigating in the public right-of-way. It may also preclude access to buildings, facilities, or sites on adjacent properties. Jurisdictions and their contractors should ensure that an alternate circulation path that can be located visually and audibly is available to pedestrians during construction, parades, and other temporary conditions that block pedestrian passage through the public right-of-way. Pedestrian Travel in Construction Zones<sup>28F</sup> on page 253 in Chapter VIII, “Pedestrian Design Guide” provides detailed guidelines for facilitating pedestrian travel in construction zones. Additional specific guidelines are as follows:

1. Adequate signing and detours must be provided if any sidewalk, crosswalk, or other pedestrian facility is impacted by a construction project. Detours must be reasonably direct and convenient. Adequate notice must be given at the approach of the impacted block so pedestrians can cross at established crosswalks. All detours or changes must conform to ADA standards as well. In high pedestrian use areas, pedestrian-ways must be maintained on both sides of the street.
2. Facilitate pedestrian travel during and through public and private construction zones by providing a minimum 6-foot wide protected and well-lit sidewalk for local and connective sidewalks, and a 10-foot wide minimum protected and well-lit sidewalk in pedestrian districts.
3. Utility projects are subject to the same requirements as described previously. In addition, at the completion of a construction project, sidewalks and crosswalks that are altered or damaged must be replaced and brought up to the current design standard.

**Policy 1.8      The City shall work with transit providers to develop high quality and pedestrian accessible transit stops**

The Circulation Element of the General Plan describes the City’s transit goal to increase transit ridership. Underscoring this goal is the fundamental acknowledgement that the City cannot support ever increasing auto use. Accordingly, the City will need to rely more on the transit system in order to accommodate incremental future growth and maintain an appropriate quality of mobility. All transit users are pedestrians at the beginning and end of their transit trip. Good pedestrian accessibility greatly enhances transit use, and should be considered an integral part of the transit network. As a result, the City must work with the Metropolitan Transit District (MTD) to develop high quality and pedestrian accessible transit stops as a fundamental ingredient to increasing transit ridership. Additionally, Transit Oriented Development (TODs) must also have a high quality pedestrian realm that is geared toward creating a sense of place rather than just a place to wait for the bus.



## *Transit Facility Access*

Building a successful infrastructure that effectively supports transit routes takes time. Because the City has a goal to increase transit ridership, a transit stop constructed or enhanced today must support the transit ridership of the future. Therefore, bus stops designed into capital and land development projects must take into account the transit riders of the future. This may mean creating a bus stop that generally provides more amenities than required by MTD, which gauges improvements based on existing ridership.

Pedestrian access and internal circulation and amenities should be a high priority in the design or re-design of transit centers. High visibility and protected (signalized) crosswalks should be provided on adjacent access points; crosswalk and sidewalk widths should be adequate to accommodate peak pedestrian flows; internal circulation should be direct, well-signed, and conform to ADA; and appropriate amenities such as benches, restrooms, and other features provided.

Good pedestrian access greatly extends the service reach of transit and rail systems for relatively low cost. Therefore, proximity to transit stops is a major criterion in the ranking of intersection and corridor projects. Chapter VIII provides guidance for pedestrian access at bus stops and other multi-modal connection points (see Guidelines for Transit Stops (Strategy 4.1.5) on page 256). The Paseo Plan (see Chapter VII) identifies efforts to extend the paseo network towards the beach and Amtrak station. Strategy 1.9.2 provides for the installation of bus stop landings to increase transit accessibility. Together, these elements outline a comprehensive approach to improving pedestrian access to transit.

## *Partner Agencies*

The City is committed to working with the MTD in identifying and implementing ways to improve pedestrian access to transit centers and stops. This may include ensuring that adequate sidewalks, crosswalks, signing, and other treatments are developed for each bus stop. The City will also review updated versions of the Short Range Transit Plan and South Coast Transit Plan to ensure that pedestrian goals and needs are being met in future plans. MTD's primary objective is to serve transit dependent riders, and serve them well. The City's objective to increase transit use may at times require a higher level of bus stop amenities and access than would be requested by MTD.

Future transit partners may be operators of commuter or light rail. The City will support these forthcoming agencies and infrastructure with the same goal, to increase the use of transit in order to preserve the City's quality of life for future generations.

## **Policy 1.9     The City shall work to make the pedestrian environment accessible to those with disabilities, children, and the elderly**

With the advent of the Americans with Disabilities Act (ADA) in 1990, the nation recognized the need to provide equal access to all residents. Since its inception, ADA has significantly changed the design requirements for the construction of public space. However, much of the pedestrian environment built prior to the ADA's inception does not adequately accommodate people with disabilities. The City of Santa Barbara's approach is to gradually change this situation through land development project requirements, unrelated capital street improvement projects, and capital projects that specifically retrofit antiquated public pedestrian facilities.

It is important to note that a pedestrian environment that is strategically built to be accessible for people with disabilities is also more accessible for all. Access ramps, for example, can accommodate strollers, shopping carts and dollies for the movement of goods. Accessible intersection crossings can increase the safety for people regardless of ability. In recognition of this, the City's philosophical approach is to create pedestrian environments that are attractive, functional, and accessible to *all* people. The Pedestrian Design Guide presented in Chapter VII reflects this approach.

### **Strategy 1.9.1     Create an ADA Transition Plan**

As a part of the implementation of ADA, the Justice Department requires that all municipal jurisdictions have an ADA Transition Plan, which is intended to spell out the City's intentional retrofitting of its built environment to an accessible state. Much of this work is already accomplished in the City's current strategy. For example, the construction of sidewalks, the retrofitting of corners to include curb ramps, and the development of guidelines that dictate accessible design are all steps to a more accessible pedestrian environment. But while the elements of the Pedestrian Master Plan are purposely written to accommodate people with disabilities, a separate document with greater specificity is required. The ADA Transition Plan should use all the relevant strategies of this document, as well as the current practices that have merit. Monies set aside to implement the ADA Transition Plan should be focused to accomplish the priorities of the plan, rather than diverting them to ADA compliance in a unrelated project.

In order to adequately plan the pedestrian environment for people with disabilities, the ADA Transition Plan must take into account each of the disabilities and the limitations they present. It is also important to be aware of how planning for people with one disability affects people with another. For example, gradual ramps and smooth transitions to the street help people in wheelchairs, but present challenges for the sight-impaired if they cannot easily find the end of the sidewalk and beginning of the street. Additionally, the plan should also consider the needs of children and older adults.

The section below identifies populations whose needs must be taken into account in creating an accessible pedestrian environment.

### ***People with Mobility Impairments***

People with mobility impairments range from those who use wheelchairs, crutches, canes, orthotics, and prosthetic devices, to those who do not use such devices but face constraints for many reasons when walking long distances, on non-level surfaces, or on steep grades. Access ramps are particularly important to people with mobility impairments. Prosthesis users often move slowly and often have difficulty with steep grades or cross slopes.

People with mobility impairments are affected by:

- Uneven surfaces that hinder movement or cause loss of balance
- Rough surfaces that make rolling difficult, cause a loss of balance, or cause pain especially for people with back injuries
- Steep uphill slopes that can make movement slow or impossible



- Steep downhill slopes that can cause a loss of control or are difficult to negotiate
- Cross slopes that cause instability or loss of balance
- Narrow sidewalks that impede the ability of users to turn or to cross paths with others
- Devices that are hard to reach, such as push buttons for walk signals and doors
- Long distances
- Situations that require fast reaction time
- Signalized walk phases that are shorter than the time it takes for them to cross the street

### ***People with Sensory Impairments***

People with sensory impairments include those who are partially or fully blind or deaf. They also include people whose perception of touch or balance is not good, as well as those who are colorblind.

Visually impaired people have the following characteristics:

- Limited or no perception of the path ahead
- Limited or no information about their surroundings, especially in a new place
- Changing environments in which they rely on memory
- Lack of non-visual information
- Inability to react quickly
- Unpredictable situations, such as complex intersections that are not at 90 degrees
- Inability to distinguish the edge of the sidewalk from the street
- Compromised ability to detect the proper time to cross a street
- Compromised ability to cross a street along the correct path
- Need for more time to cross the street

Hearing impaired people rely on visual information, which is often inadequate. They face most of their mobility difficulties in not being able to hear approaching vehicles and not being able to detect the time of their arrival. This is especially an issue in locations with limited sight distances, such as where streets curve or landscaping blocks the view.

### ***People with Cognitive Impairments***

People with cognitive impairments encounter difficulties in thinking, learning, responding, and performing coordinated motor skills. Cognitive disabilities can cause some to become lost, or to have difficulty finding their way. They may also not understand standard street signage. People who are not able to read benefit from signs with symbols and colors.

### ***Children and Older Adults***

Children and many older adults do not fall under specific categories for disabilities, but must be taken into account in pedestrian planning.

Children are less mentally and physically developed than adults. They have the following characteristics:

- Less peripheral vision
- Less ability to judge speed and distance
- Difficulty locating sounds
- Read less than adults or not at all, so do not understand text signs
- Sometimes act impulsively or unpredictably
- Lack familiarity with traffic
- Face difficulty carrying packages

Older adults often exhibit degrading sensory or physical capabilities. This can cause them to:

- Gradually lose vision, especially at night
- Have decreased ability to hear sounds and detect where they come from
- Have less endurance; have less strength to walk up hills
- Have less balance, especially on uneven or sloped sidewalks
- React slowly to dangerous situations
- Walk slowly

#### **Strategy 1.9.2     Retrofit street corners, crossings, and transit stops that do not meet current accessibility standards**

### ***Access Ramps***

Access ramps are a fundamental element of an accessible public realm. A sidewalk without an access ramp can be useless to someone in a wheel chair, forcing them back to a driveway and out into the street for access. Likewise, street crossings must be aligned and properly designed to accommodate the needs and desires for all people. Many of the single access ramps built in the 1980's and 90's direct users diagonally into the street intersection, rather than straight into the crosswalk area. This design has been replaced with the Santa Barbara style ramp, which directs users into the crosswalk in the same direction of travel (see Chapter VIII, "Pedestrian Design Guide," Strategy 4.1.3, Perpendicular Access Ramps).

Map V-18 illustrates intersection corners where access ramps are missing. The City has an ongoing program to install access ramps. These ramps will be gradually installed based on prioritization criteria

and expressed community input. The City has been using the following criteria to prioritize installation of curb ramps.

- Proximity to medical offices or hospitals
- Proximity to schools
- Proximity to grocery stores
- Proximity to transit stops
- 4th leg of an intersection
- Proximity to religious institutions

### ***Transit Stops***

MTD has acquired a fleet of buses that meet accessibility standard for people with disabilities. However, many bus stop locations do not have a landing to get from the sidewalk across the landscaped parkway to the curb and bus ramp.

### ***Bus Stops***

Map V-19 illustrates bus stops where bus stop landings are missing. The City has an ongoing program to install bus landings. These landings will be gradually installed based on prioritization criteria. It should also be noted that providing access ramps in proximity to bus stops is a key feature for facilitating transit ridership by people in wheel chairs.

### ***Implementation***

Accessibility components located on the intersections listed and prioritized in the Capital Improvement Program section in Chapter X can be installed using the same priority system. The process used to prioritize pedestrian improvements incorporates key factors such as density, land use, the number of people currently walking, safety, and more. Additionally, the Land Development Review Process will also contribute to accessibility improvements, as noted in the same chapter.

For locations outside of those listed in the Capital Improvement Program section, the ADA Transitional Plan and the current access ramp program should employ a simple ranking system. The prioritization will be based on a numerical system. The judgment of the AACCS will also be key to project development. By using both an objective and a subjective ranking system, factors that can easily be identified as objective (two blocks from a hospital) are considered, along with those that are more difficult to quantify (perception of safety, potential benefit, etc.). The subjective points can also be applied to locations where complaints have been received.



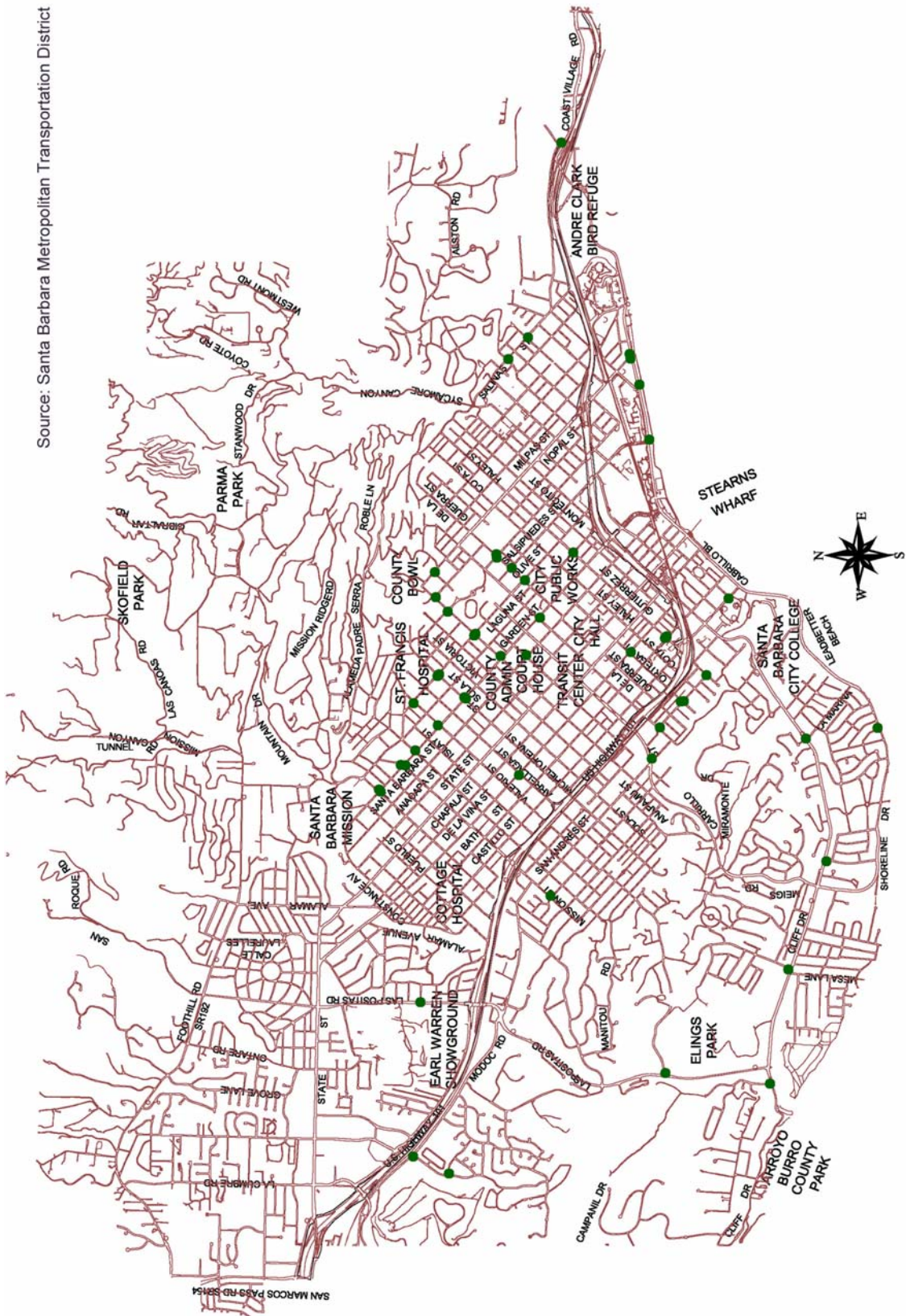
# Map V-18 Curbs Missing Ramps City of Santa Barbara







Source: Santa Barbara Metropolitan Transportation District



Map V-19. Bus Stops Missing Bus Landings



A sample matrix is shown in Table V-5. The far right column shows the priorities based on the total scores.

Table V-5. Sample Matrix for Missing Curbs and Other Improvements

Accessibility Project	Within 1/4 mile of medical office/hospital	Within 1/4 mile of grocery store	Within 1/4 mile of school	Within 1/4 mile of religious institution	Within 1/4 mile of transit stop	4th leg of intersection	AACS Score (1-6)	Total Score	Priority
Curb ramps A	1				1		2	4	8
Bus stop landing A		1	1			1	4	7	6
Audible traffic signal A	1			1	1		2	5	7
Tactile device A	1	1		1		1	5	9	4
Bus stop landing B	1	1	1	1	1	1	6	12	1
Curb ramps B	1		1	1		1	4	8	5
Audible traffic signal B	1	1		1	1	1	5	10	3
Curb ramp C	1	1	1	1	1	1	5	11	2