

**FINAL REPORT**



**MONTECITO WALK TO SCHOOL PROJECT  
INITIAL STUDY REPORT**  
FOR MONTECITO UNION SCHOOL AND COLD SPRING SCHOOL  
Project Number 120150



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November 6, 2007



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## INTRODUCTION

Montecito is an unincorporated community within the County of Santa Barbara, California with an approximate population of 10,000. Montecito is approximately 9.3 square miles and occupies the coastal foothills, plains and coastline located between the City of Santa Barbara and the unincorporated community of Summerland. A vicinity map is included in Appendix A of this report. This coastal community is primarily residential in nature with a couple of areas dedicated to commercial businesses. Aside from the commercial zones Montecito prides itself in keeping with its semi-rural character.

In maintaining this semi-rural nature it becomes a challenge when trying to address or create pedestrian facilities. This is particularly true around the two public elementary schools within Montecito. They are Montecito Union School and Cold Spring School. The general purpose of this report is to examine the pedestrian routes for each school. For Montecito Union School the study area includes the west side of San Ysidro Road south of Montecito Union School to Jameson Lane North, and for Cold Spring School the study area includes all nearby roads. Figure 1 below shows the school locations in Montecito.

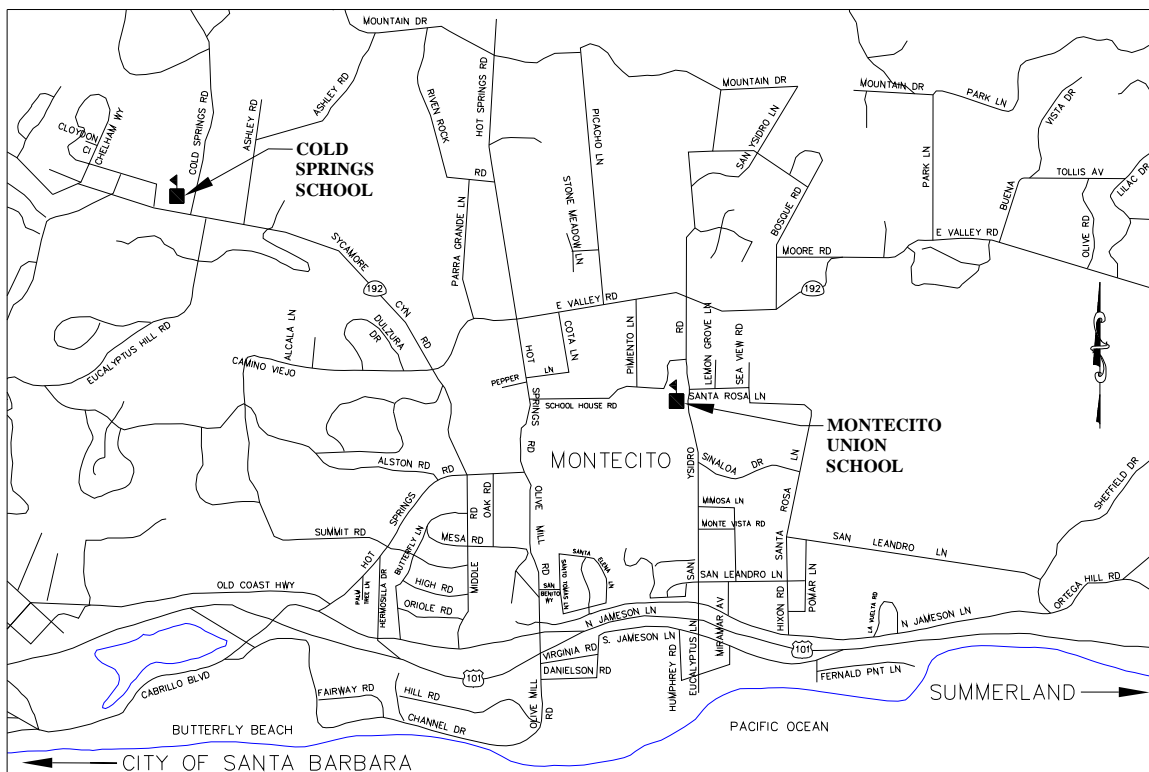


Figure 1: Public Elementary Schools in Montecito

In examining the pedestrian routes for each of the above mentioned schools, this report will serve as an informational and educational tool regarding topics that need to be

addressed when proposing pedestrian facilities. This report does not supersede any other policy, nor does it establish any new policies.

## **MONTECITO COMMUNITY PLAN**

The Montecito Community Plan was prepared by the County of Santa Barbara Resource Management Department in the early 1990's. It was created to update the land use ordinance for the Montecito Inland Planning Area. "The Montecito Community Plan sets out specific goals relating to community development, public facilities and services, and resources and constraints. It states the objectives of the goals, names specific policies and actions to carry out those policies."<sup>1</sup> The Montecito Community Plan, Traffic and Circulation Element are included in Appendix B.

Some of the policies relating to roadway improvements include road configuration, signs, traffic signals, bridges, curb, gutters, sidewalks and vegetation. These policies are in place to insure that the semi-rural character of Montecito is maintained, and any proposed changes to a roadway or intersection by the County Public Works Department shall be brought to the community for comment. These policies can be found in the Montecito Community Plan, Traffic and Circulation Element section 2a titled Community Plan Proposals – Goals, Policies, Actions and Development Standards.

Also, in the Montecito Community Plan are specific policies pertaining to the construction of pedestrian facilities. Under policy CIRC-M-2.1, paved sidewalks are not permitted except in commercial zones and multifamily residential zones.

Because of these policies and the fact that the study areas are not within commercial or multifamily residential zones, the options for improving pedestrian safety are limited. To add certain options such as sidewalk curb and gutter for school routes, the Montecito Community Plan would need to be updated.

## **AMERICANS WITH DISABILITIES ACT**

The Americans with Disabilities Act (ADA) was enacted in 1990 to provide comprehensive civil rights protections to persons with disabilities. Included in the Act were protections for transportation facilities. The County of Santa Barbara, under Title II of the ADA, has a responsibility to operate each service, program or activity so that when each is viewed in its entirety, it is readily accessible to and usable by individuals with disabilities. As with all projects in the County, current ADA design standards must be adhered to. Figure 2 on the next page shows a decomposed granite walkway constructed to current ADA standards.

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<sup>1</sup> Montecito Community Plan Update", County of Santa Barbara Resource Management Department, September 15, 1992





Figure 2: ADA compliant decomposed gravel walkway.

To comply with ADA standards three basic criteria need to be met when constructing walkways. They are clearance, grade and surface. The clearance is the minimum horizontal and vertical clear space required for a walkway. The grade is the maximum slope both along the walkway and perpendicular to it. The surface pertains to the required characteristics of the material that the walkway is made of and the maximum changes in level that are allowed without installing a ramp. For all walkways, the clearance and the grade requirements remain consistent. In general ADA standards require a minimum horizontal clearance of 3 feet from a fixed object and a vertical clearance of 6 feet 6 inches. It should be noted that 5 feet minimum width is required for wheelchairs to turn around or pass one another. Therefore, any walkways mentioned in this report should be designed to be 5 feet wide, but may contain short segments that are 3 feet wide where the walkway needs to bypass a fixed object. The ADA standards allow for a maximum grade of 8.3% (1:12) for ramps with a limited distance of 30 feet horizontally and a maximum cross grade of 2% (1:50). Though these are maximum slopes, a level surface is always recommended. The surface criteria will vary dependant on the material that a walkway is made of and how it is constructed and maintained.

The ADA standards for surfaces state that the surface shall be stable, firm and slip-resistant. For slip-resistance the recommended minimum static coefficient of friction is 0.6 for routes and 0.8 for ramps. A secondary ADA standard for surfaces pertains to differences in level. Difference in level is the vertical height transition between adjacent

surfaces. This standard indicates that a change in level of ½ inch or more shall be addressed by a ramp, and a change in level between ¼ and ½ inch shall be beveled with a slope no greater than 1V:2H. Any change in level less than ¼ inch does not require any treatment. Given this criteria, a walkway surface can be made of any material as long as it complies with the surface standards. Generally, a walkway made of dirt will not qualify under the surfaces criteria, while a decomposed granite walkway can qualify provided it is designed properly, constructed properly and maintained on a regular basis. A concrete sidewalk on the other hand can easily be designed to comply with the surfaces criteria and requires less maintenance.

In addition to the above criteria, special design requirements are necessary where a walkway intersects a roadway. Generally, curb ramps are used to connect the walkway to the roadway. Curb ramps allow wheelchairs access from the street level to the walkway level and have their own set of specifications depending on its design. One thing that all curb ramps have in common are detectable warning surfaces adjacent to the street. A detectable warning surface is basically a noticeable change in the surface both physically and visually. According to the ADA standards the only detectable warning device that is acceptable are raised truncated domes. The size and spacing of the truncated domes are outlined in the ADA design standards. The truncated dome surface shall also contrast visually from the adjoining walkway surface such as light-on-dark, or dark-on-light. Facilities on State right-of-way require the truncated domes to be yellow (Federal Yellow color No. 33538) to comply with State Standards. In choosing a surface material for a curb ramp it should be noted that the curb ramp will be connected directly to the edge of the street where water runoff concentrates. This increase in water runoff can be extremely erosive to certain types of materials.

The above mentioned ADA standards for accessible design and any County guidelines are interpreted directly from the Code of Federal Regulations by the United States Department of Justice. Other governmental agencies may have different guidelines based on their own interpretation of the Federal Code. The ADA standards for accessible design of any project built by the County would have to comply with the guidelines established by the agency that is providing the funding for such project.

## **RIGHT-OF-WAY**

Right-of way is the land set aside for the use of the public. For the purposes of this report right-of-way is for transportation purposes, such as roads, sidewalk, and pathways. It is difficult to determine the boundary of any right-of-way because the locations and widths of right-of-ways vary throughout the County and the paved roadway is not always built in the center of the right-of-way. Additionally, adjacent property owners may build fences within undeveloped portions of the right-of-way giving a false impression of where the boundary is located. Because of these inconsistencies, a boundary survey must be completed to determine the exact location of the right-of-way prior to any new project extending beyond the maintained road width and sidewalk. A boundary survey is the only accurate way to determine right-of-way boundaries.

Should the survey determine that there is not enough right-of-way for a project then the public agency may purchase right-of way from the adjacent property owners as needed. This purchase can be done in one of two ways. The public jurisdiction can either acquire a right-of-way easement or buy the property outright. These differences in right-of-way are explained below with respect to County or State maintained roads.

### **County Right-of-Way**

There are two basic types of right-of-way within the County of Santa Barbara. They are right-of-ways owned in “fee” and right-of-way “easements”. Right-of-ways owned in fee are public property, while right-of-way easements are owned privately with the use granted to the County for the purpose of access. Both types of right-of-way give the County permission to maintain its facilities on it, however, right-of-way easements are slightly more restrictive because the land is privately owned.

Where the right-of-way is owned in fee, the County maintains all public facilities including vegetation within the right-of-way. In this case the vegetation is usually maintained on a yearly basis so that it never becomes a vehicle or pedestrian traffic nuisance. If the vegetation does become a nuisance the County may choose to trim or remove the vegetation within the right-of-way before notifying the adjacent property owners. Any modification by a private party within a right-of-way owned in fee requires permission from the County in the form of a road encroachment permit.

Where the right-of-way is easement only, the County only maintains the paved roadway width and any County maintained sidewalk. The property owner is expected to maintain all vegetation beyond the roadway and sidewalk. The property owner is also responsible for keeping all vegetation from becoming a nuisance to vehicle or pedestrian traffic. Where the property owner fails to maintain the vegetation within the right-of-way easement, and it becomes a vehicle or pedestrian traffic nuisance, the County must notify the property owner requesting that they trim or remove the vegetation in question. If action to correct the nuisance is not taken within 15 days, it may become necessary for the County to remove or abate the nuisance. If necessary, the costs associated with this action can be assessed against the real property, and can be collected with the parcel’s property taxes.

It is not always known if the right-of-way is owned in fee or an easement, and the fronting property owner may have interest in how the vegetation is manicured in front of their property even if the right-of-way is owned in fee. Therefore, the County Road Maintenance Section generally treats the right-of-way in Montecito as an easement. The County then notifies the fronting property owner or owners by mailing an encroaching vegetation letter. This gives the fronting property owner the opportunity to trim the vegetation themselves. The Encroaching Vegetation letter for regular maintenance and the Notice of Traffic Nuisance – Encroaching Vegetation letter for an isolated location are included in Appendix C. If the property owner does not trim or remove their vegetation within 15 working days then the County usually does the trimming or removal. The County does have the ability to charge the landowner for this work.

Chapter 28, Article VIII – “Clearance of Vegetation Along Public Roads” from the Santa Barbara County Code is included in Appendix D.

Regardless of the type of right-of-way, the County is working to create a good relationship with fronting property owners and their fronting vegetation. In the Montecito area the County of Santa Barbara, Coalition for Sustainable Transportation, Montecito Trails Association, Cold Spring School, Montecito Association and Montecito Union School District have formed a partnership to help create safer routes for children to walk and bike to school. Through this partnership the County has created a brochure that can be delivered to residents that own property fronting County roads in the Montecito area. This brochure briefly describes the Safe Routes to School Program and asks the property owners to clear a dirt pathway adjacent to public roadways. The Montecito Walk to School Program Brochure is included in Appendix E.

The above vegetation remediation policies do not apply to new construction. Where a new facility is being installed by the County, it is the County’s responsibility to pay for any vegetation removal associated with such project.

### **Caltrans Right-of-Way**

Caltrans maintains two highways in the Montecito area. They are U.S. 101 and State Route 192. U.S. 101 will not be discussed because it is a freeway on which pedestrians are prohibited and it is beyond the study areas of this report. State Route 192, however, is a conventional highway that winds through Montecito in an east west direction and fronts Cold Spring School.

Caltrans right-of-way is always owned in “fee”. Therefore, all State maintained roadways are built on public property and the entire width of right-of-way is maintained by Caltrans. Private parties or outside agencies may only make modifications within Caltrans right-of-way through the issuance of a permit.

### **ENCROACHMENTS**

One of the biggest challenges in addressing pedestrian concerns is encroachments or objects that impede pedestrians within the right-of-way. Encroachments can include private walls, mailboxes, signposts, parked vehicles, drainage features, vegetation, utility poles and utility boxes both above and below ground. Figure 3 on the next page shows an example of several encroachments along the side of a road where there is no formal sidewalk.





Figure 3: Roadside environment with multiple encroachments.

Each type of encroachment will require a different approach to address. For example, if vehicles are parking on a shoulder forcing the pedestrian to walk in the street, then it may be reasonable to restrict parking or build a curb to separate the shoulder from the roadway. As previously discussed under right-of-way, vegetation encroachments should be handled by notifying the fronting property owner prior to any work. This gives them the opportunity to trim or remove the vegetation to their liking. Other types of encroachments that could impede pedestrians along roadways are fixed objects, such as private walls, mailboxes, signposts, culverts and utilities. These encroachments can either be left in place or relocated depending on the situation. Where there is enough room to get around a fixed object safely without walking in the roadway then it may be acceptable to leave the object where it is. If it is unsafe to get around a fixed object then relocation or removal of the object should be considered as an option. In the case of establishing a new sidewalk or walkway, stricter standards must be adhered to when dealing with fixed objects. ADA design standards require minimum widths and surface criteria as previously discussed under Americans with Disabilities Act.

In addition to impeding pedestrians, encroachments can also be a hazard for vehicles. Where there are no curbs it is important to maximize the distance between the edge of the traveled way and any encroachments. Keeping encroachments as far away from the traveled way will increase the safety of vehicles that happen to veer off the road.

Relocating fixed objects can be as simple as moving a sign post a few feet, or complex as under-grounding an open drainage culvert or relocating a private wall. Usually, the costs associated with relocating fixed objects lies with the owner of the object even if the object was permitted by the County through a road encroachment permit. The County has the right to rescind any permits based on circumstances that have changed such as new construction. However, in most cases these objects are either owned by the County or a utility company. In general, utility companies are required to move their equipment that is in the County’s right-of-way at their expense if the County has “prior rights”, otherwise the County must reimburse the utility company for their costs. The following is a list of utility companies in Montecito:

- Cox Communications
- Montecito Sanitary District
- Southern California Gas - Santa Barbara
- Southern California Edison Distribution
- Verizon – Santa Barbara
- Montecito Water District
- Southern California Gas - Goleta Transmission
- County of Santa Barbara - Public Works
- Southern California Edison - Telecommunications

Other utilities may exist in Montecito. A comprehensive search for utilities will be completed during the design phase of any specific project location as needed using Statewide Underground Service Alert (USA) system. The USA digalert location request form is included in Appendix F.

## **SAN YSIDRO ROAD WALKWAY**

San Ysidro Road is a two lane road located in the heart of the Montecito Area. It runs north from U.S. 101 to Mountain Drive East. It is classified as an arterial between U.S. 101 and East Valley Road (State Route 192); a minor collector between East Valley Road (State Route 192) and San Ysidro Lane; and a residential street between San Ysidro Lane and Mountain Drive East. The segment of San Ysidro Road to be addressed in this section is located between U.S. 101 and Montecito Union School. A vicinity map is included in Appendix G of this report. This segment is approximately 0.6 miles long, has 34 foot wide pavement, contains bike lanes and carries an average daily traffic of 10,000 vehicles per day. San Ysidro Road serves as the main pedestrian route to Montecito Union School, which has an enrollment of over 500 students<sup>2</sup> Currently, 8% of the students that attend Montecito Union School walk to school.<sup>3</sup> Most pedestrians south of the school walk along the west side of San Ysidro Road because there is less vegetation

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<sup>2</sup> “Montecito Union School – Then and Now”, [http://www.sbceo.k12.ca.us/~montecit/webpages/campus\\_tour/history.html](http://www.sbceo.k12.ca.us/~montecit/webpages/campus_tour/history.html), ©2005

<sup>3</sup> “Coalition For Sustainable Transportation – Montecito Safe Routes News” <http://www.coast-santabarbara.org/montecito/> ©2006

behind the curb allowing them to walk off the paved roadway. Figure 4 below shows a typical section of the west side of San Ysidro Road south of Montecito Union School.



Figure 4: Area behind the curb on the west side of San Ysidro Road south of Montecito Union School

Past efforts to address safety for school age pedestrians on this road have included the installation of driver feedback signs, enhancing the crosswalks and updating the school zone signage. Though these do enhance safety they do not make it more desirable for the pedestrian walking along side the roadway. Without a sidewalk, pedestrian safety continues to be a concern on San Ysidro Road south of Montecito Union School. Many areas along the west side of San Ysidro Road contain obstacles making it difficult for pedestrians to walk and in a few cases force them to walk in the roadway. These obstacles include trees, overgrown vegetation, mailboxes, utility poles, underground utility boxes, driveways and uneven ground. Providing a formal walkway is important in improving the safety of pedestrians along this busy road and would go a long way in the effort to promote walking to Montecito Union School. Pictures taken during a walkthrough along the west side of San Ysidro Road from Montecito Union School to Jameson Lane North are included in Appendix H.

The purpose of this initial study is to examine three alternative surfaces for a walkway along the west side of San Ysidro Road from U.S. 101 to Montecito Union School. Figure 5 on the next page shows the portion of San Ysidro Road included in the study.



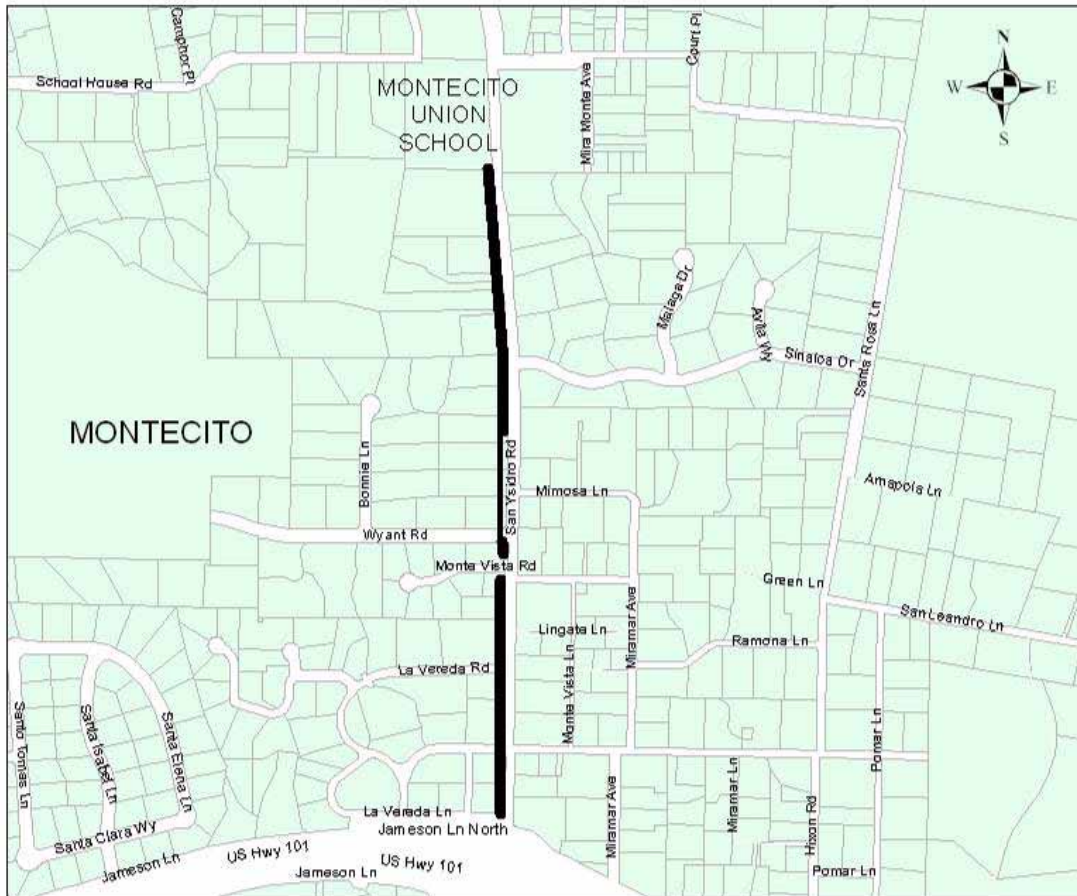


Figure 5: San Ysidro Road Study Area

The three alternatives are:

- Alternative 1 – Dirt foot path
- Alternative 2 – Five-foot wide walkway made of decomposed granite
- Alternative 3 – Five-foot wide concrete sidewalk

The goal for this initial study is to enable decision makers to determine the best possible solution for the community of Montecito with constraints such as right-of-way, vegetation, community plan goals and policies, increasing construction costs and limited funding. This study will also enable the County to apply for grants to assist with the funding.

### Alternatives Analysis

This initial study will develop and analyze alternatives for the installation of a walkway along the west side of San Ysidro Road between Montecito Union School and Jameson



Lane North. Three alternatives have been developed and analyzed with advantages, disadvantages and estimated costs discussed below. All three alternatives will require the same clearance widths, and will have to address the same obstacles along side the roadway. An inventory of the existing roadside conditions was conducted for this study. The inventory documented the overall length of vegetation trimming needed. The inventory also focused on recording non-ADA compliant obstructions such as trees, underground utility boxes and intersection and driveway curbs that would impede the pathway of a disabled pedestrian. A table showing the inventory and pictures is included in Appendix I.

Estimated costs were developed using the inventory and cost data from recent projects. A table showing a breakdown of the per linear foot costs for each alternative is included in Appendix J. It should be noted that these costs are current and that construction costs are likely to increase in the coming years.

Arrangements for the maintenance of the walkway need to be made. Depending on the alternative, the County may require outside funding for maintenance or have the walkway maintained privately. This determination will be based on the alternative and associated maintenance required. Such an arrangement can be made with a community group such as the Montecito Trail Association. In the past, Montecito Union School has entered into agreements to maintain sidewalks and traffic control devices. In 2005 a portion of sidewalk fronting Montecito Union School north of Santa Rosa Lane was installed by the school through a road encroachment permit. This permit requires that the school maintain this portion of sidewalk. Additionally, in 2004 Montecito Union School agreed to purchase and maintain two driver speed feedback signs on San Ysidro Road. These signs post the speed limit for the school zone and use radar to show the driver their speed.

#### Alternative 1: Dirt Foot Path

Alternative 1 proposes clearing a foot path for pedestrians. This alternative would include the removal of any trees and trimming of any vegetation that impede the pedestrian and may force them into the road. This alternative may also include minor grading to secure a semi-level surface. A five-foot pathway width would be the goal however it would not be required. Curb cuts and curb ramps at intersecting streets and driveways would not be included in this alternative, and fixed objects such as underground utility boxes, mailboxes and sign posts will not be moved or rebuilt. The purpose of this alternative is to provide a clear pathway that would allow most pedestrians to walk without having to use the roadway.

#### *Advantages*

- Complies with the Montecito Community Plan
- Consistent with the semi-rural nature of Montecito
- Construction impacts such as disruption of traffic would be the lowest of the three alternatives

- Potentially the lowest number of impacts to adjacent properties and less time to negotiate with property owners
- Requires the least relocations of fixed objects such as utilities and signposts.
- Lowest cost of the three alternative
- Has the least visual impacts due to removal of vegetation
- May meet relaxed standards for trails adjacent to roadways

*Disadvantages*

- Will not meet the design standards of the Americans with Disabilities Act
- Pedestrians may still choose to walk in the roadway due to pathway conditions encountered such as mud or irregular surfaces.

The linear foot cost estimates for this study were developed using engineering, right-of-way, construction and construction engineering costs from recent projects. A breakdown of these costs is included in Appendix J.

*Total Estimated Cost per Linear Foot: \$110*

*Total Estimated Cost for Study Area: \$340,000*

Alternative 2: Walkway made of Decomposed Granite

Alternative 2 proposes a five-foot wide walkway made of decomposed granite. This alternative would include the removal of trees and trimming of any vegetation within the five-foot width of the proposed walkway and may include small retaining walls. This walkway will require more grading and ground preparation than Alternative 1, and will address fixed objects located within the proposed walkway to meet ADA standards. Curb cuts and curb ramps will be included at intersecting streets and driveways to provide access by all pedestrians. These curb ramps will need to be made of a more durable material because water runoff adjacent to the street will erode the decomposed granite very quickly resulting in a significant amount of required maintenance. The decomposed granite walkway will also need to be constructed so that erosion due to water and wearing due to pedestrian traffic can be minimized. This can be achieved by adding a stabilizing material to the decomposed granite and providing an appropriate edging material.

*Advantages*

- Compliance with the Montecito Community Plan
- Consistent with the semi-rural nature of Montecito
- Will meet the design standards of the Americans with Disabilities Act provided it is constructed and maintained properly
- Provides access to all pedestrians

### *Disadvantages*

- Pedestrians may still choose to walk in the roadway due to walkway conditions encountered such as water or eroded surfaces.
- Highest maintenance needs of the three alternatives
- Construction impacts such as disruption of traffic would be higher than a dirt foot path
- Higher number of impacts to adjacent properties and more time to negotiate with property owners
- Has more visual impacts than Alternative 1 due to additional removal of vegetation

The linear foot cost estimates for this study were developed using engineering, right-of-way, construction and construction engineering costs from recent projects. A breakdown of these costs is included in Appendix J.

*Total Estimated Cost per Linear Foot: \$151*

*Total Estimated Cost for Study Area: \$470,000*

### Alternative 3: Concrete Sidewalk

Alternative 3 proposes a five foot wide concrete sidewalk. This alternative would include the removal of trees and trimming of any vegetation within the five foot width of the proposed walkway and may include small retaining walls. This walkway will require more grading and ground preparation than Alternative 1, and will need to address fixed object located within the proposed walkway to meet ADA standards. Curb cuts and curb ramps will be included at intersecting streets and driveways to provide access by all pedestrians.

### *Advantages*

- Will meet the design standards of the Americans with Disabilities Act
- Provides access to all pedestrians
- Most likely to be used by pedestrians of the three alternatives
- Lowest maintenance costs of the three alternatives
- Matches sidewalk fronting the school

### *Disadvantages*

- Not consistent with the Montecito Community Plan
- Not in character with the semi-rural nature of Montecito
- Construction impacts such as disruption of traffic would be higher than a dirt foot path
- Higher number of impacts to adjacent properties and more time to negotiate with property owners
- Highest cost of the three alternatives

- Has more visual impacts than Alternative 1 due to additional removal of vegetation

The linear foot cost estimates for this study were developed using engineering, right-of-way, construction and construction engineering costs from recent projects. A breakdown of these costs is included in Appendix J.

*Total Estimated Cost per Linear Foot: \$203*

*Total Estimated Cost for Study Area: \$630,000*

## **Public Comments**

A workshop was held on October 18, 2007 at Montecito Union School to present this report to the public. The purpose of this workshop was to provide a forum to the public for their input. The format of the workshop was drop-in and County staff was available to address questions on a one-on-one basis. Pre-addressed comment cards were also provided for people to take home in case they thought of any questions or comments after the workshop.

Most of the comments and questions fielded at the workshop indicated an understanding of the San Ysidro Road Walkway Project and the alternatives. One topic noted at the workshop was the public's concern regarding School House Road, which runs west from San Ysidro Road at Montecito Union School to Hot Springs Road. This road serves as the main route to the school from the west. Comments indicated that School House Road is less pedestrian friendly than San Ysidro Road and should be prioritized ahead of San Ysidro Road. School House Road is narrower than San Ysidro Road. However, the volumes and speeds are much less, and Montecito Union School has indicated their desire to address San Ysidro Road first. A second factor to the School House Road question is higher cost. Because it is narrower, there is a good chance that right-of-way will need to be purchased and there is at least one drop off on School House Road which would have to be built up. School House Road may be the next area considered in future safe routes to school grants.

Three comment cards were received back from the public. All three did not see the need for formalizing a walkway along the west side of San Ysidro Road and would prefer nothing be done. They also indicate that if the project cannot be stopped then they would like the dirt path alternative be installed. The public comment cards received are included in Appendix O.

## **Environmental Review**

An environmental review under the California Environmental Quality Act (CEQA) and possibly the National Environmental Policy Act (NEPA), depending on the funding source and impacted resources, would be required. Additionally, a Coastal Development Permit (CDP) will be required. As part of the environmental review and for purposes of developing a final project acceptable to the community, a public outreach program should

be considered. The cost estimates for this study include environmental permitting for the study area.

## **Funding**

Approximately 6 years ago, the State of California began a pilot program called Safe Routes to Schools. The purpose of which was to help children walk and ride bicycles to neighborhood schools on routes that were as safe as possible. The program recognized 30 years ago, 80% of children walked or rode their bikes to schools while 20% were driven by car or bus. Today, that statistic has flipped and now over 80% of children arrive to school in a car or bus. This trend increases local traffic congestion around schools and surrounding neighborhoods, contributes to childhood obesity rates and decreases air quality. By making routes to schools safer, more children will walk or ride a bike reversing these damaging trends.

The State pilot program sunsets in January 2008. Taking its place is a Federal program also called Safe Routes to Schools with funding made available to states nationwide. The program objectives are the same listed above for the State Program and eligible projects fall into two categories: infrastructure and non-infrastructure. The following are examples of eligible projects under each category.

1. Infrastructure-- new bikepaths, sidewalks and trails, roundabouts, bulb-outs, traffic signals, traffic control signs and upgraded crosswalks.
2. Non-Infrastructure-- incentives encouraging more walking and bicycling, traffic enforcement and community workshops.

The State has announced that it is accepting applications until November 16, 2007 for a final cycle of funding. Like other cycles in the past, it is expected to be extremely competitive in terms of the number of eligible projects compared to available funding. Regarding the Federal program, applications will be due in the fall of 2007. During the last Federal cycle in the State of California, 88 projects were funded out of 459 applications submitted also indicating a highly competitive program for funding.

## **San Ysidro Road Walkway Conclusions**

The three alternatives listed above are conceptual in nature and may include several variations or combinations. For the decomposed granite walkway a resin may be added to the mix making it more durable and weather resistant. For the concrete sidewalk, color and texture can be added to make it more aesthetically pleasing. These are just a few of the many variations.

The purpose of this initial study was to examine three alternative surfaces for a walkway along the west side of San Ysidro Road from U.S. 101 to Montecito Union School. The three alternatives for this walkway were dirt path, decomposed granite walkway and concrete sidewalk as presented above. The goal for this study is to enable decision

makers to determine the best possible solution for the community of Montecito with constraints such as right-of-way, vegetation, community plan goals and policies, increasing construction costs and limited funding.

In addition to the information provided above, at the request of Montecito Union School, a multiway stop application analysis was conducted for the intersection of San Ysidro Road at Sinaloa Drive to determine if an all-way stop needed. Currently, Sinaloa Drive stops at this intersection and San Ysidro Road does not stop. There is a painted school crosswalk on the north leg of San Ysidro Road at this intersection where a crossing guard is stationed to help school age pedestrians cross. The multiway stop application analysis uses traffic volumes, collision history and pedestrian volumes to determine if an all-way stop is warranted. Using a multiway stop application analysis before installing an all way stop ensures that the intersection will operate safely. If a multiway stop is not recommended by the stop application analysis then it is likely to cause accidents. For example, if a heavily traveled major collector road has to stop for a minor residential cul-de-sac then many of the drivers on the major collector will tend to violate the stop sign because there is never any traffic on the minor residential road. This creates a dangerous situation for both drivers and pedestrians. Based on this multiway stop application analysis none of the warrants were met at this time to justify installing an all-way stop at the intersection of San Ysidro Road at Sinaloa Drive. Therefore, the County Public Works Department is not recommending an all-way stop at this location at this time. The multiway stop application criteria and analysis is included in Appendix K.

## **COLD SPRING SCHOOL**

Cold Spring School is located in the northwestern quadrant of the Montecito Area. It sits at the northwestern corner of the intersection of Sycamore Canyon Road (State Route 192) and Cold Springs Road. The roads to be addressed by this study include Sycamore Canyon Road (State Route 192), Eucalyptus Hill Road, Cold Springs Road, Stoddard Lane, Barker Pass Road, Paso Robles Drive and Chelham Way. A vicinity Map is included in Appendix L of this report. Cold Spring School has an enrollment of approximately 200 students.<sup>4</sup> Some of the students walk to school even though there are no sidewalks in the area. Recent concerns raised by the parents at Cold Spring School have prompted improvements by Caltrans and the County regarding pedestrian safety on the surrounding roads.

The purpose of this initial study is to inform the public of all recent, pending and potential future improvements for addressing pedestrian safety on the roads surrounding Cold Spring School. This study will also look at areas of concern that could be addressed in the future with additional funding. Figure 6 on the next page shows all the study locations as indicated by the bold lines and dots.

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<sup>4</sup> “Cold Spring School – About Us:; <http://www.coldspringschool.net/about-us/>



Figure 6: Cold Spring School Study Areas

The goal for this initial study is to inspire the Cold Spring School Community to organize a prioritized plan with regard to school age pedestrian safety. This plan should include a school route map showing the recommended pedestrian routes for all students walking to school. It is important to have a vision of the big picture so that a project idea can be developed and funding sources identified.

### Locations of Concern

In response to the concerns raised by the parents at Cold Spring School, Caltrans and the County of Santa Barbara are in the process of completing several small projects related to pedestrian safety. Some of these concerns will require expensive projects to solve which will need to have an identified funding source. The following is a list of all of the locations of concern brought up by the Cold Spring School Community. Some of these concerns have been addressed, while others are still in the planning stage.

- Pedestrian Landing at Sycamore Canyon Rd. & Cold Springs Rd. (Caltrans)
- Tree Trimming on Paso Robles Dr. (completed)
- Hedge Trimming at Barker Pass Rd. & Paso Robles Dr. (completed)
- Stop Sign Installation on Barker Pass Rd. at Paso Robles Dr. (completed)

- No Parking Zone established on Sycamore Canyon Rd. east of Stoddard Ln.(to be completed)
- Drainage Problem on Eucalyptus Hill Rd.
- Installation of Shoulder Backing on Paso Robles Dr.
- Possibility of Restricting Parking on Paso Robles Dr.
- Refreshed Intersection Markings at Sycamore Canyon Rd. & Cold Springs Rd. (Caltrans completed)
- Vegetation Removal on Sycamore Canyon Rd. Fronting Cold Spring School (Community completed)
- Increasing the Visibility of the Crosswalk on Sycamore Canyon Rd. at Barker Pass Rd. (Caltrans)
- Investigate Intersection of Sycamore Canyon Rd. & Barker Pass Rd. (Caltrans)
- Investigate Intersection of Sycamore Canyon Rd. & Chelham Wy. (Caltrans)
- Investigate installing bicycle lanes on State Route 192 from Stanwood Drive to Hot Springs Road (Caltrans)

The locations of concern listed above are in no particular order nor do they dictate all of the possible locations or concerns. This list was developed based on communications with the Cold Spring Community.

Pedestrian Landing at Sycamore Canyon Rd. & Cold Springs Rd.

On the northeast corner of the intersection of Sycamore Canyon Road and Cold Springs Road there is a drainage culvert that runs along Sycamore Canyon Road. Due to this culvert there is a limited amount of level ground for pedestrians. On this limited amount of level ground was a street name sign for Cold Springs Road which impeded pedestrians forcing them to either walk in the culvert or walk in the roadway. Figure 7 on the next page shows the previous location of the street name sign.





Figure 7: Corner of SR 192 and Cold Springs Road where street name sign used to be

*Improvement Completed*

This sign was relocated from the northeast corner to the southeast corner of the intersection to provide an improved pedestrian pathway at the northeast corner. Figure 8 below shows the new location of the street name sign.



Figure 8: Corner of SR 192 and Cold Springs Road where street name sign was moved to

*Additional Potential Solution*

In addition to the sign relocation, the culvert could be extended and the dirt drainage ditch filled in to provide a wide level area for pedestrians. A breakdown of these costs are included in Appendix N.

*Cost Estimate: \$170,000*

*Potential Funding Sources: To be determined*

Tree Trimming on Paso Robles Dr.

On Paso Robles Drive it was noted that two tree trunks were encroaching into the street not only forcing pedestrians into the road but also impeding larger vehicles.

*Improvement Completed*

The County had these two tree trunks cut down alleviating the hazard to pedestrians and vehicles. Pictures are included in Appendix M.

Hedge Trimming at Barker Pass Rd. & Paso Robles Dr.

At the intersection of Barker Pass Road and Paso Robles Drive there is a hedge located on the southeast corner which is encroaching into the shoulder causing a sight distance issue at this intersection, particularly with respect to pedestrians. Pictures are included in Appendix M.

*Improvement Completed*

The County has trimmed this hedge back to the edge of pavement.

Stop Sign Installation on Barker Pass Rd. at Paso Robles Dr.

The intersection of Barker Pass Road and Paso Robles Drive is a 3 legged intersection where Barker Pass Road tees into Paso Robles Drive. The concern is that children cross Barker Pass Road at this location while walking to and from school.

*Improvement Completed*

Because Barker Pass Road traffic already yields to Paso Robles Drive, the fact that school children cross at this location and sight limitations the County installed a stop sign on Barker Pass Road at this intersection. Pictures are included in Appendix M.

No Parking Zone established on Sycamore Canyon Rd. east of Stoddard Ln.

With the vegetation cleared along the north side of Sycamore Canyon Road vehicles have been parking on the shoulder in this area to drop off and pick up students. These parked vehicles pose a sight distance problem at the intersection of Stoddard Lane and Sycamore Canyon Road. Pictures are included in Appendix M.

*Proposed Solution*

The County prepared a resolution to establish a short no parking zone on the north side of Sycamore Canyon Road east of Stoddard Lane. The resolution was approved by the Board of Supervisors on Tuesday August 14, 2007, and was sent to Caltrans for installation. Figure 9 below shows a map with the proposed no parking zone in bold.



Figure 9: Proposed No Parking Zone

Drainage Problem on Eucalyptus Hill Rd.

On Eucalyptus Hill Road immediately south of Sycamore Canyon Road there is a drainage issue. Water tends to pond along the west shoulder of Eucalyptus Hill Road between Sycamore Canyon Road and the first driveway to the south. Depending on the amount of water it could extend more than fifty feet and wrap around the southwest

corner of the intersection of Sycamore Canyon Road and Eucalyptus Hill Road. When there is standing water at this location pedestrians have to walk in the street. Pictures are included in Appendix M.

*Potential Solution*

Install a corrugated pipe underneath the first driveway located on Eucalyptus Hill Road south of Sycamore Canyon Road. This would allow the water to cross the driveway and reach a culvert that goes under the roadway. A breakdown of these costs are included in Appendix N.

*Cost Estimate: \$130,000*

*Potential Funding Sources: To be determined*

Installation of Shoulder Backing on Paso Robles Dr.

Paso Robles Drive is 18 feet wide with varying shoulder widths. Paso Robles Drive serves as the major route to Cold Spring School from the west for school age pedestrians. The shoulders in many locations are eroded away, sloped, irregular and encroached upon by vegetation. This impedes pedestrians making it more desirable to walk in the street. Pictures are included in Appendix M.

*Potential Solution*

Clearing these shoulders and backing them with compacted dirt or pavement will make walking on the shoulders more attractive. A breakdown of these costs are included in Appendix N.

*Cost Estimate: \$85,000*

*Potential Funding Sources: To be determined*

Restrict Parking on Paso Robles Dr.

As described above Paso Robles is a very narrow road, and several students use this road to walk to school. Many vehicles park along both sides of this road. This prevents pedestrians from walking on the shoulder and forces them to walk in the street. Pictures are included in Appendix M.

*Potential Solution*

Restricting parking on one or both sides of Paso Robles Drive would allow more room for pedestrians on the shoulders. This parking restriction can be an all day restriction or limited to the time of day that children are generally walking to and from Cold Spring School. Before taking such action it would be recommended

that the fronting property owners be consulted because many of them use the existing on street parking and may oppose restricting this parking. A breakdown of these costs are included in Appendix N.

*Cost Estimate: \$15,000*

*Potential Funding Sources: To be determined*

Refreshed Intersection Markings at Sycamore Canyon Rd. & Cold Springs Rd. (Caltrans Right-of-Way)

The intersection of Sycamore Canyon Road and Cold Springs Road is a T-intersection with stop control on all three legs. It contains one school crosswalk on the west leg of Sycamore Canyon Road. The concern at this location is visibility of the crosswalk and all other pavement markings at this intersection.

*Improvement Completed*

To improve visibility of the stop sign and crosswalk, Caltrans refreshed all of the pavement markings at this intersection. Pictures are included in Appendix M.

Vegetation Removal on Sycamore Canyon Rd. fronting Cold Spring School (Caltrans Right-of-Way)

The north side of Sycamore Canyon Road fronting Cold Spring School contains a large shoulder which was overgrown by vegetation which forced pedestrians to walk in the roadway.

*Improvement Completed*

The Cold Springs Community trimmed back much of the encroaching vegetation and now there is enough room for pedestrians Pictures are included in Appendix M.

Increasing the Visibility of the Crosswalk on Sycamore Canyon Rd. at Barker Pass Rd. (Caltrans Right-of-Way)

There is a school crosswalk on Sycamore Canyon Road at the intersection of Barker Pass Road. The concern is the visibility of this crosswalk to the driver. Pictures are included in Appendix M.

*Improvement Completed*

To increase the visibility of this crosswalk Caltrans added ladder marking in the crosswalk

### Investigate Intersection of Sycamore Canyon Rd. & Barker Pass Rd. (Caltrans Right-of-Way)

The intersection of Sycamore Canyon Road and Barker Pass Road is a 4-way intersection where Barker Pass Road stops for Sycamore Canyon Road. There is a school crosswalk on Sycamore Canyon Road on the west side. The concern at this intersection is how to cross Sycamore Canyon Road at the crosswalk. The southern landing for this crosswalk may be difficult to access as the slope adjacent to the roadway between eastbound Sycamore Canyon Road and southbound Barker Pass Road is steep. The general terrain and planted vegetation along this embankment causes sight distance issues for both pedestrians and vehicles. Pictures are included in Appendix M.

#### *Potential Solution*

Caltrans considered a 4-way stop, however, a traffic engineering analysis determined that a 4-way stop is not warranted. Installing stop signs, when not warranted, may result in a higher collision rate for the intersection. The most recent collision pattern can be addressed by improving sight distances. Such improvements are listed below.

The other option that was considered is to reconstruct the southwest corner of the intersection to include a pedestrian landing and connector up the slope to provide pedestrian access along Barker Pass Road. This would be a very expensive project due to underground utilities and terrain. Funds for this type of project are not available within the State's Highway Safety Improvement Program.

#### *Improvements Completed*

- The stop limit line was relocated closer to Sycamore Canyon Road for improved sight distance.
- Intersection warning signs were posted on the approaches to this intersection.

### Reconstruct Intersection of Sycamore Canyon Rd. & Chelham Wy. (Caltrans Right-of-Way)

The intersection of Sycamore Canyon Road and Chelham Way is a T-intersection. Chelham Way tees into Sycamore Canyon Road on the outside of a curve. There is a lot of pavement at the northeast corner of this intersection making it easy for cars to exit westbound Sycamore Canyon Road onto northbound Chelham Way at higher speed. Given that Chelham Way is a narrow residential street, this higher speed is not appropriate. Pictures are included in Appendix M.

#### *Potential Solution*

Reconstruct this intersection to remove much of the extra pavement on the northeast corner making it operate like other similar type intersections. The

radius of the northeast corner of this intersection would be shortened by adding an asphalt concrete berm and removing the pavement from behind it. Caltrans will review this location and consider alternatives.

### Bicycle lanes on State Route 192 from Stanwood Drive to Hot Springs Road (Caltrans Right-of-Way)

Currently, there are no class II bike lanes along State Route 192 from Stanwood Drive to Hot Springs Road. This portion of State Route 192 extends both east and west of Cold Spring School and would be helpful to students bicycling to and from school.

#### *Potential Solution*

Construct class II bike lanes on State Route 192 from Stanwood Drive to Hot Springs Road. This project would essentially require a major widening of State Route 192 to accommodate the following:

- 11ft.-12ft. wide travel lanes
- 5 ft. bike lanes
- 8ft. shoulders

A minimum of 3 agencies could collaborate on the process to seek funding for this effort; Caltrans (who owns State Route 192), the County (the local agency who would sponsor the project) and SBCAG (the Santa Barbara County Association of Governments). SBCAG is charged with developing and maintaining the Regional Transportation Plan (RTP) for this area. This document is a 20-year plan of regional transportation needs, goals, and projects, and guides public policy decisions regarding transportation expenditures and financing. In order for the project to be considered for State and/or Federal funding, the proposal to add Class II bike lanes to State Route 192 needs to be added the RTP as an amendment.

County Staff has reviewed the County's Bicycle Master Plan and Montecito Community Plan and has found policy direction which would permit this project. The next step in the amendment process would be to have the Montecito Association (MA) review and concur that the project should be formally added to the RTP. Due to the scope of the changes proposed for this highway, it is believed that the MA may wish to provide comment prior to the County formally requesting an RTP amendment through SBCAG. For example, the character of the community may be impacted as this facility is transformed from a winding two lane roadway to wider facility that may require straightening in some areas to accommodate current engineering and design standards. In addition, the widening would require at least 30 feet of additional right-of-way (approx. 15 feet on each side of the highway) from properties adjacent to the highway along the extent of the proposed widening.

Following the amendment of the RTP, the project would then need to compete for State Transportation Improvement Program (STIP) funding against other priority projects identified in the RTP. The likelihood of funding for this project is relatively low due to the lack of any direct regional bikeway connectivity provided by the project. This finding of connectivity within a larger regional bikeways network is necessary for projects to successfully compete for funding.

## **Public Comments**

A workshop was held on October 16, 2007 at Cold Spring School to present this report to the public. The purpose of this workshop was to provide a forum to the public for their input. The format of the workshop was drop-in and County staff was available to address questions on a one-on-one basis. Pre-addressed comment cards were also provided for people to take home in case they thought of any questions or comments after the workshop.

The consensus of public comment at the workshop was to focus on the north side of Sycamore Canyon Road. With this the highest priority becomes the pedestrian landing at the northeast corner of Sycamore Canyon Road and Cold Springs Road. The public felt that this would tie the dirt path to the east into the school making it complete.

Another topic that received a lot of comments was Paso Robles Drive. Shoulder backing and parking restrictions were listed as potential solutions to increasing pedestrian safety. However, there was a debate on whether this would indeed increase pedestrian safety. On one side these actions would increase vehicle speeds because the road would feel wider with out on street parking and the addition of shoulder backing. While on the other side pedestrians would be able to walk along the shoulder of the roadway further from the traveled way. Some comments indicated that it may be safer the way it is because the pedestrian is forced to walk in the roadway making them more visible, and the speeds are quite slow Paso Robles Drive due to its narrow width and on street parking.

There were three new locations of concern brought to the County's attention at the workshop. They are all located on Chelham Way. The first location is on Chelham Way between Sycamore Canyon Road and Paso Robles Drive. Along both sides of this portion of Chelham Way is an eroded shoulder which in some locations is not usable by pedestrians. The second location is the intersection of Paso Robles Drive, Chelham Way (north-south) and Chelham Way (west). When cars are parked along the north-south segment of Chelham Way it is very difficult to see from Paso Robles Drive and the Chelham Way (west). The third location is the Chelham Way loop. Speed humps were requested for this part of Chelham Way. It should be noted that no comment cards were received back from the public regarding the Cold Spring School area.

## **Environmental Review**

For the larger projects requiring construction, environmental review under the California Environmental Quality Act (CEQA) and possibly the National Environmental Policy Act



(NEPA), depending on the funding source and impacted resources, would be required. As part of the environmental review and for purposes of developing a final project acceptable to the community, a public outreach program should be considered. The cost estimates for this study include environmental permitting for the study area.

## **Funding**

Approximately 6 years ago, the State of California began a pilot program called Safe Routes to Schools. The purpose of which was to help children walk and ride bicycles to neighborhood schools on routes that were as safe as possible. The program recognized 30 years ago, 80% of children walked or rode their bikes to schools while 20% were driven by car or bus. Today, that statistic has flipped and now over 80% of children arrive to school in a car or bus. This trend increases local traffic congestion around schools and surrounding neighborhoods, contributes to childhood obesity rates and decreases air quality. By making routes to schools safer, more children will walk or ride a bike reversing these damaging trends.

The State pilot program sunsets in January 2008. Taking its place is a Federal program also called Safe Routes to Schools with funding made available to states nationwide. The program objectives are the same listed above for the State Program and eligible projects fall into two categories: infrastructure and non-infrastructure. The following are examples of eligible projects under each category.

1. Infrastructure-- new bikepaths, sidewalks and trails, roundabouts, bulb-outs, traffic signals, traffic control signs and upgraded crosswalks.
2. Non-Infrastructure-- incentives encouraging more walking and bicycling, traffic enforcement and community workshops.

The State has announced that it is accepting applications until November 16, 2007 for a final cycle of funding. Like other cycles in the past, it is expected to be extremely competitive in terms of the number of eligible projects compared to available funding. Regarding the Federal program, applications will be due in the fall of 2007. During the last Federal cycle in the State of California, 88 projects were funded out of 459 applications submitted also indicating a highly competitive program for funding.

## **Cold Spring School Conclusion**

Though several of the locations of concern have been addressed, it will be beneficial to look at long-range goals for some of these locations. This may warrant looking into locations further from the school not addressed in this report. For example, Chelham Road located to the west may want to be considered in future studies.

The purpose of this initial study was to examine locations of concern around Cold Spring School brought up by the Cold Spring Community to report on improvements completed

and to provide focus on where to go next. It also addresses proposed and potential solutions that can be completed once funding is secured.

## **CONCLUSIONS**

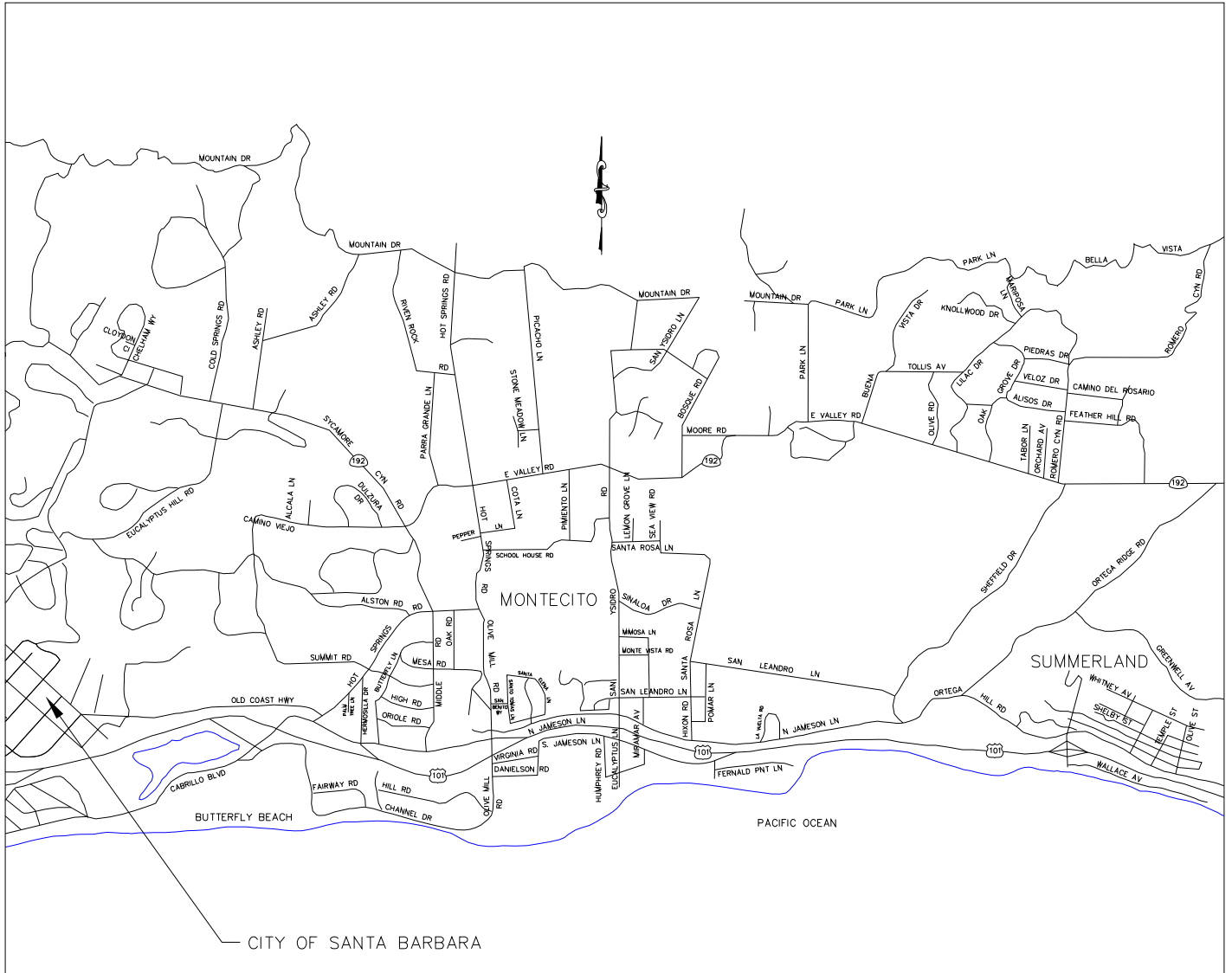
This report provides information pertaining to topics to be addressed when looking at improvements for pedestrians in the Montecito Area. For the San Ysidro Road walkway three alternatives were analyzed to provide a basis for the acquisition funding. For the Cold Spring School Area several locations of concern were addressed with regard to the pedestrian school route. Depending on the location an improvement was completed and/or a solution was proposed.

**APPENDIX A**

Montecito  
Vicinity Map



# MONTECITO VICINITY MAP





**APPENDIX B**

Montecito Community Plan  
Traffic and Circulation Element





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# MONTECITO COMMUNITY PLAN

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## IV. PUBLIC FACILITIES & SERVICES



### A. TRAFFIC AND CIRCULATION

#### 1. EXISTING CONDITIONS

##### a. EXISTING ROADWAY NETWORK

The Montecito Planning Area is served by a street network that includes an interstate highway, a state highway, County two-lane major roadways, collector streets and local streets. The interstate highway is U.S. Highway 101, a four-lane freeway that runs through the southern portion of the Planning Area. The state highway is State Route 192 (East Valley Road) a two-lane major road which runs the length of the Planning Area, approximately two miles north of U.S. Highway 101, and travels east-west through Montecito's only commercial center (i.e. the Village). Other two lane major roads include Sycamore Canyon Road which is often used for non-local trips to traverse the foothills; Hot Springs Road which has a high travel demand because of the Coast Village Road shopping area and San Ysidro Road which provides the main entrance to Montecito. The area's collector roads include Olive Mill Road which provides access for traffic generated by the Biltmore Hotel



*Highway 101 at San Ysidro*

and beachside residential community, and North Jameson Lane which serves as a frontage road along the north side of the freeway and provides local street connection of Montecito to Summerland.

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## MONTECITO COMMUNITY PLAN

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The roadway characteristics of the community are unique because of the semi-rural nature of the major and collector street system, the limited controls (i.e. only two intersections are signalized), and because most streets provide direct access to numerous residential driveways. Many roadways within Montecito are narrow and winding and often fail to meet typical County standards (twelve-foot lanes, five-foot paved shoulder). These narrow widths, winding design and extensive vegetation, while valued by area residents, tend to somewhat decrease road system traffic capacity.

Based on the community's roadway characteristics, the Montecito General Plan Advisory Committee drafted the following preamble to the traffic and circulation section:

*Montecito roadways are community links for movement of goods and people by means of public and private motorized and non-motorized transportation, as well as links for pedestrian, equestrian and bicycle use. Policies have been formulated which recognize the important cultural and aesthetic qualities of the roads for community living, as well as recognizing their function for transportation. The intent of these policies is to retain the historic semi-rural character of Montecito maintained throughout the history of zoning and planning in Montecito. In addition, these policies promote circulation in keeping with appropriate development. As a result, circulation classifications and policies must take into consideration the safety of citizens seeking to enter major roadways from the numerous driveways and intersections which characterize the Montecito community road network.*

**b. CURRENT ROADWAY AND INTERSECTION OPERATIONAL STATUS AND IDENTIFIED SAFETY ISSUES**

The current volumes of streets in the study area, measured in average daily trips (ADT), were determined from traffic counts taken in the Montecito Planning Area. Roadways in the Planning Area generally operate at volumes below their design capacities (i.e. the maximum ADTs that a roadway can accommodate) and their acceptable capacities (i.e. the maximum number of ADTs identified as acceptable by the County's Comprehensive Circulation Element). These ADT volumes are shown below.

## MONTECITO COMMUNITY PLAN

### Montecito Roadways: Acceptable Capacities and ADTs

ROADWAY	SEGMENT	ROADWAY CLASSIFICATION	ACCEPTABLE LOS	ACCEPTABLE CAPACITY	BUILDOUT VOLUMES (ADT)
East Valley Rd	Sycamore Canyon to Hot Springs	P-3	B	10,990	9,100
East Valley Rd	Hot Springs to San Ysidro	P-3	B	10,990	9,800
East Valley Rd	San Ysidro to Buena Vista	P-3	B	10,990	10,950
East Valley Rd	Buena Vista to Sheffield	P-3	C	12,560	11,400
East Valley Rd	Sheffield to end of Planning Area	S-3	B	5,530	2,650
Sycamore Canyon Rd	Coyote Rd to Cold Springs	S-2	C	7,280	7,150
Sycamore Canyon Rd	Cold Springs to East Valley	S-1	C	9,280	8,250
Sycamore Canyon Rd	East Valley to Hot Springs	S-1	C	9,280	8,750
Hot Springs Rd	East Valley to Olive Mill	P-3	B	10,990	9,250
Hot Springs Rd	Olive Mill to Sycamore Canyon	P-3	B	10,990	4,100
Hot Springs Rd	Sycamore Canyon to Coast Village	P-3	D	14,130	13,350
Olive Mill Rd	Hot Springs to Coast Village	S-2	B	6,370	5,550
Olive Mill Rd	Coast Village to Channel Drive	S-2	C	7,280	6,950
San Ysidro Rd	East Valley to North Jameson	P-3	C	12,560	12,350
San Ysidro Rd	North Jameson to South Jameson	P-3	D	14,130	13,250
Sheffield Rd	East Valley to North Jameson	S-3	B	5,530	5,100
North Jameson Ln	Olive Mill to San Ysidro	S-3	B	5,530	4,750
North Jameson Ln	San Ysidro to Sheffield	S-3	B	5,530	4,250

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## MONTECITO COMMUNITY PLAN

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In addition to traffic counts, roadway performance is also measured in terms of "level of service" (LOS). Level of service is a qualitative measurement which varies according to a number of factors, including traffic volumes, speed, travel time, delay and freedom to maneuver. There are six levels of service, A through F, which relate to driving conditions from best to worst; Level of Service A represents free-flow conditions with no congestion, and Level of Service F represents severe congestion with stop-and-go conditions. Generally, LOS C is the minimum acceptable level of service for County intersections and roadways. Level of Service B has been selected as the minimum level of service for most Montecito intersections and roadways.

Within Montecito there are several types of traffic control used at intersections, including signals, all-way stops, two-way and one-way stops. To ascertain level of service for these intersections, each type was analyzed using a methodology most appropriate for its characteristics.

Of the signalized, four-way, and two-way stop sign intersections that were analyzed, all ten are operating at acceptable levels of service during the AM peak hour. However, during the PM peak hour, the intersections of Sycamore Canyon Road/Hot Springs Road and San Ysidro Road/North Jameson Road are operating at Level of Service E. The following table depicts the existing LOS at these intersections.

## MONTECITO COMMUNITY PLAN

**Montecito Intersections: Levels of Service and Volume to Capacity Ratio.**

INTERSECTION	Existing				2030 Buildout (Without Improvement)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	V/C <sup>1</sup>	LOS <sup>2</sup>	V/C	LOS	V/C	LOS	V/C	LOS
Sycamore Canyon/East Valley	0.51	A	0.61	B	0.65	B	0.67	B
Sycamore Canyon/Hot Springs	0.62	B	0.94	E	0.74	C	1.15	F*
Hot Springs/East Valley	0.58	A	0.78	C	0.69	B	0.89	D*
San Ysidro/East Valley <sup>3</sup>	0.32	A	0.38	A	0.37	A	0.44	A
San Ysidro/Santa Rosa <sup>3</sup>	0.35	A	0.34	A	0.37	A	0.38	A
San Ysidro/N. Jameson Lane	0.67	B	0.96	E	0.75	C	1.05	F*
Sheffield/East Valley	0.37	A	0.35	A	0.51	A	0.49	A
Sheffield/N. Jameson Road	0.34	A	0.41	A	0.51	A	0.50	A

<sup>1</sup> Volume to Capacity

<sup>2</sup> Level of Service

<sup>3</sup> Signalized Intersection

\* Indicates a significantly impacted intersection

While the majority of Montecito's roadways and intersections appear to be operating within designated standards, there are areas within the community where interactions between motorists, bicyclist and pedestrians may present safety hazards. Potential hazards associated with driveway access have been frequently identified by community members. In addition, potential hazards resulting from bicycle use along Montecito's narrow, winding roads have been identified as a concern. With regard to bicycle use, Montecito is equipped with only a limited bikeway system with bikeways along portions of San Ysidro Road, East Valley Road, Hot Springs Road and Olive Mill Road.

### c. FUTURE IMPROVEMENTS

CalTrans is currently proposing to add a travel lane in each direction on the U.S. 101 Freeway before the buildout of the Community Plan occurs. With the proposed six-laning of U.S. 101, interchange improvements affecting Cabrillo Boulevard, Olive Mill Road, San Ysidro Road and Sheffield Drive will be implemented. Although no final interchange designs have been established as of yet, it should be noted that these improvements may affect Montecito's future roadway travel patterns and intersection levels of service.

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## MONTECITO COMMUNITY PLAN

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### 2. COMMUNITY PLAN PROPOSALS

#### a. GOALS, POLICES, ACTIONS AND DEVELOPMENT STANDARDS

##### *Countywide Goals, Policies, Actions and Development Standards:*

**GOAL CIRC-M-1A: Permit Reasonable Development Of Parcels Within The Community Of Montecito Based Upon The Policies And Land Use Designations Adopted In This Community Plan, While Maintaining Safe Roadways And Intersections That Operate At Acceptable Levels.**

**Policy CIRC-M-1.1:** Intersections should be designed to minimize the level of improvement necessary for a given intersection in order to achieve an acceptable Level of Service at buildout.

**Policy CIRC-M-1.2:** The County's seven-year Capital Improvement Plan shall be developed in a manner that strives to ensure that the highest priority is given to roadway improvements that will ease conditions on the most severely constrained roadways and intersections in each planning area. The priority assigned to these improvements shall account for priorities identified in the area's Community Plan, but shall be based upon the most recent available traffic data. The Capital Improvement Plan shall include improvements that facilitate alternative modes of transportation. The Capital Improvement Plan shall be updated by the Public Works Department and presented to the Planning Commission and the Board of Supervisors for review on an annual basis. The Plan shall contain a list of transportation projects to be undertaken, ranked in relative priority order, and include estimated cost, and if known, estimated delivery year for each project.

**Policy CIRC-M-1.3:** The County shall regularly monitor the operating conditions of designated roadways and intersections in Montecito. If any roadway or intersection is found to exceed the acceptable capacity level defined by this community plan, the County shall reevaluate, and if necessary, amend the community plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This reevaluation should include, but not be limited to:

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## MONTECITO COMMUNITY PLAN

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- o redesignating roadways and/or intersections to a different classification;
- o reconsidering land uses to alter traffic generation rates, circulation patterns, etc.; and
- o changes to the County's Capital Improvement Program including reevaluation of alternative modes of transportation.

**Policy CIRC-M-1.4:** The County shall strive to permit reasonable development of parcels within the community of Montecito based upon the policies and land use designations adopted in this Community Plan, while maintaining safe roadways and intersections that operate at acceptable levels.

**Action CIRC-M-1.4.1:** The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land Use Maps for the Montecito Planning Area.

**Policy CIRC-M-1.5:** A determination of project consistency with the standards and policies of this Community Plan Circulation Section shall constitute a determination of consistency with Local Coastal Plan Policy #2-6 and LUDP #4 with regard to roadway and intersection capacity.

**Policy CIRC-M-1.6:** The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Montecito Planning Area is "B". Exceptions to this are:

Roadways:

- o East Valley Rd/Buena Vista to Sheffield - LOS C is acceptable
- o Sycamore Cyn Road - LOS C is acceptable
- o Hot Springs Rd/Sycamore Cyn to Coast Village - LOS D is acceptable
- o Olive Mill Rd/Coast Village to Channel Dr. - LOS C is acceptable
- o San Ysidro Rd/E. Valley to North Jameson - LOS C is acceptable
- o San Ysidro Road/North to South Jameson - LOS D is acceptable

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## MONTECITO COMMUNITY PLAN

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### Intersections:

- o Hot Springs/East Valley - LOS C is acceptable

**Action CIRC-M-1.6.1:** The following roadway and intersection improvements shall be carried out in order to achieve acceptable levels of service in the Montecito Planning Area. None of these improvements are currently funded by the County; however, these improvements should be carried out as soon as funding is available.

- i. San Ysidro Road between North and South Jameson Lanes shall be widened from two lanes to three lanes.
- ii. Left turn lanes to the west and northbound approaches of the intersection of Hot Springs Road and East Valley shall be installed, resulting in LOS C at buildout.
- iii. A left turn lane to the eastbound approach of the intersection of Sycamore Canyon Road and Hot Springs Road shall be installed with minor roadway widening for approximately 175 feet to the west to allow LOS D at buildout or a traffic signal shall be constructed (LOS A at buildout).

**Action CIRC-M-1.6.2:** The County shall support efforts by the City of Santa Barbara and Caltrans to signalize the intersection of Olive Mill, Coast Village Road, and the U.S. 101 ramps (within the Santa Barbara City Limits) for LOS C at buildout.

**Action CIRC-M-1.6.3:** The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land Use Maps for the Montecito Planning Area.

**GOAL CIRC-M-1B: The County Shall Continue To Develop Programs That Encourage The Use Of Alternative Modes Of Transportation Including, But Not Limited To, An Updated Bicycle Route Plan, Park And Ride Facilities, And Transportation Demand Management Ordinances.**

**Policy CIRC-M-1.7:** The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances.

**Policy CIRC-M-1.8:** New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation.



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**Development Standard CIRC-M-1.8.1:** Site design shall encourage pedestrian and bicycle access to adjacent walkways and paths.

**Development Standard CIRC-M-1.8.2:** Higher intensity residential and commercial development should be located in close proximity to transit lines, bikepaths and pedestrian trails.

**Policy CIRC-M-1.9:** In its long range land use planning efforts, the County should seek to provide access to retail commercial, recreational and educational facilities via transit lines, bikeways and pedestrian trails.

**Action CIRC-M-1.9.1:** The County should examine the feasibility of a Transportation Management System for the Montecito Planning Area including but not limited to a Transportation Demand Management program for commuter and student related traffic.

*Community Goals, Policies, Actions and Development Standards:*

**GOAL CIRC-M-2: Recognize That Montecito Roadways Are Important Components Of The Community Character In Addition To Their Primary Role As Corridors For Various Forms Of Transportation (e.g., Automobile, Pedestrian, Equestrian, Bicycle) Through The Community.**

**Policy CIRC-M-2.1:** In order to provide for the safety of pedestrians, informal unpaved pathways (rather than paved sidewalks) shall be encouraged within the County road right-of-ways. Priority shall be given to providing and protecting pedestrian pathways when the County grants encroachment permits along County roadways to private land owners. In keeping with past plans, curbs and sidewalks shall not be constructed except in neighborhood commercial zones and multifamily residential zones.

**Policy CIRC-M-2.2:** In order to preserve the narrow winding character and the extensive adjacent landscaping of roadways in Montecito, public roadways shall be constructed at a width which shall accommodate no more than two standard travel lanes. Additional pavement area shall be used only to accommodate shoulders, bicycle lanes and turn lanes.

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## MONTECITO COMMUNITY PLAN

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**Policy CIRC-M-2.3:** The following segments of the Montecito Bikeway Plan shall be given priority for installation and improvement:

- o East Valley Road
- o Sycamore Canyon Road
- o Channel Drive

**GOAL CIRC-M-3: Achieve Land Use Patterns And Densities That Reflect The Desire Of The Community To Prevent Further Degradation Of Roadways And Intersections For The Benefits Of Safety, Aesthetics And Community Character.**

**Policy CIRC-M-3.1:** The following roadways lack the geometrics to handle traffic volumes associated with classified roadways or currently carry very low traffic volumes and therefore should remain unclassified roadways:

- o Coyote Road from Mountain Drive to City limits
- o Cold Spring Road from Mountain Drive to Sycamore Canyon
- o Barker Pass Road from Sycamore Canyon Road to City limits
- o Alston Road from Hot Springs Road to the City limits
- o Eucalyptus Lane from U.S. 101 south to the ocean
- o Hot Springs Road from East Valley Road to Mountain Drive
- o San Ysidro Road from East Valley Road to Mountain Drive
- o Park Lane from East Valley Road to Bella Vista Drive
- o Romero Canyon Road from East Valley Road to Bella Vista Drive
- o Mountain Drive through entire Planning Area
- o Bella Vista Drive through entire Planning Area
- o Valley Club Road connector

**Policy CIRC-M-3.2:** Land uses and densities shall reflect the desire of the community to maintain minor local roads (i.e., roads not classified in the Circulation Element) below acceptable capacities and Levels of Service for designated roads.

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- Policy CIRC-M-3.3:** If at any time, a traffic count accepted by the County Public Works Department determines that a local road (i.e, a road not designated on the Circulation Element) has an ADT count which exceeds 5,530 ADT, a review of land use densities and intersecting roadways of the surrounding area shall be conducted for possible inconsistencies with Circulation and Land Use goals and policies. (If appropriate, a road classification may be assigned to such a road after a review and approval by the Board of Supervisors).
- Policy CIRC-M-3.4:** Traffic signals are not considered compatible with the semi-rural character of Montecito, and as a result, should only be considered when no other form of intersection improvement is feasible. Signalization is not appropriate under any circumstances at the intersection of two secondary or two unclassified roadways or at the intersection of a secondary and an unclassified roadway. Signals shall not be installed until community workshops have been held so that community concerns can be discussed and subsequently addressed to the maximum extent feasible.
- Policy CIRC-M-3.5:** Stone bridges are considered major architectural elements in the preservation of the rural character of the community and should be maintained.
- Policy CIRC-M-3.6:** It is the intent of the community to preserve and maintain mature landscaping within the road rights-of way to the extent that it does not interfere significantly with motorized and non-motorized transportation safety.
- Policy CIRC-M-3.7:** Roadway improvements, including configuration, signs, traffic signals, traffic lanes, curbs, gutters and sidewalks in commercial and multifamily areas, and preservation of existing trees, shall be planned by the County Public Works Department to maintain the semi-rural, village-like character of the community.
- Action CIRC-M-3.7.1:** County Public Works Department shall solicit community comment for any proposed roadway or intersection changes.
- Action CIRC-M-3.7.2:** During Fiscal Year 1992-93, the County shall adopt a program to resolve the traffic and circulation problems resulting from the erosion of Channel Drive. This program shall: 1) Identify short-term and long-term solutions that will result in

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## MONTECITO COMMUNITY PLAN

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acceptable levels of service on the affected roadways; and 2) Identify potential funding source(s) and a timetable for all improvements and/or repairs.

**Development Standard CIRC-M-3.7.1:** Street signs and directional signs shall be "Old Santa Barbara Style" of white lettering on a brown background.

**Policy CIRC-M-3.8:** Any future CalTrans proposals for Highway 101 widening and interchange improvements and for Highway 192 should have community review to strive to ensure that the design reflects community concerns.

**Policy CIRC-M-3.9:** The County Public Works Department shall not grant new encroachment permits allowing the installation of structures, fences, walls, landscaping, etc. where the placement of such structures, fences, walls, landscaping, etc. would preclude safe pedestrian access and/or adequate site distance in the public right-of-way.

**Policy CIRC-M-3.10:** New Major Conditional Use Permits shall be required to demonstrate that the proposed use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from the proposed Major Conditional Use Permit, in order to approve the project, a finding must be made that:

1. The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or
2. Road improvements included as part of the project description are consistent with the community plan and are adequate to fully offset the identified potential increase in traffic.

### b. ROADWAY CLASSIFICATIONS AND PROJECT CONSISTENCY STANDARDS

The Santa Barbara County Comprehensive Plan Circulation Element Policy A states that:

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## MONTECITO COMMUNITY PLAN

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"The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community or area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element."

This section of the community plan is intended to update the roadway classifications and project consistency standards of the Santa Barbara County Comprehensive Plan's Circulation Element for the community of Montecito. In so doing, this community plan proposes a new system of roadway classifications and project consistency standards which are intended to fully supersede the classifications and standards used in the current Circulation Element.

### 1. Definitions

Acceptable Capacity: The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway. The acceptable level of service for roadways in the Montecito Planning Area is Level of Service B. Exceptions to this Level of Service are:

#### Roadways

East Valley Road from Buena Vista to Sheffield - LOS C is acceptable  
Sycamore Canyon Road (all segments) - LOS C is acceptable  
Hot Springs Road from Sycamore Canyon to Coast Village - LOS D is acceptable  
Olive Mill Road from Coast Village to Channel Drive - LOS C is acceptable  
San Ysidro Road - East Valley to North Jameson - LOS C is acceptable  
San Ysidro Road - North Jameson to South Jameson - LOS D is acceptable

#### Intersections

Hot Springs/East Valley - LOS C is acceptable

Estimated Future Level of Service: For a given intersection, the County-accepted level of service (LOS) based on existing traffic levels and on traffic to be generated by approved but not yet occupied projects as referenced by the public draft environmental documents for the development project under review. The Estimated Future Level of Service must consider all funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes mitigations from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

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## MONTECITO COMMUNITY PLAN

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Estimated Future Volume: For a given roadway segment, the most recent County-accepted count of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public draft environmental document for the development project under review.

Design Capacity: The maximum number of ADTs that a given roadway can accommodate, based upon roadway design as determined by the County Public Works Department. Design Capacity usually equates to Level of Service (LOS) E/F.

Remaining Capacity: For a given roadway, the difference between the Acceptable Capacity and the Estimated Future Volume in ADTs.

### 2. Roadway Classification System

The following roadway classification system is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent on roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, etc., and often carry a large percentage of through traffic. Secondary roadways are two-lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadways may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries. The table that follows depicts roadways in the community which are designated on the Circulation Element maps.

- Primary 1: Land Use: Infrequent non-residential development.  
(P-1) Design Factors: Wide lanes with shoulders, few curb cuts, signals equal to or greater than one mile.  
Capacity (Two-Lane): Design: 19,900, LOS D: 17,910, LOS C: 15,920, LOS B: 13,930  
Capacity (Four-Lane): Design: 47,760, LOS D: 42,980, LOS C: 38,210, LOS B: 33,432
- Primary 2: Land Use: Moderate to high non-residential  
(P-2) development; some residential (side/rear) lots with few or no driveways.  
Design Factors: Wide lanes, well-spaced curb cuts, signal interval usually 0.5 mile.  
Capacity (Two-Lane): Design: 17,900, LOS D: 15,930, LOS C: 14,160, LOS B: 12,530  
Capacity (Four-Lane): Design: 42,480, LOS D: 38,230, LOS C: 33,980, LOS B: 29,736

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## MONTECITO COMMUNITY PLAN

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- Primary 3: Land Use: Higher density non-residential, lower density residential.  
(P-3)
- Design Factors: More frequent curb cuts, potential signal intervals less than 0.5 mile.  
Capacity (Two-Lane): Design: 15,700, LOS D: 14,130, LOS C: 12,560, LOS B: 10,990  
Capacity (Four-Lane): Design: 37,680, LOS D: 33,910, LOS C: 30,140, LOS B: 26,376
- Secondary 1: Land Use: Moderate to high non-residential use  
(S-1) with moderate number of driveways or large residential lots with large setbacks and well-spaced driveways.
- Design Factors: Two lanes, infrequent curb cuts, signalized intersections with primary roadways.  
Capacity: Design: 11,600, LOS D: 10,440, LOS C: 9,280, LOS B: 8,120
- Secondary 2: Land Use: Mixed residential/non-residential.  
(S-2) Design Factors: Two lanes, close to moderately spaced driveways.
- Capacity: Design: 9,100, LOS D: 8,190, LOS C: 7,280, LOS B: 6,370
- Secondary 3: Land Use: Primarily residential frontage, small to  
(S-3) medium lots.
- Design Factors: Two lanes, more frequent driveways.  
Capacity: Design: 7,900, LOS D: 7,110, LOS C: 6,320, LOS B: 5,530

### 3. Roadway and Intersection Standards for Determination of Project Consistency

***Purpose:***

This section defines how the acceptable capacity levels that are identified for the classified roadways will be applied in making findings of project consistency with this Community Plan. This section also defines intersection standards in terms of level of service and provides methodology for determining project consistency with these standards. The intent of this section is to strive to ensure that roadways and intersections in the community plan study area continue to operate at acceptable levels. The standards prescribed in this section shall also serve as a basis for circulation capital improvement planning and funding.

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## MONTECITO COMMUNITY PLAN

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### *Roadway Standards:*

A project's consistency with this section shall be determined as follows:

1. For roadways where the estimated future volume does not exceed the acceptable capacity, a project would be consistent if the number of ADTs contributed by the project would not cause an exceedance of acceptable capacity.
2. For roadways where the estimated future volume exceeds the acceptable capacity but does not exceed design capacity, a project would be consistent with this section of the Community Plan only if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT.
3. For roadways where the estimated future volume exceeds the design capacity, a project would be consistent with this section of the Community Plan only if the number of ADTs contributed by the project to the roadway does not exceed 10 ADT.

### *Intersection Standards:*

1. Projects contributing Peak Hour Trips to intersections that operate at a Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in Volume/Capacity (V/C) ratio greater than 0.15.
2. For intersections that are operating at a Estimated Future Level of Service that is less than or equal to LOS "B", a project must meet the following criteria in order to be found consistent with this section of the Community Plan (except for the intersection of Hot Springs and East Valley).
  - o For intersections operating at a Estimated Future Level of Service B, no project must result in a change of V/C ratio greater than 0.10.
  - o For intersections operating at a Estimated Future Level of Service C, no project shall contribute more than 15 Peak Hour Trips.
  - o For intersections operating at a Estimated Future level of Service D, no project shall contribute more than 10 Peak Hour Trips.
  - o For intersections operating at a Estimated Future Level of Service E or F, no project shall contribute more than 5 Peak Hour Trips.



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## MONTECITO COMMUNITY PLAN

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3. Projects contributing trips to the intersection of Hot Springs and East Valley Roads when it is operating at an estimated future level of service of LOS A or B shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.15.

The intersection of Hot Springs and East Valley when it is operating at an estimated future Level of Service less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this section of the Community Plan.

- o For intersections operating at a estimated future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.
  - o For intersections operating at a estimated future Level of Service D, no project shall contribute more than 15 Peak Hour Trips.
  - o For intersections operating at a estimated future level of Service E, no project shall contribute more than 10 Peak Hour Trips.
  - o For intersections operating at a estimated future Level of Service F or F, no project shall contribute more than 5 Peak Hour Trips.
4. Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with the above intersection standards, intersection improvements that are acceptable to the Public Works Department shall be required in order to make a finding of consistency with the Community Plan. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.

Where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, intersection improvements that are sufficient to offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with the Community Plan.

5. These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element.

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## MONTECITO COMMUNITY PLAN

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### *Special Standards for Projects which include Comprehensive Plan Amendments to Land Use Designations*

1. Comprehensive Plan Amendments submitted by private applicants that propose changes in land use designation on any given parcel in the Planning Area shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from such an amendment, then in order to approve the amendment, the following findings must be made by the Board of Supervisors:
  - o The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or

Road improvements included as part of the project description are consistent with the Community Plan and are adequate to fully offset the identified potential increase in traffic.

### *Exemptions*

Roadway and Intersection standards stated above shall not apply to:

1. Land use permits and coastal development permits if the Zoning Administrator/Planning Commission/Board of Supervisors has taken final action on a valid prerequisite discretionary approval (e.g. FDP, CUP) and a finding of Comprehensive Plan consistency was made at the time of approval, and no substantial change has occurred in the project.
2. Projects deemed complete prior to the adoption of this Community Plan which are designed to serve as a mitigation measure for, and were expressly embodied as a condition of approval of a previously approved project.
3. Development Agreements for projects for which a Final Development Plan was approved prior to the adoption of this Community Plan and for which a Settlement Agreement expressly contemplates the County will enter into a Development Agreement for such projects in order to conclude the settlement.
4. Projects for which a settlement agreement between the property owner and the County was entered into prior to the adoption of this Community Plan.
5. Affordable Housing Overlay designated sites and special need facilities as defined in the Housing Element. (added by 94-GP-8, Resols 95-83, -108; 2/21/95, 3/7/95)

**APPENDIX C**

County of Santa Barbara  
Encroaching Vegetation Letter for regular maintenance  
&  
Notice of Traffic Nuisance – Encroaching Vegetation



**COUNTY OF SANTA BARBARA  
PUBLIC WORKS DEPARTMENT**  
123 East Anapamu Street  
Santa Barbara, California 93101  
805\568-3000 FAX 805\568-3019



**SCOTT D. MCGOLPIN**  
Director

Date: \_\_\_\_\_

Subject: ENCROACHING VEGETATION

Dear Resident:

The County of Santa Barbara Transportation Division has selected \_\_\_\_\_ for a road surface treatment.

During a recent inspection of the roadway we noticed private tree(s) and/or vegetation encroaching the County's road right-of-way. We respectfully request that you inspect your property and raise any tree branches (branches that are hanging over the roadway) up to 13 feet 6 inches. In addition, we request that any hedges, flowers, plants and/or anything that may be encroaching into the County's road right-of-way be removed or trimmed back 6 to 12 inches behind the roadway.



The County of Santa Barbara would appreciate your prompt attention to this notification. This will allow construction crews sufficient time to prepare the road for a surface treatment. A total of 15 days will be allowed, so you may remove or trim all vegetation from County road right-of-way. If you fail to address this issue, the County's course of action will be as follows:

- At the Santa Barbara County discretion, anything that may be encroaching into the roadway will be removed or trimmed by County crews or a private contractor.
- County Code Section 28-106 (Ordinance No .3703) states, it is the responsibility of the property owner to remove any vegetation that encroaches a County road right-of-way. If necessary, the cost associated with this action can be assessed against this real property, and can be collected with this parcel's property taxes.

If you do not have any tree(s) or vegetation obstructing the county's road right-of-way you can disregard this letter.

We apologize for any inconvenience this letter may have caused; however, we hope you understand that this is to provide our contractors and County crews sufficient time to prepare the road for a road surface treatment.

If you have any questions, please call the undersigned at 805-681-5693 or 805-681-5692.

Sincerely,

Udy Loza  
Urban Forest Supervisor

By: \_\_\_\_\_

AA/EEO Employer

Thomas D. Fayram, Deputy Director      Dace B. Morgan, Deputy Director      Mark A. Schleich, Deputy Director  
    Rochelle Camozzi, Business Manager      Michael B. Emmons, Deputy Director

COUNTY OF SANTA BARBARA  
PUBLIC WORKS DEPARTMENT  
123 East Anapamu Street  
Santa Barbara, California 93101  
805\568-3000 FAX 805\568-3019



SCOTT D. MCGOLPIN  
Director

Date: \_\_\_\_\_

Dear Resident:

Subject: **Notice of Traffic Nuisance – Encroaching Vegetation**

During a recent inspection of the County road near your property located at

\_\_\_\_\_  
we noticed a potential safety hazard in the form of vegetation which may obstruct motorists' safe sight distance and/or safe passage.

Section 28-106 of the County Code define this as a Traffic Nuisance (Ordinance No. 3703, 3). **You are hereby requested to trim or remove the vegetation** at least to the edge of the road right-of-way. If you are not the property owner, please forward this notice to the property owner, or call us at the number below.

If action to correct this nuisance is not taken within 15 days, it may become necessary for the County to remove or abate the nuisance. If necessary, the costs associated with this action can be assessed against this real property, and can be collected with this parcel's property taxes.

Please call the undersigned at \_\_\_\_\_ if you have any questions. We appreciate your cooperation in the interest of public safety.

Sincerely,

SCOTT D MCGOLPIN  
Director of Public Works/Road Commissioner

By:

\_\_\_\_\_

Group\roadmain\winword\vegetation\vegetatn.pt -8/00

AA/EEO Employer

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Thomas D. Fayram, Deputy Director    Dace B. Morgan, Deputy Director    Mark A. Schleich, Deputy Director  
Rochelle Camozzi, Business Manager    Michael B. Emmons, Deputy Director  
[www.countyofsb.org/pwd](http://www.countyofsb.org/pwd)

**APPENDIX D**

Santa Barbara County Code  
Chapter 28, Article VIII – “Clearance of Vegetation Along Public Roads”





# Santa Barbara County Code, Chapter 28

## Article VIII. Clearance of Vegetation Along Public Roads

Sec. 28-103. Applicability of article.

Sec. 28-104. Definitions.

Sec. 28-105. Prohibited disposal of vegetation.

Sec. 28-106. Traffic nuisance declared.

Sec. 28-107. Removal of vegetation at adjacent owner's expense.

Sec. 28-108. Notice to owner of existence of traffic nuisance.

Sec. 28-109. Notice to owner of existing traffic nuisance--Mail and posting.

Sec. 28-110. Notice to owner of existing traffic nuisance--Posting; location.

Sec. 28-111. Hearing--Road commissioner's report.

Sec. 28-112. Order to abate.

Sec. 28-113. Clean-up procedure; road commissioner authorized to expend funds, contract, etc.

Sec. 28-114. Account of expenses--Report to be filed with board.

Sec. 28-115. Costs of abatement collected with taxes.

Sec. 28-116. Report of road commission--Filing with clerk; confirmation hearing.

Sec. 28-117. Expenses constitute special assessment and lien.

Sec. 28-118. Expense report to be transmitted to the auditor.

Sec. 28-119. Inclusion of assessment and property tax bill; disposition of revenue.

Sec. 28-120. Evidence of property ownership.

### **Sec. 28-103. Applicability of article.**

The provisions of this article shall be applicable within all areas of the unincorporated territory of the County of Santa Barbara. If any part of this article is in conflict with any other part, the more restrictive provisions shall be controlling. Nothing in this article shall be construed to authorize or require removal, abatement, restriction, pruning or chemical treatment of any county approved street tree, or to change or conflict with the street tree

regulations of Santa Barbara County found in article II of this chapter. (Ord. No. 3703, § 3; Ord. No. 3890, § 1)

**Sec. 28-104. Definitions.**

For the purposes of this article, the following words and phrases shall have the meanings respectively ascribed to them in this section, unless the text clearly indicates a contrary intention:

"Vegetation" means all weeds, stubble, brush, trees, grass, perennial or annual growth, cuttings, leavings or other vegetative material of any kind.

"Lot" means any parcel of land, whether or not the parcel is occupied by a building or structure.

In this article, the masculine gender includes the feminine and neuter; the singular number includes the plural and the plural includes the singular; "shall" is mandatory and "may" is permissive. (Ord. No. 3703, § 3)

**Sec. 28-105. Prohibited disposal of vegetation.**

No person shall place, deposit, dump or maintain any vegetation on any public road right-of-way in a manner which constitutes a traffic nuisance or obstructs the free use of the right-of-way; or in a manner which causes or increases any hazard upon, or detracts from the safe use of any public road right-of-way. No person who is the owner or person in possession of any lot which contains or is adjacent to any public right-of-way shall maintain, deposit, permit or suffer the placement of, any vegetation in a manner which obstructs the free use of the right-of-way; or in a manner which constitutes a traffic nuisance; or in a manner which causes or increases any hazard upon, or detracts from the safe use of, any public road right-of-way. No person who is the owner or person in possession of any lot containing or adjacent to a public right-of-way shall maintain, or permit the continued placement of, any vegetation within or adjacent to any county road right-of-way after a notice is given that in the opinion of the county road commissioner the vegetation present creates a traffic nuisance. (Ord. No. 3703, § 3)

**Sec. 28-106. Traffic nuisance declared.**

The presence of any vegetation on or along a public road right-of-way which threatens to impair or which impairs the safe use of the public right-of-way or which interferes with the safe separation of all appropriate uses of the right-of-way shall constitute a traffic nuisance within the meaning of this article. (Ord. No. 3703, § 3)

**Sec. 28-107. Removal of vegetation at adjacent owner's expense.**

Where the owner of the lot or parcel of real property containing or adjacent to a public road right-of-way fails, after notice requesting removal of vegetation from the road commissioner, to remove such vegetation, the road commissioner may obtain the order of the board of supervisors to remove such vegetation and abate any traffic nuisance created and recover the costs

of such abatement and removal from such owner or person in possession.  
(Ord. No. 3703, § 3)

**Sec. 28-108. Notice to owner of existence of traffic nuisance.**

The road commissioner of the county may give notice to the owner or person in possession of any lot containing or adjacent to any road right-of-way that vegetation exists upon such lot which constitutes a traffic nuisance and notifying such person of an intent to abate in the following form:

**NOTICE TO ABATE TRAFFIC NUISANCE**

Notice is hereby given that weeds, stubble, brush, trees, dry grass, dry leaves or other vegetative material is present upon this property (known as

\_\_\_\_\_), and creates, in the opinion of the Santa Barbara County Road Commissioner, a traffic nuisance. You are requested to remove such material.

On \_\_\_\_\_, 19\_\_\_\_\_, at 9:00 A.M., or such time thereafter as the matter may conveniently be heard, the Board of Supervisors of the County of Santa Barbara will meet in the Santa Barbara County Administration Building to receive and hear the report of the Road Commissioner regarding this alleged nuisance.

Any person may attend such meeting and his objection, if any, to such report will be heard and given due consideration.

**WARNING: If, at such hearing, the Board finds that a traffic nuisance does exist upon this property, it may direct the Road Commissioner or his agents to enter upon such property and remove or abate such nuisance by burning or removing such vegetation. THE COSTS OF SUCH REMOVAL OR ABATEMENT WILL BE ASSESSED AGAINST THIS REAL PROPERTY AND COLLECTED WITH THE TAXES FOR SUCH PROPERTY. IF YOU INTEND TO VOLUNTARILY ABATE THIS NUISANCE, YOU SHOULD DO SO BEFORE THE DATE OF SUCH HEARING.**

You may request a copy of the report of the costs incurred by the County to abate the condition from the County Road Commissioner, 123 East Anapamu Street, Santa Barbara, California 93101.

Dated: \_\_\_\_\_

SANTA BARBARA COUNTY

ROAD COMMISSIONER

By \_\_\_\_\_

(Ord. No. 3703, § 3)

**Sec. 28-109. Notice to owner of existing traffic nuisance--Mail and posting.**

At least ten days before any hearing of a report to the board of supervisors requesting the removal or abatement of vegetation which constitutes a traffic nuisance, a notice of such hearing shall be posted in the office of the clerk of the board of supervisors and, in addition, mailed to the owner or the person identified on the last assessment for the property in the records of the county assessor at the address indicated on the last assessment roll for the lot or parcel of real property. (Ord. No. 3703, § 3)

**Sec. 28-110. Notice to owner of existing traffic nuisance--Posting; location.**

In addition to or in place and instead of mailing and posting of the notice as described above, the county road commissioner may cause a notice of the existence of a traffic nuisance and an intent to abate such nuisance to be posted in a conspicuous place along the frontage of the lot or land lying within or adjacent to the public road right-of-way upon which such traffic nuisance exists or at the entry to the drive or accessway of the apparent owner or person in possession along such right-of-way. (Ord. No. 3703, § 3)

**Sec. 28-111. Hearing--Road commissioner's report.**

At the time provided in such notice, or at such time thereafter as the matter may be conveniently heard, the board of supervisors shall meet to hear and consider the report of the road commissioner and any objections thereto. The road commissioner shall provide the report, a description of the lot, the name and address as appears on the last assessment, and indicate the method of notice given for the hearing according to the provisions of this article. The board may continue the matter from time to time as may be appropriate. (Ord. No. 3703, § 3)

**Sec. 28-112. Order to abate.**

If, upon hearing the report of the road commissioner and any protests, the board determines that a traffic nuisance exists upon the public right-of-way, it may direct the road commissioner to abate the nuisance or such other action as may be appropriate under the circumstances. (Ord. No. 3703, § 3)

**Sec. 28-113. Clean-up procedure; road commissioner authorized to expend funds, contract, etc.**

Upon the determination of the board of supervisors to abate the traffic nuisance, the road commissioner may proceed to abate such nuisance and expend appropriated funds for such abatement, may remove such vegetation by force account or other means as is otherwise appropriate and may contract with any person or persons for the performance of the work required. (Ord. No. 3703, § 3)

**Sec. 28-114. Account of expenses--Report to be filed with board.**

The road commissioner shall keep an account of his expenses incurred in abating a traffic nuisance or removing such vegetation pursuant to an order of the board, and shall file a report thereof with the board upon completion. Such report shall include the assessor's tax area and assessor's parcel number of the lot or land upon which such traffic nuisance or vegetation existed and, when available, the name and address of the last known assessee. Such report shall include a cost for the reasonable administrative expenses incurred in carrying out the order of the board which shall be twelve dollars per parcel where a traffic nuisance is abated or vegetation removed hereunder, or such other amount as may be approved by the board as reasonable under the circumstances. (Ord. No. 3703, § 3)

**Sec. 28-115. Costs of abatement collected with taxes.**

The reasonable costs incurred by the county in abating a traffic nuisance, or removing vegetation pursuant to the provisions of this article, may be collected from the owner of the real property upon which such nuisance or such vegetation existed and may be collected at the same time and in the same manner as ordinary county ad valorem property taxes are collected, and shall be subject to the same penalties and the same procedures and to sale in case of delinquency, as is provided for such taxes. All laws applicable to the levy, collection and enforcement of county ad valorem taxes shall be applicable to such charge and it shall become a lien against the real property; except that, if for the first year such charge is levied the real property to which such charge relates has been transferred or conveyed to a bona fide purchaser for value, or if a lien of a bona fide encumbrance for value has been created and attached thereon, prior to the date on which the first installation of such taxes would become delinquent, the charge confirmed pursuant to this section shall not result in a lien against such real property but instead shall be transferred to the unsecured roll for collection. (Ord. No. 3703, § 3)

**Sec. 28-116. Report of road commission--Filing with clerk; confirmation hearing.**

The report of expenses of the road commissioner incurred in connection with abatement of a traffic nuisance or with removal of such vegetation shall be maintained on file, open to public inspection, in the office of the clerk of the board of supervisors for at least ten days before a hearing to confirm such report. If any person shall, before the expiration of such ten days, file a written request for a notice of the hearing upon such confirmation, the board shall mail such notice to the address supplied in any such written request. At the time fixed for such hearing, the board shall meet to hear any objections to the report of expenses filed by the road commissioner as required by this section. At such hearing, the board may make any modifications in the amount it deems just or appropriate after which the report shall be confirmed. (Ord. No. 3703, § 3)

**Sec. 28-117. Expenses constitute special assessment and lien.**

The amount of the expenses incurred by the road commissioner for abating a traffic nuisance as confirmed by the board of supervisors under the

provisions of this article, shall constitute a special assessment against the lot or land from which such nuisance was removed and a lien thereon for the amount of such assessment in accordance with the provisions of this article. (Ord. No. 3703, § 3)

**Sec. 28-118. Expense report to be transmitted to the auditor.**

The board of supervisors shall deliver a copy of the expense report, as confirmed, to the county auditor on or before August 1st, next following such confirmation. (Ord. No. 3703, § 3)

**Sec. 28-119. Inclusion of assessment and property tax bill; disposition of revenue.**

The county auditor shall enter the amount stated in the report confirmed by the board of supervisors as provided in this article as a special assessment against the property described in the report. The tax collector of the county shall include the amount of the assessment on the bill for taxes levied against the property. All laws applicable to the levy, collection and enforcement of county taxes are applicable to such special assessment. All special assessments collected as provided in this article shall be paid into the road fund of the county treasury. (Ord. No. 3703, § 3)

**Sec. 28-120. Evidence of property ownership.**

In any proceeding under this article, evidence that the current assessment roll of the county shows real property assessed to a person shall constitute prima facie evidence in any prosecution or proceeding under this article that such person is the owner of such property within the meanings of this article. (Ord. No. 3703, § 3)

## **APPENDIX E**

Montecito Walk to School Program Brochure





# How Can You Help?

Many of us can remember a time when walking and bicycling to school was a part of everyday life. Today, however, the story is very different. The new generation of moms and dads drive their kids to school, fearing for their children's safety on streets due to perceived dangers from traffic. With fewer children on foot, there are more cars on the road. As traffic increases, the more parents may decide that it is unsafe for their kids to walk to school.

The County of Santa Barbara, Caltrans, COAST, The Montecito Trails Foundation, Cold Spring School, The Montecito Association and Montecito Union School have formed a partnership to help create safer routes for children to walk and bike to school. In keeping with Montecito's desire to maintain its semi-rural character, the partnership's goal is to create a network of simple pathways adjacent to our paved roadways. We believe that this community project will benefit not only our children but all Montecito residents who wish to stroll in a safer environment.

## WHAT IS THE PROGRAM?

Approximately 6 years ago, the State of California began a pilot program called Safe Routes to Schools (SR2S). The purpose of which was to help children walk and ride bicycles to neighborhood schools on routes that were as safe as possible. SR2S is a popular program spreading across the US, designed to decrease traffic and pollution and while improving the health of children and the community. With new transportation funding available specifically for this purpose, communities all across America are discovering the many benefits of providing Safer Routes to School!



One of the biggest challenges in addressing pedestrian concerns in Montecito is being able to provide a clear pathway. Often times landscape vegetation adjacent to the road makes it difficult to walk next to the pavement. In addition, mailboxes, parked vehicles and other features reduce access for pedestrians. This becomes a deterrent to those wishing to walk in our community. The landscaped vegetation and other encroaching features can be removed to provide more room for walking. These cleared pathways also have the added advantage of creating a wider fire break which can reduce the risk of fire spreading through the community.

We are asking for your participation in this community effort by creating a cleared pathway in front of your property where it is adjacent to a public roadway.

Specifically, we are asking that a pathway approximately 5 feet wide be cleared of vegetation or other objects.

We have included a few photos in this brochure as examples of what some Montecito residents have already accomplished.



## CONTACT INFORMATION:

For more information about this Program, please contact the Office of the First District County Supervisor, Salud Carbajal.

Phone Number: 805-568-2186

Email: [supervisorcarbajal@sbcbo1.org](mailto:supervisorcarbajal@sbcbo1.org)



# MONTECITO WALK TO SCHOOL PROGRAM



Montecito Union School



Cold Spring School



Montecito Trails Foundation



COUNTY OF SANTA BARBARA  
COALITION FOR SUSTAINABLE  
TRANSPORTATION  
MONTECITO TRAILS FOUNDATION  
COLD SPRING SCHOOL  
MONTECITO UNION SCHOOL  
MONTECITO ASSOCIATION



## **APPENDIX F**

### **Underground Service Alert Digalert Location Request Form**

This form is used to notify Underground Service Alert (USA) before any digging is done. USA will notify all of the agencies that may have underground utilities in the area so that they can locate their facilities or monitor the digging. This ensures safety for the digging contractor and eliminates potential damage to existing underground utilities.



**CALL TOLL FREE 800-227-2600**

2 working days before you dig

**DIGALERT**



**Digalert No:** \_\_\_\_\_

**LOCATION REQUEST FORM**

*For faster service, fill out all non-italicized fields prior to calling*

Date: \_\_\_\_\_ Time: \_\_\_\_\_ **Operator:** \_\_\_\_\_

Company Phone: \_\_\_\_\_ Caller: \_\_\_\_\_

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

Best times to reach your company: \_\_\_\_\_

Foreman: \_\_\_\_\_ Alternate Phone #: \_\_\_\_\_

Delineated:  Yes  No

County: \_\_\_\_\_ City: \_\_\_\_\_

If more than 1 address or descriptive location: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Address: \_\_\_\_\_ Street: \_\_\_\_\_

Closest X/ST: \_\_\_\_\_

Thomas Guide page & grid: \_\_\_\_\_

Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

Boring:  Yes  No Explosives:  Yes  No Vacuum:  Yes  No

If vacuum yes:

Vacuum contact: \_\_\_\_\_

Vacuum Phone #: \_\_\_\_\_ Ext: \_\_\_\_\_

Vacuum E-mail: \_\_\_\_\_

Type of work: \_\_\_\_\_

Work to begin: **Date:** \_\_\_\_\_ **Time:** \_\_\_\_\_

Instructions:  Mark By  Meet and Mark  Validate Permit Only  Now

Work being done for: \_\_\_\_\_

Permit #: \_\_\_\_\_  Not Required  Not Available  Blanket

**Members being notified by USA:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Update on/or before date:** \_\_\_\_\_



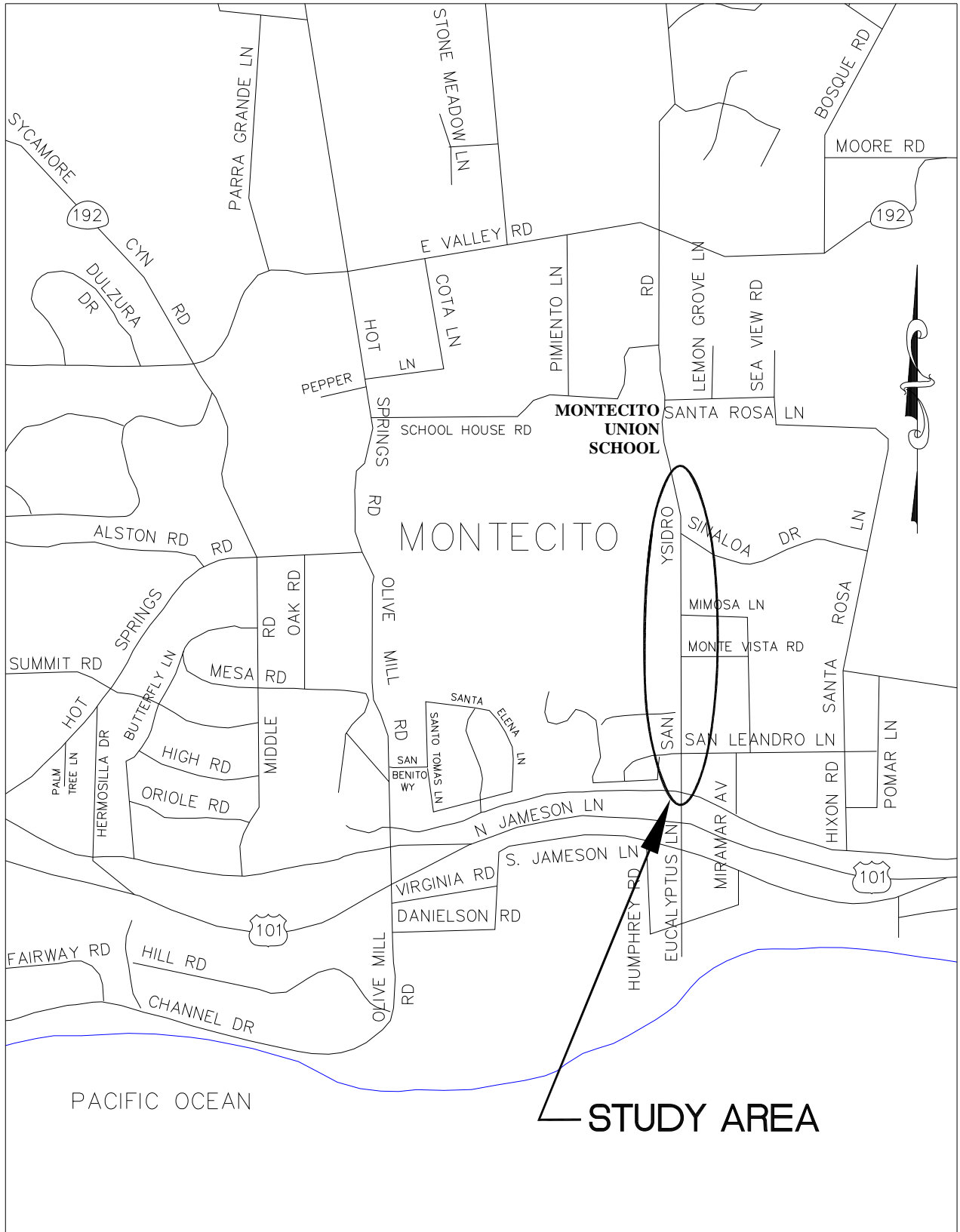
**APPENDIX G**

San Ysidro Road Walkway  
Vicinity Map





# SAN YSIDRO WALKWAY VICINITY MAP





## **APPENDIX H**

San Ysidro Road  
Walkthrough Pictures  
(Montecito Union School to Jameson Lane North)

















**APPENDIX I**

San Ysidro Road  
Inventory of Obstructions & Pictures



## **INVENTORY OF OBSTRCTIONS**

**Mail Boxes = 1**

**Underground Utility Boxes = 10**

**Driveway Curb Cuts = 22**

**Driveways Without Curbs = 5**

**Intersection Curb Cuts = 8**

**Sign Posts = 4**

**Trees = 7**

**Stumps = 3**

**Length of Vegetation Trimming = 700'**





















## **APPENDIX J**

### **San Ysidro Road Walkway Cost Estimates**

These are preliminary engineering type estimates based on visual assessment within the project boundaries



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**SAN YSIDRO WALKWAY ALTERNATIVE – 1: Dirt Foot Path**

Preliminary Engineering = \$88,600  
Construction = \$196,538  
Construction Engineering = \$50,934  
=====

Total = \$336,080

Rounded for Budget Purposes Only = \$340,000

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**SAN YSIDRO WALKWAY ALTERNATIVE – 2: Decomposed Granite Walkway**

Preliminary Engineering = \$112,900  
Construction = \$275,933  
Construction Engineering = \$71,522  
=====

Total = \$460,354

Rounded for Budget Purposes Only = \$470,000

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**SAN YSIDRO WALKWAY ALTERNATIVE – 3: Concrete Sidewalk**

Preliminary Engineering = \$121,000  
Construction = \$394,088  
Construction Engineering = \$107,147  
=====

Total = \$622,235

Rounded for Budget Purposes Only = \$630,000

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## **APPENDIX K**

Caltrans Standards for Multiway Stop Applications from the California Manual on  
Uniform Traffic Control Devices  
&  
Multiway Stop Application Analysis for San Ysidro Road @ Sinaloa Drive





## **Section 2B.07 Multiway Stop Applications**

### **Support:**

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

### **Guidance:**

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway

### **STOP sign installation:**

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
  1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
  2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
  3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

### **Option:**

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

## MULTIWAY STOP APPLICATION

Major St. San Ysidro Rd

Date Completed

Minor St. Sinaloa Dr

3/29/2007

### INTERSECTION DATA

Traffic Approach Volumes								
Date	San Ysidro Rd			Sinaloa Dr (include peds. & bicycles)			Intersection Totals	Highest 8 vol. (major st.)
4/9/03	Northbound	Southbound	Combined	N/A	Westbound	Combined		
0:00	3	10	13	0	0	0	13	
1:00	1	6	7	0	0	0	7	
2:00	2	1	3	0	0	0	3	
3:00	13	2	15	0	0	0	15	
4:00	27	12	39	0	4	4	43	
5:00	223	17	240	0	0	0	240	
6:00	385	60	445	0	6	6	451	
7:00	409	84	493	0	8	8	501	
8:00	337	171	508	0	20	20	528	
9:00	343	234	577	0	15	15	592	577
10:00	352	260	612	0	21	21	633	612
11:00	331	295	626	0	5	5	631	626
12:00	322	334	656	0	18	18	674	656
13:00	319	316	635	0	14	14	649	635
14:00	269	348	617	0	25	25	642	617
15:00	251	448	699	0	22	22	721	699
16:00	181	336	517	0	18	18	535	
17:00	182	351	533	0	8	8	541	533
18:00	117	175	292	0	5	5	297	
19:00	87	130	217	0	4	4	221	
20:00	67	84	151	0	1	1	152	
21:00	42	60	102	0	4	4	106	
22:00	21	71	92	0	0	0	92	
23:00	13	24	37	0	1	1	38	
<b>Totals</b>	4297	3829	8126	0	199	199	8325	

85th-Percentile Approach Speed (MPH)				
San Ysidro Rd		Sinaloa Dr		
Northbound	Southbound	N/A	Westbound	
42.30	43.90	N/A	28.80	

Sight Distance (FT.)				
San Ysidro Rd		Sinaloa Dr		
Northbound	Southbound	N/A	Westbound	
Looking Left	N/A	90(104)	N/A	150(500+)
Looking Right	155(216)	N/A	N/A	230(340)

Collisions					
From	To	(rt. & lt. turn)	(right angle)	Other	Total
1/1/05	1/1/06	0	0	<del>0</del>	0
2004	2005	0	0	0	0
2003	2004	1	0	0	1
2002	2003	0	0	1	1

<-- 12-month period with highest # of right turn, left turn and right angle collisions

**DECIDING IF MULTIWAY STOP CONTROL IS RECOMMENDED**

STOP signs shall not be installed at intersections where traffic control signals are installed and operating.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

STOP signs should not be used for speed control.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

Criteria		Satisfied	
A.	Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal	NO	
B.	A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation.	NO (at least not 80% of 5 collisions satisfied)	
	1 year from 1/1/2005 to 1/1/2006		
	# of right-turn and left-turn collisions 0		
	# of right-angle collisions 0		
	# of total collisions 0		
C.	Minimum volumes:	NO	
	1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 210 vehicles per hour for any 8 hours of an average day, and average vehicles per hour entering the intersection from the major street approaches (total of both approaches) for any 8 hours of an average day	yes	(at least 80% of 210 vehicles satisfied)
	619		
	2. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 140 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but average combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) for the same 8 hours of an average day	no	(not 80% of 140 units nor 80% of 30 seconds satisfied)
	16		
	average delay per vehicle (in seconds) to minor-street vehicular traffic during the highest hour	7	
	3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the original values. (the above values have already been adjusted)	yes	
	highest 85th-percentile approach speed of the major-street	43.9	
D.	Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.		CRITERION C.3 IS NOT EXCLUDED
	are there any criterion satisfied other than C.3?	yes	
	criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values	no	

Other criteria that may be considered in an engineering study for a multiway STOP sign include:

Other criteria	Considered
A. The need to control left-turn conflicts	NO
B. The need to control vehicle/pedestrian conflicts	NO
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop	NO
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.	NO

**Summary (Multiway stop control recommendation):**

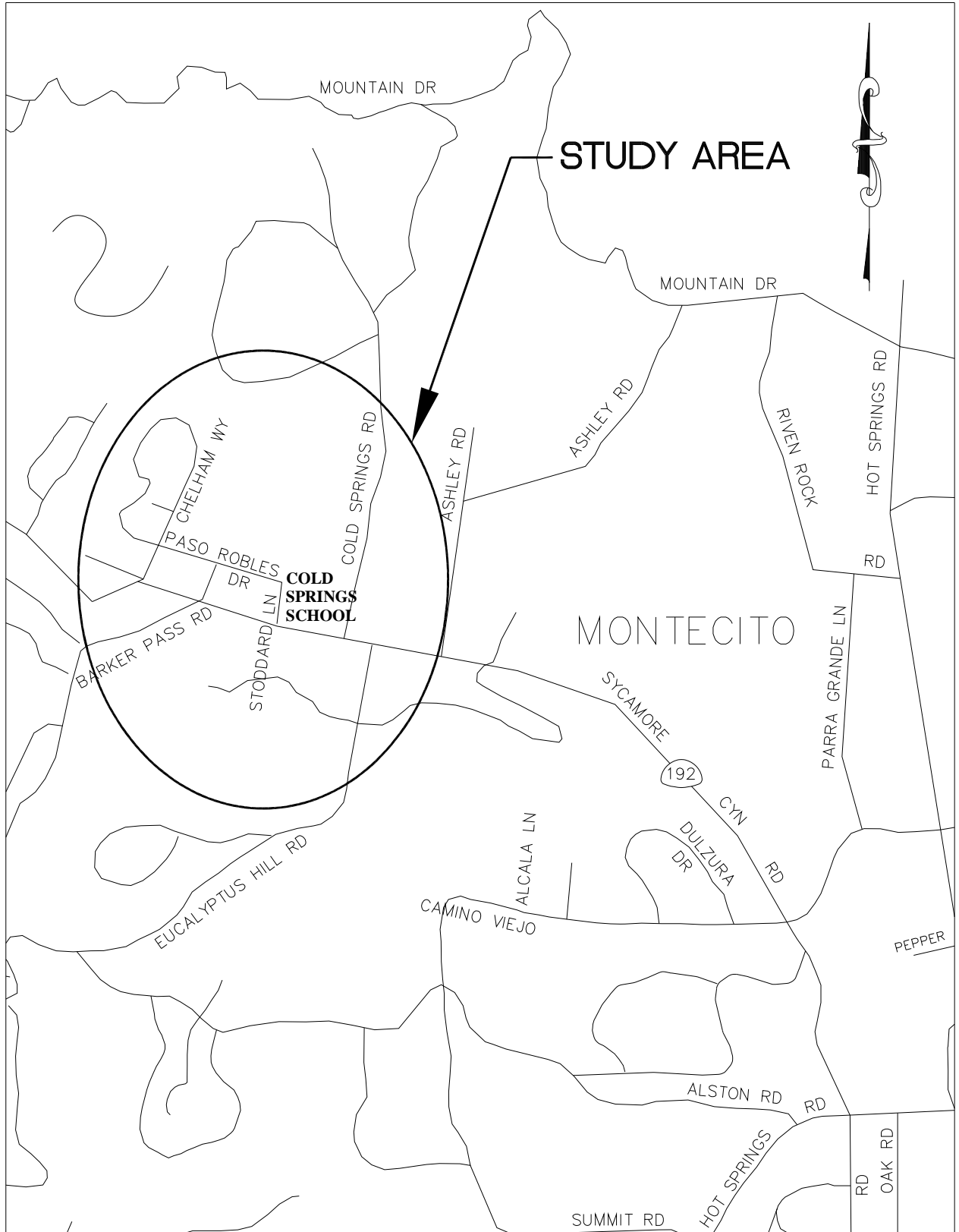
Curbs and gutters; no sidewalks. Peds are few and travel on the west side of the roadway off pavement. A school crossing guard is available for the few parents with students crossing San Ysidro Rd. at Sinaloa Dr. Neither collision is correctable with stop signs on San Ysidro Rd. Stop signs on San Ysidro Rd. at Sinaloa Dr. are not recommended.

**APPENDIX L**

Cold Spring School  
Vicinity Map



# COLD SPRING SCHOOL VICINITY MAP







**APPENDIX M**

Cold Spring School Location Pictures



**TREE TRIMMING ON PASO ROBLES DR.**



**HEDGE TRIMMING AT BARKER PASS RD. & PASO ROBLES DR.  
(pictures taken before hedge was trimmed)**



**STOP SIGN INSTALLATION ON BARKER PASS RD. AT PASO ROBLES DR.**



**NO PARKING ZONE TO BE ESTABLISHED ON SYCAMORE CANYON RD. EAST  
OF STODDARD LN.**



**DRAINAGE PROBLEM ON EUCALYPTUS HILL RD.**





**PROPOSED SHOULDER BACKING ON PASO ROBLES DR.**



**PROPOSED SHOULDER BACKING ON PASO ROBLES DR. (continue)**





**POSSIBILITY OF RESTRICTING PARKING ON PASO ROBLES DR.**



**REFRESHED INTERSECTION MARKINGS AT SYCAMORE CANYON RD. & COLD SPRINGS RD.**



**VEGETATION REMOVAL ON SYCAMORE CANYON RD. FRONTING COLD SPRINGS SCHOOL**



**PROPOSED INCREASE OF THE VISIBILITY OF THE CROSSWALK ON SYCAMORE CANYON RD. AT BARKER PASS RD.**



**INVESTIGATE INTERSECTION OF SYCAMORE CANYON RD. & BARKER PASS RD.**





**INVESTIGATE INTERSECTION OF SYCAMORE CANYON RD. & BARKER PASS RD. (continue)**



**INVESTIGATE INTERSECTION OF SYCAMORE CANYON RD. & CHELHAM WY.**





## **APPENDIX N**

### **Cold Spring School Location Projects Cost Estimates**

These are preliminary engineering type estimates based on visual assessment within the project boundaries



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**Pedestrian Landing at the Northeast Corner of S.R. 192 & Cold Springs Road**

Preliminary Engineering = \$50,500  
Construction = \$88,000  
Construction Engineering = \$27,810  
=====

Total = \$166,310

Rounded for Budget Purposes Only = \$170,000

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**Drainage Problem on Eucalyptus Hill Road**

Preliminary Engineering = \$75,500  
Construction = \$32,500  
Construction Engineering = \$13,424  
=====

Total = \$121,424

Rounded for Budget Purposes Only = \$130,000

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**Installation of Shoulder Backing on Paso Robles Drive**

Preliminary Engineering = \$37,200  
Construction = \$34,750  
Construction Engineering = \$9,007  
=====

Total = \$80,957

Rounded for Budget Purposes Only = \$85,000

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**Restrict Parking on Paso Robles Drive**

Preliminary Engineering = \$8,100  
Construction = \$4,500  
Construction Engineering = \$1,166  
=====

Total = \$13,766

Rounded for Budget Purposes Only = \$15,000

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**APPENDIX O**

Public Comment Cards Received





MONTECITO WALK TO SCHOOL PROJECT  
INITIAL STUDY REPORT

Public Draft – Comments Due by October 26, 2007

COMMENTS:

Why a foot-path? I have not seen children walking from or to school on lower San Ysidro in a long time. The west side of San Ysidro was widened in the 1980s to make room for a (now hardly used) bike way. Let the east side bear some of the burden for a change.

If the project can't be stopped, the DIRT PATH is the least intrusive option. We had trees and shrubs adversely affected in the 1980s. We do not need any more of this. Also, there is presently enough room on the west side for people to walk without stepping into the road way.

Please provide your name, address and phone number so we may contact you if we have questions regarding your comments

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

MONTECITO WALK TO SCHOOL PROJECT  
INITIAL STUDY REPORT

Public Draft – Comments Due by October 26, 2007

COMMENTS:

Dear Mr. Johnson: My sons were fourth-generation students at Montecito Union School. We stress safety. The route from North Jameson is safe.

Please do not advocate any changes. Why change the apple!

Please provide your name, address and phone number so we may contact you if we have questions regarding your comments

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

MONTECITO WALK TO SCHOOL PROJECT  
INITIAL STUDY REPORT

Public Draft – Comments Due by October 26, 2007

COMMENTS:

Why the west side of San Ysidro?  
We gave up part of our property in  
the 1980's for a bike path, which  
actually is almost never used by  
children from Montecito Union! If you insist  
on this project then please choose the dirt  
path, that makes the most sense. The trees & shrubs on  
my property would have to be removed with great disruption  
and great expense

Please provide your name, address and phone number so we may contact you if we have questions regarding your comments

Name:

Address:

Phone: