



MISSION PARK TO MISSION CANYON MULTIMODAL IMPROVEMENTS PLAN

FEBRUARY 2015



COUNTY OF SANTA BARBARA
CITY OF SANTA BARBARA

Acknowledgements

SANTA BARBARA COUNTY STAFF

LONG RANGE PLANNING

Rosie Dyste • Previous Project Manager/Senior Planner

Julie Harris • Project Manager/Senior Planner

Allen Bell • Supervising Planner

PUBLIC WORKS

Matt Dobberteen • Alternative Transportation Manager

Chris Sneddon • Deputy Director Transportation

Gary Smart • Transportation Engineer

CITY OF SANTA BARBARA STAFF

PUBLIC WORKS

Robert Dayton • Principal Transportation Planner

Pat Kelly • Assistant Public Works Director/City Engineer

Derrick Bailey • Supervising Transportation Engineer

Brian D'Amour • Acting Principal Civil Engineer

Andrew Grubb • Project Engineer II

Laura Yanez • Project Engineer

IN-KIND SERVICES

Mission Heritage Trail Association (formerly Concerned Citizens for Safe Passage)

Special thanks to members Tom Jacobs, Don Olson and Fred Sweeney

Santa Barbara Woman's Club

Santa Barbara Museum of Natural History

GRAPHIC DESIGN

Bertoux & Company

ILLUSTRATIONS

Fred L. Sweeney, AIA

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Introduction



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1.1 Background

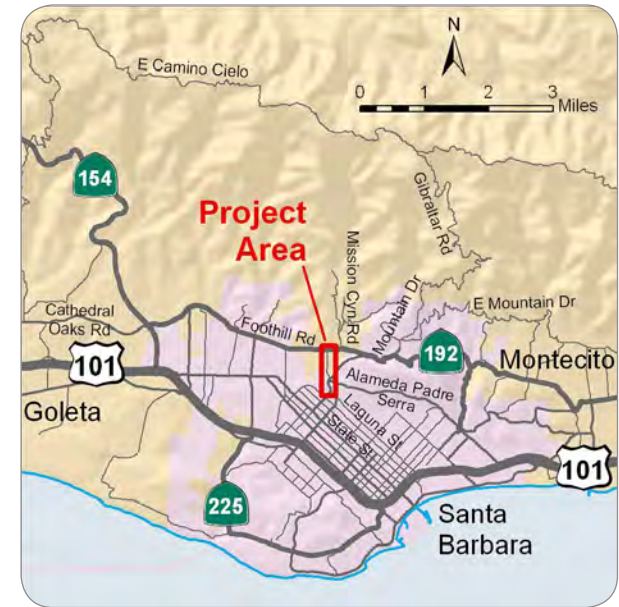
In 2012, Santa Barbara County teamed with the City of Santa Barbara to apply for a Community-Based Transportation Planning Grant from Caltrans for the Mission Park to Mission Canyon Multimodal Improvements Project (project). The project area is where the urban City of Santa Barbara (City) transitions to the unincorporated, semi-rural Mission Canyon area (County) in the foothills of the Santa Ynez Mountains. The project is proposed along an approximately 3/4 mile long, two-lane road starting at the intersection of East Los Olivos Street/Laguna Street in the City to the intersection of Mission Canyon Road/Foothill Road (State Route 192) in the County. East Los Olivos Street becomes Mission Canyon Road at West Mountain Drive. The corridor is the “gateway” into Mission Canyon and is a key emergency evacuation route for adjacent high fire hazard areas. It is also a popular destination for tourists and local residents.

The project is supported by the Mission Heritage Trail Association (MHTA, formerly known as Concerned Citizens for Safe Passage), a citizens group consisting of institutional, civic, and neighborhood associations, and private property stakeholders. MHTA was formed to address concerns about safety and accessibility along this historical and scenic corridor in the interest of public safety and enjoyment of this historic neighborhood. MHTA identified safety issues, formed goals for improvements, and developed potential improvement ideas for further study. The Safe Passage – Mission Historical Park to Mission Canyon Information Packet (July 2013) contains a wealth of

information about the corridor and can be viewed on the following website:
<http://www.missionheritagetrailassociation.com>.

In response to strong community sentiment and involvement, the County, in partnership with the City, pursued the Caltrans grant to fund the development of concept plans for improvements to the corridor. Caltrans awarded the grant in August 2012. The Caltrans grant is matched by a significant contribution of in-kind services from members of MHTA. In addition, the Santa Barbara Museum of Natural History and the Santa Barbara Woman’s Club provided refreshments and meeting spaces for the public workshops. The project team is comprised of County Long Range Planning and Public Works staff and City Public Works staff.

The concept plans were created through a collaborative government/community process and resulted in plans for an improved circulation system that would be accessible and safe for walkers, bikers, and drivers. The concept plans resulting from this project create a concrete and feasible vision for this corridor. Based on the community input, the concept plans provide a continuous west-side pedestrian pathway linking Old Mission Santa Barbara (Mission), Santa Barbara Museum of Natural History, and Foothill Road (State Route 192). Bicyclist passage is improved up Mission Canyon Road to Foothill Road via designated bike lanes and/or bike areas, depending on the available road width.



1.2 Purpose and Need

The corridor is currently difficult to traverse and potentially unsafe for many users. Key factors include heavy traffic (8,700 to 10,700 average daily trips), and multiple, poorly controlled intersections (Concerned Citizens for Safe Passage 2013). Disconnected, non-standard pathways and physical constraints force pedestrians to enter and/or cross Mission Canyon Road several times. Physical constraints include historic structures, residences, stone walls, the bridge and “bottleneck” over Mission Creek, mature native trees, signs, and utility poles. These constraints, in combination with high traffic volumes and thousands of visitors, make creating a safe experience for all users challenging.

Some of the most significant problems and deficiencies include:

- Lack of continuous, universally accessible pedestrian pathways;
- Poor condition of existing pedestrian pathways;
- Pedestrian access blocked by parked cars during special events and by poorly placed utilities and signs;
- Poor sight distances and visibility at intersections and crosswalks; and
- Cyclists forced to share heavily traveled road.



GOAL AND OBJECTIVE:

The goal of this project is a continuous pedestrian walkway and bikepath/bikeway along the corridor that reflects the desires of the community and other interested stakeholders and provides safe access to all users regardless of ability or mode of transportation. The objective is to develop a community-led solution that Santa Barbara County and the City of Santa Barbara would use as a blueprint for funding and implementing future improvements.



1.3 Policy Context

The proposed improvements for the Mission Canyon corridor implement federal, state, and local policies ensuring all users of streets, roads, and highways are taken into consideration when developing new or retrofitting existing transportation systems.

The *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Transportation Regulations and Recommendations* supports “fully integrated active transportation networks” that include accommodations for bicyclists and pedestrians. *The California Complete Streets Act (Assembly Bill 1358)* requires cities and counties, upon the next update of their circulation element, to plan for the development of multimodal transportation networks. This network should consist of complete streets designed and constructed to serve all users, regardless of their age or ability, or whether they are driving, walking, biking, or taking transit. Finally, the project directly implements City and County long range goals and policies for the project area as detailed below.

CITY OF SANTA BARBARA

The City of Santa Barbara’s General Plan (2011) provides a policy basis for this project. Several policies from the Circulation Element and the City’s Pedestrian Master Plan (2006) support the development of multimodal improvements in the corridor. The most relevant policies are as follows:

CITY OF SANTA BARBARA CIRCULATION ELEMENT (2011)

Goal: Integrated Multi-Modal Transportation System.

Create a more integrated multi-modal transportation system to connect people, places, goods, and services. Provide a choice of transportation modes and decrease vehicle traffic congestion.

Policy 5.1.2 (in part): Identify and link major activity centers and destinations with walkways. This will consist of the following:

- Improving pedestrian access in and around the Mission by providing safe and attractive walking connections between the Mission, Rose Garden, Rocky Nook Park, Natural History Museum, and Alameda Padre Serra.

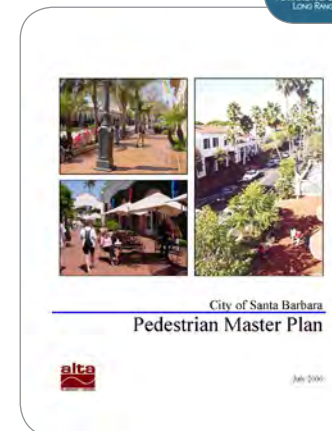
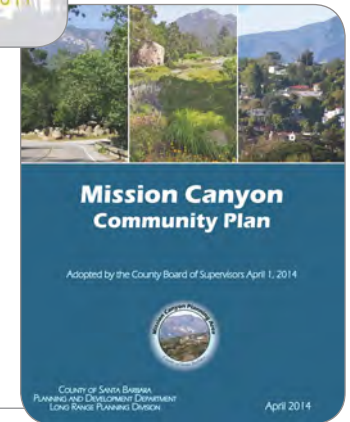
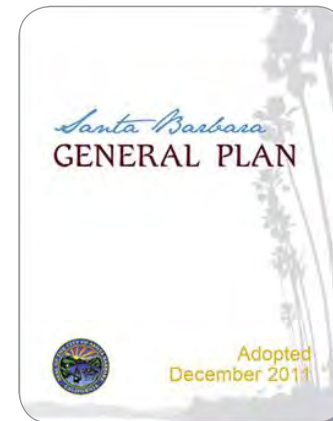
CITY OF SANTA BARBARA PEDESTRIAN MASTER PLAN (2006)

Goal 1: Improve the pedestrian system to increase walking in Santa Barbara.

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

Policy 1.2: The City shall improve pedestrian safety and comfort at intersections.

Policy 1.3: The City shall enhance pedestrian corridors.



SANTA BARBARA COUNTY

In 2014, the County Board of Supervisors adopted the Mission Canyon Community Plan (MCCP). Based on City provision of services to Mission Canyon, the MCCP was also approved by the City Santa Barbara City Council in 2014. The MCCP contains several policies and actions in support of the project as follows:

MISSION CANYON COMMUNITY PLAN

Action CIRC-MC-2.2:

The County shall actively pursue siting a pedestrian on-road trail adjacent to Mission Canyon Road from the intersection with Mountain Drive to the Santa Barbara Botanic Garden. Trail design and siting shall be consistent with the semi-rural neighborhood character along Mission Canyon Road.

Policy CIRC-MC-3:

The County shall coordinate with the City of Santa Barbara to seek grants and other funding sources to design and implement a plan to improve multimodal access and safety for residents and visitors traveling between Mission Santa Barbara, Rocky Nook Park, Santa Barbara Museum of Natural History, and local schools and neighborhoods within and adjacent to the City/County boundary at Mission Canyon Road, in accordance with the streetscape plan for the Scenic Corridor (see Action VIS-MC-3.2).

Improvement plans for this roadway shall include, but not be limited to, an evaluation of the following issue areas:

- Traffic patterns and on-street parking generated by special events at Mission Santa Barbara, the Santa Barbara Museum of Natural History, and the Santa Barbara Woman’s Club;
- Unpermitted encroachments into the public road ROW;
- Dual purpose pedestrian trails/emergency vehicle turnout zones in appropriate locations, including the southbound segment of Mission Canyon Road and Los Olivos Street for use in an emergency evacuation with the aid of traffic control;
- Improvements to the Mission Creek bridge; and
- Historical resources evaluation by the City and County Historic Landmarks Commission/Committee.

Action CIRC-MC-3.1:

The County shall collaborate with the community and City of Santa Barbara to improve multimodal connections between Mission Santa Barbara, Rocky Nook Park, Santa Barbara Museum of Natural History, and local schools and neighborhoods adjacent to the City/County boundary at lower Mission Canyon Road and Los Olivos Street, consistent with the historical and scenic nature of this area.

Policy VIS-MC-3.2:

The County shall coordinate with the City of Santa Barbara, area non-profit institutions, and residents to seek grants and other funding sources to design and implement the Phase II streetscape plan for the Mission Canyon Scenic Corridor, coordinated with multimodal access and safety improvement plans (see Policy CIRC-MC-3).

Aesthetic considerations for the streetscape plan could include the following programs:

- Design and materials for paths, crosswalks, and streetscape features;
- Protection of existing stone walls and other historic features;
- A signage plan;
- Landscaping recommendations; and
- Undergrounding utilities.

1.4 Public Outreach

Public participation and support are crucial to the success of this project. Past experience has shown that public controversy and opposition can stifle project proposals. The project area is highly visible and sensitive for the community; therefore, general community consensus around the concept plans was of the utmost importance. The public outreach strategy included extensive notification and workshops.

PUBLIC NOTIFICATION

Due to the number and variety of stakeholders, the project team coordinated community outreach efforts with the MHTA volunteers. Community presentations conducted by MHTA prior to project initiation and during the project dovetailed with the outreach for the project and built upon the contacts already made by MHTA.

The following methods were used to ensure stakeholder participation, expand outreach, and solicit feedback.

PROJECT WEBPAGE AND SOCIAL MEDIA

A webpage was created for the project linked to the County's Mission Canyon Community Plan webpage: http://longrange.sbcountyplanning.org/planareas/mission_canyon/mc_multimodal.php. The webpage provided information about meeting dates, locations, and materials and links to the Mission Canyon Corridor concept plans. Long Range Planning's Facebook page (<https://www.facebook.com/longrange.sbcounty>) was used to announce public workshops and hearings.



INTERESTED PARTIES LIST

The County's existing Mission Canyon interested parties email list was used and interested community members were added prior to and after each community workshop. The email notification list was then expanded to include key members of non-profit organizations; including the Chamber of Commerce, Downtown Organization, and Visitors Bureau. Chumash representatives were included on the email list to ensure opportunities for input and participation.

SELF GUIDED TOUR BOOKLET

A self-guided tour booklet was created to provide a guide for interested citizens to use before or after attending public workshops (Appendix A). The booklet was also made available on the project webpage.

PUBLIC WORKSHOPS

Public workshops were the cornerstones of this project and were planned carefully to maximize

public input and participation. Significant in-kind donations were provided for the workshops; including auditorium space from the Santa Barbara Woman's Club and refreshments from the Santa Barbara Museum of Natural History and MHTA members. Workshops were announced with flyers and emails to interested parties, notices in neighborhood association newsletters, and on Long Range Planning's Facebook page. The workshops are summarized below.

PUBLIC WORKSHOP #1

Workshop 1 was held in October 2013 and was attended by approximately 50 – 60 people. The format included a staff presentation and breakout/working sessions with two facilitators and eight to ten participants at each table. It provided an opportunity for the community to answer the following questions about the corridor:

- What is important to you about the Mission Canyon Corridor?
- What works well now about the Mission Canyon Corridor?
- What's not working well about the Mission Canyon Corridor?
- What needs to be fixed?
- What needs to be left alone?

Workshop tools included large scale maps that participants were encouraged to write and draw on and a slide show of project area photographs.

Participants were invited to take a self-guided walking/cycling tour and provided with a self-guided tour booklet. They were also encouraged to sign up for walking tours guided by the MHTA.

PUBLIC WORKSHOP #2

The feedback and comments collected from the first workshop provided the fundamental basis for the project team to determine community consensus and prepare concept plans for the corridor for presentation and further feedback at a second public workshop. In addition to the concept plans, the project team prepared a list of other features the community wanted addressed. These other features are considered long-term concepts to be considered at a future date because they are more

complex and/or potentially controversial than the concept plans. The time necessary to develop solutions and reach public consensus would exceed that available under the current grant and scope of work.

Workshop 2 was held in April 2014 and was attended by approximately 90 people. The format included staff presentations of the concept plans, questions and answers, and participants voting. After the presentation and question and answer period, participants were asked to vote on the concept plans with a green, yellow, or red dot to signify their support. Green signified support, yellow signified that concept was not perfect but probably could accept, and red signified no support.

The results were as follows:

WORKSHOP #2: CONTINUOUS WEST-SIDE PATHWAY CONCEPT PLANS VOTE RESULTS			
SUPPORT	UNDECIDED	NO SUPPORT	TOTAL
56	5	2	63
89%	8%	3%	100%



Workshop participants were also asked to vote on the potential long term projects, described as issues that participants at the first public workshop stated needed fixing but did not meet the City and County’s criteria as an achievable plan. The results are presented in the table to the right.

The votes provided the impetus for the project team to consider the concept plans for the corridor described in Chapter 3 as the “community consensus” proposal. The long term concepts are included in Chapter 3 as potential future projects for the corridor.

WORKSHOP #2: LONG TERM PROJECTS VOTE RESULTS				
PROJECT	SUPPORT	UNDECIDED	NO SUPPORT	TOTAL
Add Left Turn Lane Las Encinas Road	7	11	11	29
Reconfigure Laguna and Los Olivos Intersection	13	10	11	34
Improve APS Intersection	30	7	5	42
Reconstruct Mountain Drive Intersection	19	11	2	32
Increase visibility at private drives and driveways	6	6	16	28
Continuous east side pathway	5	2	17	24
Underground utilities	33	0	1	34
Rapid flashing beacons	14	6	12	32
Widen bridge over Mission Creek	0	1	29	30
Increase lighting	5	2	20	27

WORKSHOP #2: CONCEPT PLANS FOR CONTINUOUS WEST-SIDE PATHWAY



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Existing Settings and Conditions

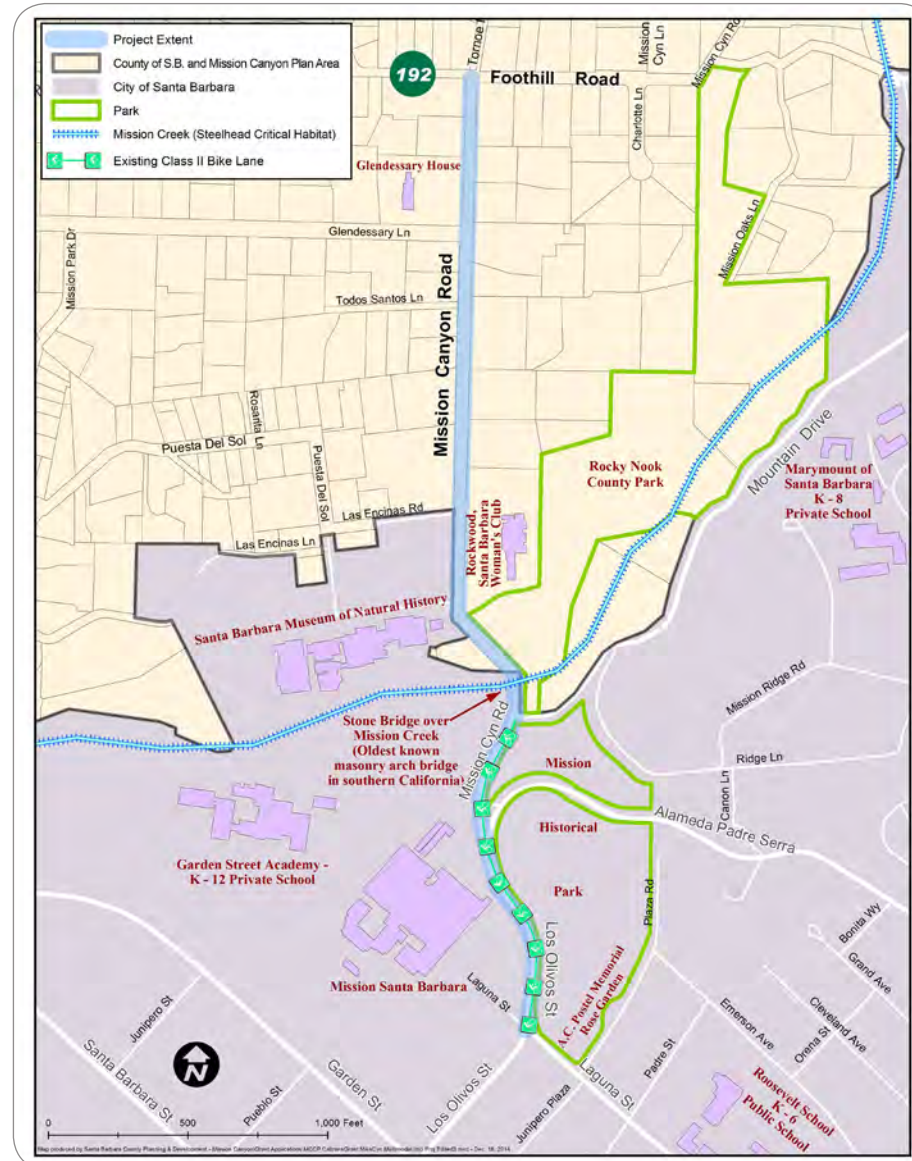


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2.1 Project Location

The project area is about three miles from the coastline, at the foothills of the Santa Ynez Mountains. This unique area is one of the key attractions of the South Coast and is characterized by a blend of historic landmarks, institutional uses, single-family homes, and great natural beauty. The project area is an asset to the local community and to the greater Santa Barbara region.

The corridor is located in a transition area between the City and the County. The southern half of the corridor includes Old Mission Santa Barbara (Mission), Mission Historical Park, A.C. Postel Rose Garden, and the Santa Barbara Museum of Natural History (museum). Where the City's jurisdiction ends and the County jurisdiction begins is the unincorporated Mission Canyon Community Plan Area. The Mission Canyon Plan Area portion of the corridor consists of single-family homes, Rocky Nook County Park, and the Santa Barbara Woman's Club.



PROJECT LOCATION
EXISTING SETTING AND CONDITIONS

2.2 Character and Regional Importance

The corridor is a key historic, scenic, cultural and recreational area. It also serves as an important access route to Mission Canyon neighborhoods to the north. It is characterized by the following traits.

BEAUTY

Rustic Spanish Revival-style structures lining the corridor are complimented by the A.C. Postel Memorial Rose Garden, Mission Historical Park, Rocky Nook Park, a historic olive grove, Mission Creek, and a canopy of mature oak and sycamore trees that creates a tranquil, rural feel. Views of the expansive Pacific Ocean dominate the horizon to the south, while northbound travelers are greeted with views of the nearby Santa Ynez Mountains.

BIOLOGY

The corridor traverses Mission Creek which is designated critical habitat for the endangered Southern California steelhead trout. Mission Creek and Rocky Nook Park contain significant stands of coast live oak riparian forest and portions of the corridor are lined with mature native oak and sycamore trees. Rocky Nook Park contains high quality and diverse habitat for special status birds species documented during recent surveys, including oak titmouse, yellow warbler, and Nuttall's woodpecker.

HISTORY

The project area has a rich history of Chumash and Spanish settlement. Archeological sites and historical structures infuse the area with a palpable

sense of heritage. The area also includes the oldest known masonry bridge in southern California, which traverses Mission Creek.

GLOBAL DESTINATIONS

The corridor receives approximately one million visitors per year, as it includes two of Santa Barbara's chief attractions: Old Mission Santa Barbara and the Santa Barbara Museum of Natural History (Concerned Citizens for Safe Passage 2013).

COMMUNITY

Many of the structures along the corridor are key gathering places for informal relaxation, education, and special events. The corridor is the site of three annual celebrations that are integral to the Santa Barbara community: Fiesta/Old Spanish Days, the Italian Street Painting Festival (both pictured to the right), and the Santa Barbara Wine Festival. Several schools are located within approximately one mile of the corridor, so it also serves as a hub for walking field trips throughout the year.

FIRE SAFETY

Despite all the festivity, the viability and efficiency of transportation along the corridor is also essential to the safety of Mission Canyon and the surrounding community. The project area is within the Very High Fire Hazard Severity Zone, and has a significant history of wildfires. The corridor serves as a key evacuation route for many residential areas within and adjacent to Mission Canyon.



2.3 Features

OLD MISSION SANTA BARBARA

Considered the “queen of the missions,” Old Mission Santa Barbara is touted by the National Park Service (National Park Service 2014a) as “One of the finest and most distinguished of the 21 California missions from an architectural standpoint.” Mission Santa Barbara was founded in 1786 by the Spanish Franciscans as the tenth Californian mission. Today, it is home to a large and active community of Franciscan friars and houses a retreat center, museum, and 10-acre garden. It is situated on a 13-acre parcel at the gateway to the corridor, on the west side of the Laguna Street/East Los Olivos intersection, within City limits. The Mission’s property contains a parking lot, and visitors also access the site via walking, biking, and transit. The Mission receives approximately 750,000 to 1 million visitors per year, not including those who attend for regular religious services or for major events, such as Fiesta (Concerned Citizens for Safe Passage 2013).

MOUNT CALVARY MONASTERY (AT ST. MARY’S RETREAT HOUSE)

This Benedictine retreat house and monastery is situated on a 4.8-acre property just above Mission Santa Barbara and below Mission Creek, within City limits. The property contains two main houses, one built in 1885 and the other in 1917. It is home to a community of Anglican monks who relocated to this facility when their property was destroyed in the 2008 Tea Fire. The house accommodates up to 26 guests, and its grounds include landscaped gardens, a chapel, a labyrinth, and a library (Mount Calvary).



SANTA BARBARA MUSEUM OF NATURAL HISTORY

Founded in 1916, the museum comprises a cluster of Spanish Revival-style buildings nestled into 17 acres of riparian oak woodland, just above Mount Calvary Monastery and Mission Creek. The museum is a regional and global attraction that is home to more than three million objects, including the largest collection of Chumash Native American artifacts in the world. Displays of regional animal life, a planetarium, and an ethnobotanic garden attract as many as 196,000 visitors per year (maximum recorded attendance), including thousands of K–12 students on fieldtrips (Concerned Citizens for Safe Passage 2013).



The museum is also a prominent center for research, as its unique and extensive collections draw scientists from all over the world. The museum is within the City of Santa Barbara. Visitors use the project area to access the museum via car, transit, walking, and biking.

WOMAN’S CLUB

In 1927, the Santa Barbara Woman’s Club commissioned the construction of a Spanish Revival-style clubhouse, set back from Mission Canyon Road just above Rocky Nook Park, to serve as the location for meetings and events. The 2.9-acre parcel is within County jurisdiction and is beautifully landscaped with oaks and ornamental plantings. The facility attracts about 14,000 visitors per year for events and activities. The clubhouse has an adjacent parking lot and can also be accessed via walking, biking, and transit (Concerned Citizens for Safe Passage 2013).



SCHOOLS

Students from five nearby schools often participate in walking fieldtrips through the corridor to the Mission and/or museum. Students typically walk in groups of 30–35 with their teachers and volunteer parents. Because the resources along the corridor have both local and regional interest, hundreds of buses with students on fieldtrips arrive at the Mission and/or museum each school year.



MARYMOUNT OF SANTA BARBARA

TABLE 1: SCHOOLS NEAR THE MISSION CANYON CORRIDOR			
NAME	APPROX. DISTANCE FROM CORRIDOR	GRADE LEVELS	ENROLLMENT
Roosevelt Elementary School	660 feet	K-6	583
Garden Street Academy	800 feet	K-12	132
Marymount of Santa Barbara	1,700 feet	K-8	215
Peabody Charter Elementary School	1 mile	K-6	750
Santa Barbara Middle School	1 mile	6-9	122

SANTA BARBARA COUNTY EDUCATION OFFICE 2012

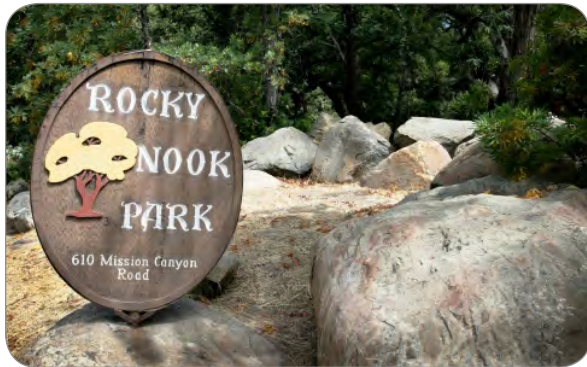


ROOSEVELT ELEMENTARY SCHOOL

PARKS

ROCKY NOOK PARK

This 19-acre County-owned park has a tree cover of oaks and sycamores, with interspersed sandstone boulders. Approximately 450 feet of the parkland, including the park entrance, fronts the corridor. Park amenities include a playground, trails, picnic tables, and barbeque grills.



MISSION HISTORICAL PARK

This 10-acre City-owned park contains a variety of ruins that date to the Mission period and is landscaped with a historic olive grove, a rose garden, and an expanse of lawn that has views of the Pacific ocean. Approximately 960 feet of parkland fronts the corridor.



The northern 2-acre portion of the park is separated from the southern portion by Alameda Padre Serra, a major access road. This upper portion has scattered oaks and sycamores and is the site of a pottery building, mill, and two reservoirs that were built during the Mission period and were formerly functioning pieces of the Mission Santa Barbara infrastructure. A historic olive grove dedicated to World War I veterans is located in the lower corner of this 2-acre portion, fronting both East Los Olivos Street and Alameda Padre Serra.

The 8-acre, southerly portion of the park was originally owned by the Franciscan Friars and is located directly across from the Mission. The upper portion of this section has scattered oaks and sycamores and contains a tanning vat that dates to the Mission period. This northern section is separated from the expansive grassy lawn below by a portion of the Mission aqueduct, built in 1808.

A.C. POSTEL MEMORIAL ROSE GARDEN

In the southern corner of Mission Historical Park, an array of accredited, All American roses are situated in brick planters around a fountain. Scents, vibrant colors, views of the Mission, and sounds from the fountain make the garden a tranquil, rustic place to wander.



ROSE GARDEN

INFRASTRUCTURE

Infrastructure located along the corridor consists of the following items:

- **Street Lights:** Street lights are located at the major intersections. Several lights are also located mid-block on Mission Canyon Road.
- **Drainage:** Stormwater runoff is informally channeled in the shoulder along Mission Canyon Road. There is a large storm drain on the west side of Mission Canyon Road near Rocky Nook Park.
- **Power Lines:** Electrical power lines are not visible in the lower portion of the corridor until the APS triangle. Electrical power lines continue on both sides of the corridor after the Mission Creek bridge.



POWER LINES AND STREET LIGHTS



WALKWAY AND DRAINAGE ALONG MISSION CANYON ROAD



POWER LINES

2.4 Historical Resources

Many of the South Coast region's key historical resources are within or adjacent to the corridor. Some of these resources have been given official landmark or historical merit designations at the local, state, or national level. Others do not have official designations but are considered key aspects in the character of the corridor. Officially designated resources are listed in Table 2 on page 2-8.

The official designations each have different definitions, which are as follows:

NATIONAL HISTORIC LANDMARK

"Nationally significant historic places are designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States." There are just over 2,500 places with this designation (National Park Service 2014).

NATIONAL REGISTER OF HISTORIC PLACES

"The official list of the Nation's historic places worthy of preservation," and a part of a national program to "identify, evaluate, and protect America's historic and archeological resources." National Historic Landmarks are added to the National Register of Historic Places when they are officially designated (National Park Service 2013).

CALIFORNIA HISTORICAL LANDMARK

A building, structure, site, or place that has been designated by the Director of California State Parks due to its statewide historical significance. The

resource must meet one of three criteria: it is the first, last, or only example of its type; it is associated with a historically influential person or group; or it is an exemplar of an influential architect's work, an architectural movement, a period, or a style (California State Parks Office of Historic Preservation 2013).

COUNTY OF SANTA BARBARA LANDMARK

A building, structure, site, place, or object that has historical, aesthetic, or other special character or interest and designated as a Landmark under the provision of County Code Chapter 18A (County of Santa Barbara 1996).

CITY OF SANTA BARBARA LANDMARK

A structure, natural feature, site or area having historic, architectural, archaeological, cultural or aesthetic significance and designated as a landmark under the provision of Municipal Code Chapter 22.22 (City of Santa Barbara Historic Resources Element 2012).

CITY OF SANTA BARBARA STRUCTURE OF MERIT

Although not a City Landmark, these structures have cultural, architectural, archaeological, or aesthetic significance and are designated by the City Council, subsequent to a recommendation by the City's Historic Landmarks Commission (City of Santa Barbara 2008).

OTHER RESOURCES

Other resources that are potentially historic but not officially designated are as follows:

ST. MARY'S RETREAT HOUSE PROPERTY

Contains two houses, one built in 1885 and the other in 1917. The family who commissioned these houses played a role in the beginnings of the Museum.





SANDSTONE WALLS

Sandstone walls dating to the late 19th century border or front the Mission property, the Saint Mary's Retreat House property, the museum, and the property at 609 Mission Canyon Road, located between Saint Mary's and the museum.

ROCKWOOD

This is a Spanish Revival building, constructed in 1928, and the home of the Santa Barbara Woman's Club.

TABLE 2: HISTORIC RESOURCES IN THE MISSION CANYON CORRIDOR

	RESOURCE	DESIGNATIONS	INFORMATION
	Old Mission Santa Barbara	<ul style="list-style-type: none"> • National Historic Landmark District • National Historic Landmark • National Register of Historic Places • California Historical Landmark • City of Santa Barbara Landmark 	Includes church, cemetery, garden, fountain, and remains of pottery, tanning vats, stone buildings, aqueduct segments and other features in Mission Historical Park.
	Mission Historical Park	<ul style="list-style-type: none"> • National Register of Historic Places • California Historical Landmark • City of Santa Barbara Landmark 	Includes City-owned park and all Mission period structures such as reservoir, Cota Sycamore tree, aqueduct segments, 1891 stone bridge over Mission Creek, and 1910 Oliver trough-fountain.
	Santa Barbara Museum of Natural History	<ul style="list-style-type: none"> • City of Santa Barbara Structure of Merit 	Includes buildings, courtyard, and stone wall border.
	Glendessary House	<ul style="list-style-type: none"> • County of Santa Barbara Landmark 	A Tudor Revival-style mansion used as private residence.

2.5 Physical Constraints

The corridor has a high concentration of historic resources, including, but not limited to, the 1891 stone bridge over Mission Creek and traces of the Mission aqueduct, including the “pillar” or wall section on both sides of the corridor near Mountain Drive.

These resources limit potential solutions for pedestrian safety because they form “pinch” points along the corridor between the historic City reservoir to the bridge over Mission Creek. The map below depicts the location of the three pinch points that constrain access. They are described in detail on the following pages.



PRIMARY CONSTRAINTS (PINCH POINTS) TO PEDESTRIAN ACCESS

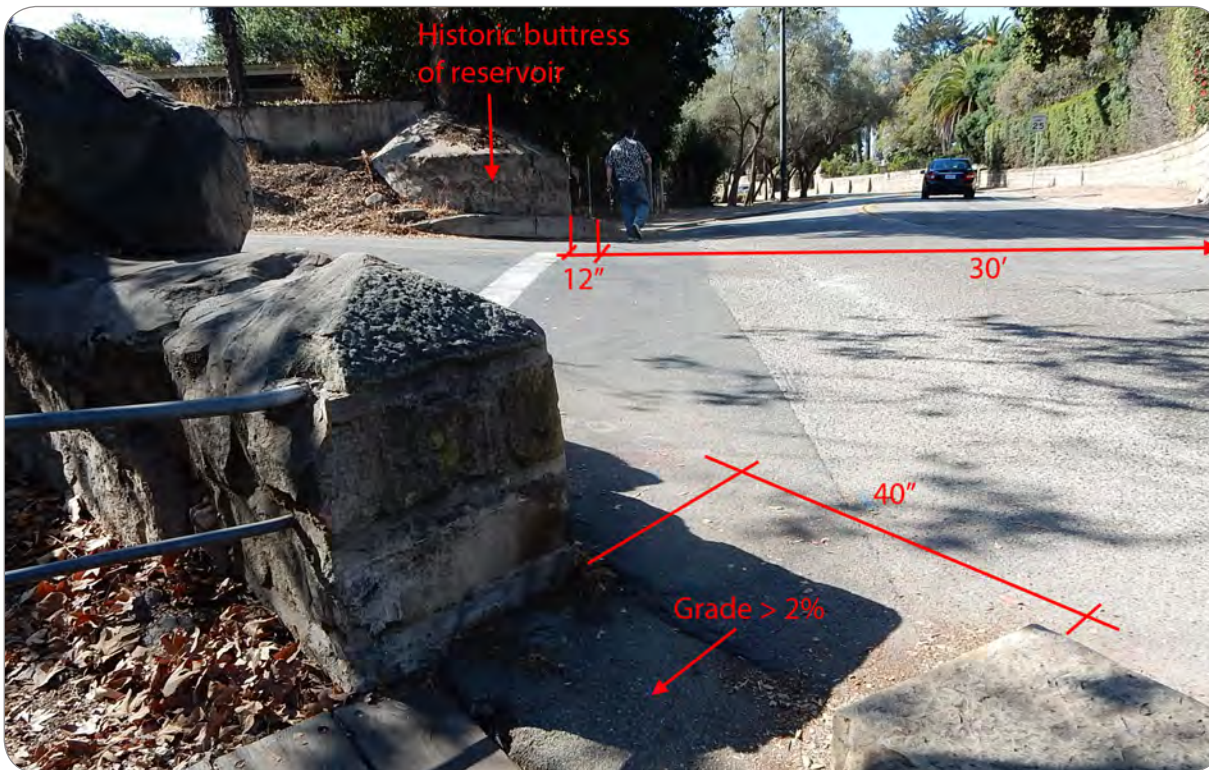
PHYSICAL CONSTRAINTS
EXISTING SETTING AND CONDITIONS

PINCH POINT #1

The first pinch point is where pedestrians approach the Mountain Drive/Mission Canyon Road intersection on the east side of Mission Canyon Road. There is a constraint here for pedestrians and vehicles using the same space due to the location of the historic reservoir structure to the east and the location of the “pillar” or the wall section of the main Mission aqueduct on the west.

The constraint occurs because as a pedestrian walks parallel to the reservoir wall along the east side of Mission Canyon Road, the available walking area narrows from approximately 5 feet to 12 inches (the space available between the reservoir stone abutment and the concrete curb). Where it narrows, pedestrians are forced to step into the traffic lane to cross the Mountain Drive intersection.

The width of the road from this point to the west is approximately 30 feet which accommodates a standard two lane road with a bike lane each way. On the west side, the available walking area is less than 4 feet wide (ADA requires a 48-inch clearance) from the inside of the street curb to the historic Mission Aqueduct “pillar”/wall. However, before pedestrians get to this location, there are two signs prohibiting walking on this side of the road.



PINCH POINT #2

The second pinch point occurs approximately 30 feet to the north of the Mission Aqueduct “pillar”/wall on the west side of Mission Canyon Road. Because of this pinch point, pedestrians are currently prohibited from walking on this side of the road.

Parallel to the corridor at this location is a stone wall on the property line of the Mt. Calvary Monastery. At the northerly portion of this wall section, the wall ends at a junction with the street curb just before the historic stone bridge abutment. There is approximately 8 inches of clearance between the end of the wall’s stone column and the street curb.

The pathway width in this section goes from 4 feet at the Mission aqueduct “pillar” to 8 inches at the end of the Monastery wall as it converges with the Mission Creek bridge. Pedestrians cannot cross the bridge on the west side without walking in the travel lane.



PINCH POINT #3

The third pinch point is located on the east side of the corridor to the immediate north side of Mountain Drive as it meets East Los Olivos Street/ Mission Canyon Road. An historic 1910 rock water trough is located at the edge of the road pavement at the exact corner of the intersection. The historic water trough does not allow for adequate crosswalk striping across Mountain Drive to the southerly corner of the historic reservoir stone wall and abutment. Pedestrians are required to walk in the right turn lane for Mountain Drive vehicles and also into the traffic/bike lane of the corridor.



2.6 Circulation

East Los Olivos Street and Mission Canyon Road are two-lane, north-south trending roadways that serve residences, institutions, recreational amenities, and through traffic. The corridor of East Los Olivos Street and Mission Canyon Road is the primary entrance into Mission Canyon. The speed limit of East Los Olivos Street is 25 miles per hour (mph), slowing to 20 mph at the “s” curve where the road crosses Mission Creek, and then increases to 35 mph on Mission Canyon Road. The corridor is designated by the City and County as a “No Parking Zone.” The most recent traffic counts taken by the City and County in 2011 and 2012 respectively show 10,600 average daily trips (ADT) near the bridge over Mission Creek, 9,260 ADT south of Puesta del Sol, and 7,958 ADT south of Foothill Road.

INTERSECTIONS

There are eight intersections along the corridor and, except for the intersection with Foothill Road, each intersecting road terminates on the corridor. Reducing the number of pedestrian crossings at intersections is a key focus of this project. Poor visibility, road curvature, and lack of designated sidewalks/walkways create intersections that are difficult and often hazardous for pedestrians, bicyclists, and vehicles to cross. The following list describes the intersections, beginning from the south end of the corridor.

1. EAST LOS OLIVOS STREET / LAGUNA STREET

This intersection is located just south of the Mission and is controlled by a four-way stop. Pedestrians

can cross each of the four streets that feed into this intersection using painted crosswalks. Laguna Street ends at the Mission.



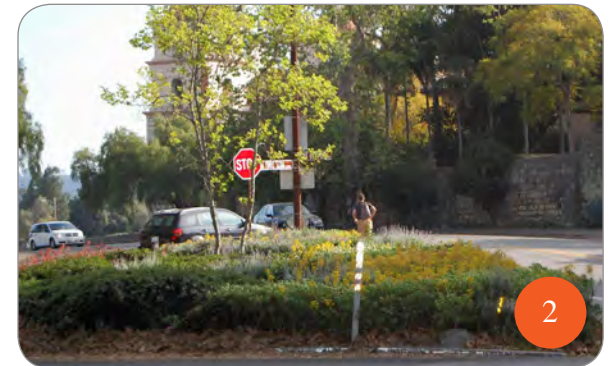
2. EAST LOS OLIVOS STREET / ALAMEDA PADRE SERRA (APS)

The intersection of APS and East Los Olivos Street is known as the APS triangle. At the triangle, the APS is divided into two roadways just before it intersects with East Los Olivos Street. Much of the APS triangle is difficult for pedestrians, bicycles, and vehicles to navigate due to its unique configuration. There are no crosswalks. In the past, the City proposed a roundabout at this intersection but did not pursue it further due to lack of community support.

3. EAST LOS OLIVOS STREET / MISSION CANYON ROAD / WEST MOUNTAIN DRIVE

West Mountain Drive approaches the corridor steeply from the east and ends at a stop sign where East Los Olivos Street becomes Mission Canyon Road. The intersection can be difficult for

pedestrians, bicyclists, and drivers to navigate. The curvature of East Los Olivos Street/Mission Canyon Road obstructs visibility and the steep incline can make it difficult for drivers to see oncoming traffic and pedestrians crossing West Mountain Drive.



4. PUESTA DEL SOL/MISSION CANYON ROAD

Puesta Del Sol is a two-lane, one-way street that approaches Mission Canyon Road from the east and ends at this intersection. Both lanes of Puesta Del Sol have stop signs at this intersection.

On the east side of this intersection is an entrance to the Santa Barbara Woman’s Club. There is a crosswalk at the intersection across Mission Canyon Road and a wooden sign at the east end of the crosswalk stating “Crosswalk to Museum.”

5. LAS ENCINAS ROAD / MISSION CANYON ROAD

Las Encinas Road is a two-way street that approaches Mission Canyon Road from the west and ends at this intersection. A stop sign controls traffic turning from the eastbound lane of Las Encinas Road onto Mission Canyon Road. Many cars traveling north on Mission Canyon Road turn left onto Las Encinas Road to access the Santa Barbara Museum of Natural History and/or the San Roque neighborhood to the west. There is no left turn lane but the road widens here and cars traveling north on Mission Canyon Road often pass on the right. There are two crosswalks across Mission Canyon Road, one at the north side of the intersection and one at the south side of the intersection.



6. TODOS SANTOS LANE / MISSION CANYON ROAD

Todos Santos is a private, dead-end roadway approaching Mission Canyon Road from the west and terminating at this intersection. There are no crosswalks or stop signs at this intersection.



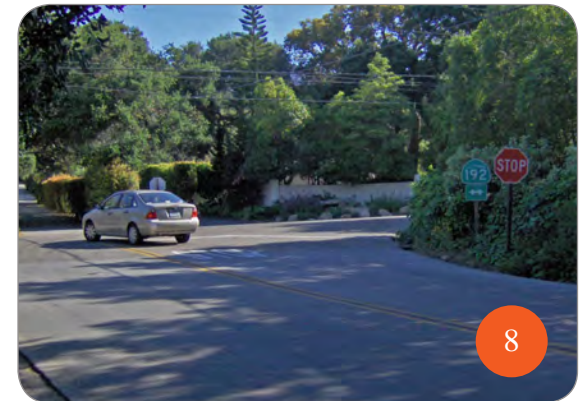
7. GLENDESSARY LANE / MISSION CANYON ROAD

Glendessary Lane is a private roadway approaching Mission Canyon Road from the west and terminating at this intersection. This intersection has one stop sign, which controls traffic turning from Glendessary Lane onto Mission Canyon Road.



8. FOOTHILL ROAD (STATE ROUTE 192) / MISSION CANYON ROAD

This intersection marks the terminus of the project area. This intersection is controlled by a four-way stop.



OTHER FEATURES

MID-ROAD CROSSWALK ON EAST LOS OLIVOS STREET

This mid-road crosswalk is about 550 feet north of the East Los Olivos Street/Laguna Street intersection and connects the Mission with Mission Historical Park. There was a bus stop on both sides of the crosswalk but the line was terminated in August 2014 due to lack of ridership.

ENTRANCE TO ROCKY NOOK PARK

The entrance to Rocky Nook Park is located on the east side of Mission Canyon Road, just north of the bridge over Mission Creek.



ENTRANCE TO ROCKY NOOK PARK

MISSION CREEK BRIDGE

The bridge over Mission Creek demarcates the boundary between the City and County. The east side of the bridge has an attached wooden pedestrian walkway separated from vehicle traffic by a stone wall. There is no pedestrian crossing on the west side.

TRAFFIC ACCIDENTS

Improved safety for pedestrians, bicyclists, and motorists is one of the key reasons for pursuing multimodal improvements along this corridor. Ten-year accident histories are available for the segments within the City and County, shown below (County of Santa Barbara 2011).

CITY OF SANTA BARBARA

Within the City's jurisdiction, there were 26 recorded accidents along the corridor between 2002 and 2012, discussed below by intersection or proximity to intersection.

- **East Los Olivos Street and Laguna**
Five accidents occurred in this area during the above time frame. Two involved collisions between a vehicle and a pedestrian or bicyclist, resulting in injuries. The others involved property damage due to rear end and head on collisions and one car over-turned and hit a fixed object.
- **East Los Olivos Street and Alameda Padre Serra**
Twenty one accidents occurred in this area during the above time frame, mostly involving property damage between vehicles due to moving traffic violations and several resulting in injuries. One involved a broadside collision with a bicycle, resulting in an injury.

SANTA BARBARA COUNTY

There were 30 recorded accidents along the corridor



ACCIDENT DAMAGE TO MISSION CREEK BRIDGE

between September 2001 and March 2011.

- **Mission Canyon Road Near West Mountain Drive**
Four accidents occurred in this area during the above time frame. Each accident involved a driver losing control of his or her vehicle and striking a fixed object. The objects that were hit include a fence, rock wall, concrete retaining wall, and power pole.
- **Mission Canyon Road Near Puesta Del Sol**
Three accidents occurred in this area during the above time frame. Two accidents involved a vehicle striking a fixed object (a telephone pole, signs, and a tree). The third accident involved a vehicle striking a bicyclist when the bicyclist lost control of his or her bicycle.

- Mission Canyon Road Near Las Encinas Road**
 Nine accidents occurred in this area during the above time frame. Two accidents involved a vehicle striking a fixed object (a rock wall and a pole). Three accidents involved rear-ends, with one involving three vehicles. One accident was caused when a vehicle turning west onto Las Encinas Road struck a vehicle that was stopped at the stop sign on Las Encinas Road. Another accident was caused when a vehicle stopped at one of the crosswalks on the Las Encinas Road intersection for a group of pedestrians and was rear-ended by a second vehicle whose driver did not see the other vehicle stopped at the crosswalk.
- Mission Canyon Road Near Foothill Road (State Route 192)**
 Fourteen accidents occurred in this area during the above time frame. Eight of these accidents involved single-vehicle collisions with a fixed object. Three involved rear-ends. One involved a vehicle colliding with a horse and rider, resulting in an injury to the horse. One involved a broadside, and another involved an overturned vehicle.

ALTERNATIVE TRANSPORTATION

TRANSIT

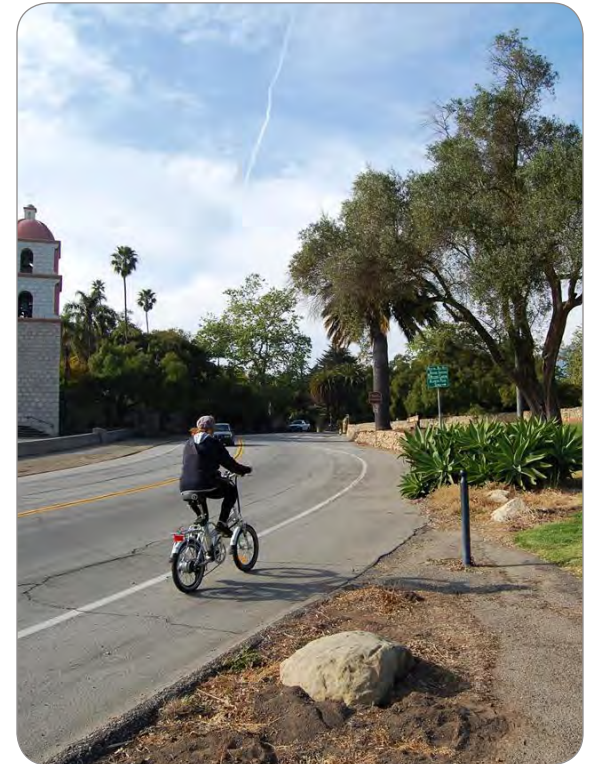
Until recently, the corridor was served by Metropolitan Transit District (MTD) bus line 22 – Old Mission. The line was cancelled in August 2014 due to consistently low ridership.

BIKE PATHS

There is an existing Class II bike lane on East Los Olivos that ends at the bridge over Mission Creek.

PEDESTRIAN PATHWAYS / SIDEWALKS

East Los Olivos Street has existing pedestrian pathways of various materials and condition on both sides of the road leading up to the APS triangle. There is a small segment of sidewalk from the mid-block crosswalk north of the Mission to the APS triangle. North of the Mission Creek bridge, there is an informal dirt pathway on the east side of the corridor up to Las Encinas Road. At this point, pedestrians need to cross to the west side and continue on an informal pathway in the road shoulder up to Foothill Road. Rocky Nook Park has a trail leading through the park to the north and to County Fire Station 15 on Foothill Road.



BIKE LANE AT EAST LOS OLIVOS STREET



SOUTHBOUND MISSION CANYON ROAD



MISSION CANYON ROAD NEAR ROCKY NOOK PARK

3

Community Recommended Concept Plans



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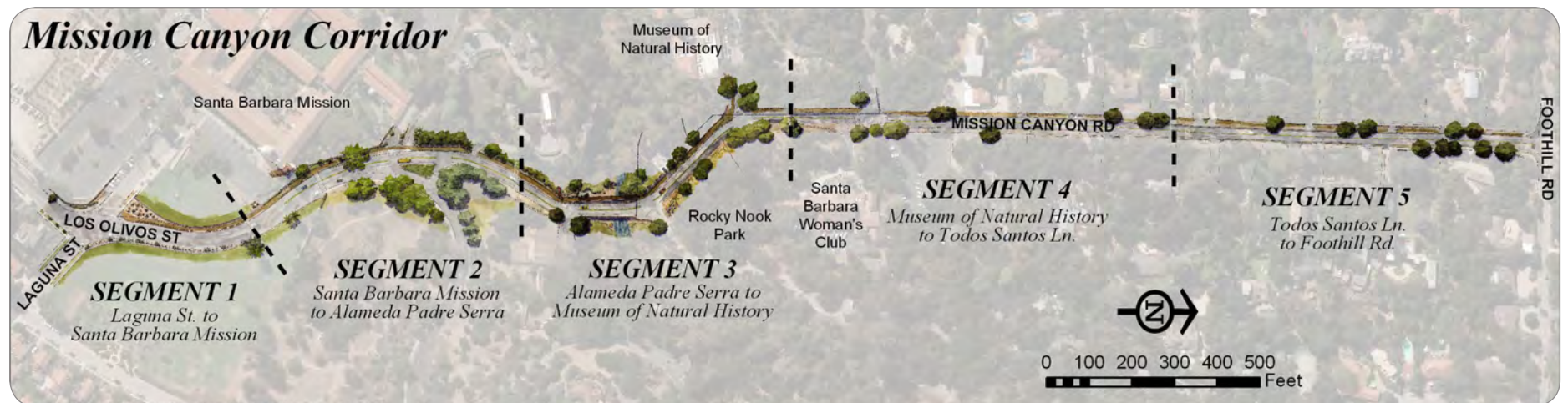
3.1 Five Segments of the Corridor

INTRODUCTION

This chapter discusses the proposed concept plans for improved pedestrian, bicycle, and vehicle circulation. The concept plans were prepared based on public feedback from the first community workshop. The feedback directed an overarching goal for a continuous pathway on the west side of the corridor to eliminate multiple road and intersection crossings, while improving safety for bicyclists and vehicles. While the concept plans primarily improve access between the Mission and the Santa Barbara Museum of Natural History, pedestrians can also use a crosswalk at Puesta del Sol to access Rocky Nook Park (on the east side of the corridor) or continue on the west side of the corridor to the intersection with Foothill Road/State Route 192.

To determine if a continuous west side pedestrian pathway was physically feasible, City and County Public Works engineers reviewed surveys and developed concepts based on physical constraints within the corridor, engineering specifications, and standards for Americans with Disabilities Act (ADA) accessibility. Based on this preliminary assessment, the primary goal of a continuous pathway can be met on the west side of the corridor, subject to further review, assessment of potential impacts to historic and biological resources, and agreement from affected property owners. The City prepared a report that provides the technical background of this work effort, which can be found on the project's website, http://longrange.sbcountyplanning.org/planareas/mission_canyon/mc_multimodal.php.

To illustrate the concepts, the corridor was separated into five segments. Plan view concept plans and cross sections were prepared by the Mission Heritage Trail Association volunteers and were based on preliminary designs prepared by the City of Santa Barbara (Appendix B). These concepts were shared with the public at the second community workshop and received overwhelming support from workshop participants.



FIVE SEGMENTS OF THE CORRIDOR
COMMUNITY RECOMMENDED CONCEPT PLANS

3.2 Segment #1: East Los Olivos St./Laguna St. to the Mission

SEGMENT #1

East Los Olivos Street from the intersection with Laguna Street to northeast corner of Mission Santa Barbara.

This first segment of the corridor is entirely within the City's jurisdiction. There are existing Class II bike lanes and unimproved pedestrian pathways on both sides of the road. The concept for this segment is an ADA accessible, six-foot wide pedestrian pathway on the west side with a landscaped buffer between the pathway and the road. No road realignment or property owner easements would be required to complete the pathway within the existing right-of-way (ROW).



ROAD CROSS-SECTION AT MISSION SANTA BARBARA

3.3 Segment #2: East Los Olivos Street to North of APS

SEGMENT #2

East Los Olivos Street from the Mission to Alameda Padre Serra (APS)

This second segment of the corridor is entirely within the City’s jurisdiction. There are existing Class II bike lanes and unimproved pedestrian pathways on both sides of the road. The concept for this segment would continue the pedestrian pathway on the west side of the corridor. Landscaped buffers would be included where they can fit within the existing ROW. Private driveway slopes on the west side would be reduced for ADA accessibility. No road realignment or easements would be required to complete the pathway within the existing ROW.

Currently, pedestrians are prohibited from using the west side of the corridor in this segment just past the intersection with APS because the road narrows at the bridge over Mission Creek and there is no pedestrian access on the west side of the bridge. This concept would eliminate two required pedestrian crossings for those who want to walk between the Mission and the Museum of Natural History. Pedestrians could still use the existing crosswalk just north of the Mission Plaza to access the Rose Garden and Mission Historical Park on the east side of the corridor.



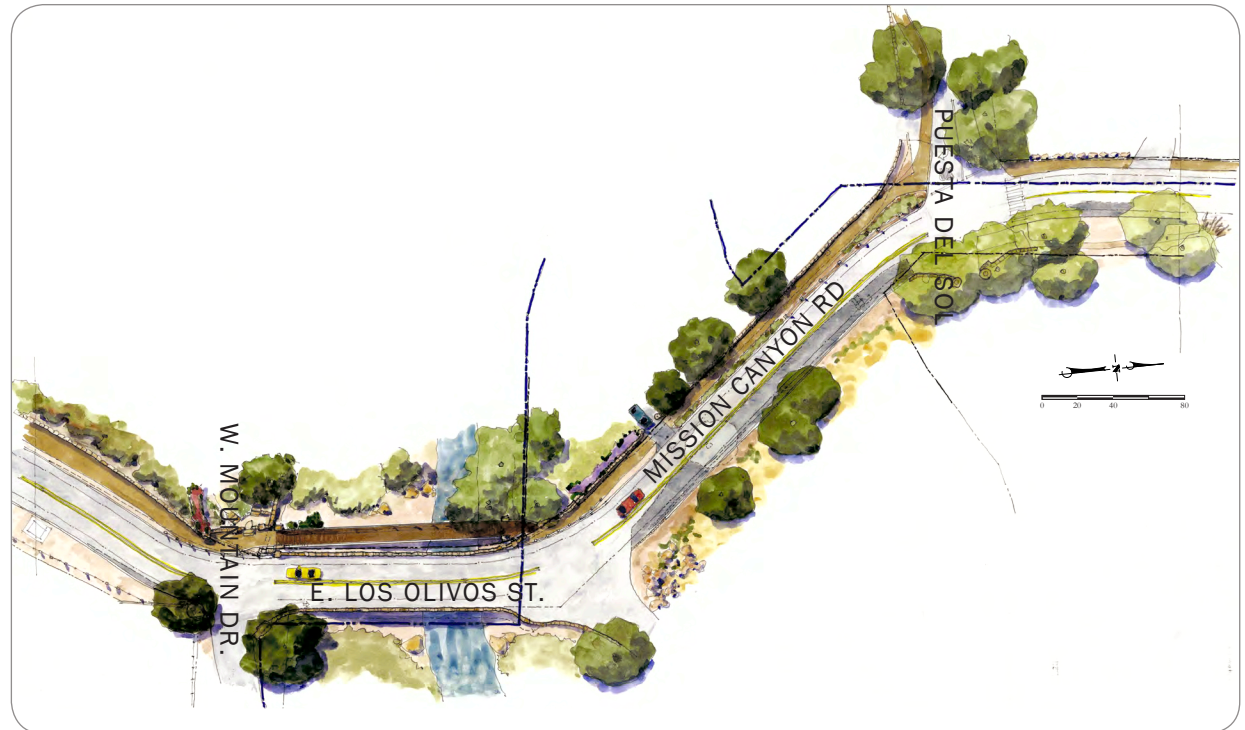
3.4 Segment #3: North of APS to North of Puesta del Sol

SEGMENT #3

East Los Olivos Street/Mission Canyon Road from north of APS to north of Puesta del Sol.

The third segment in the corridor is within the City's and County's jurisdiction. East Los Olivos Street becomes Mission Canyon Road at West Mountain Drive and the bridge over Mission Creek. The concept for this segment continues the pedestrian pathway on the west side of the corridor and includes a new pedestrian bridge, road realignment, stone wall alterations, crosswalk relocation, and other changes to ensure continuous pedestrian access. This segment is key to meeting the goal of a continuous west side pathway and its feasibility relies on close coordination between the City and County, road realignments, and private property owner consent for easements and changes to stone walls.

Starting at the southern end of the segment and within the City's jurisdiction, there are two historic pillars on either side of East Los Olivos Street that once supported the elevated Mission aqueduct. These pillars form a pinch point where the road and pathway narrows significantly. To accommodate the west side pathway around one of the pillars, a portion of the road would be realigned to the east. The pillar would not be altered or relocated. Just past the pillar, there is a stone wall and gate for access into a garden at the Mount Calvary Monastery Retreat House (505 East Los Olivos Street). An approximately 30-foot segment of the stone wall would be shifted west and approximately



15 feet of a perpendicular stone wall would be removed to allow access to a new pedestrian bridge on the west side of the existing stone bridge. This proposal requires an easement from the private property owner.

The new pedestrian bridge would be adjacent to but separate from the existing historically significant stone bridge. Preliminary investigations indicate it may be possible to design a pedestrian bridge at this site so that large trees would not need to be removed. On the north side of the new pedestrian bridge, approximately 4 feet of the existing “stegosaurus” stone wall (on private property) would be shifted west to allow pedestrians to continue on the west side pathway. This proposal requires an easement from the private property owner. The west side pathway would continue parallel to the stegosaurus wall and turn west onto Puesta del Sol where pedestrians would have direct access to the Santa Barbara Museum of Natural History. A landscaped buffer would be included where there is enough room available.



CROSS-SECTION AT MOUNTAIN DRIVE



CROSS-SECTION AT BRIDGE OVER MISSION CREEK

Approximately 200 linear feet of the roadway would need to be realigned eastward to accommodate the west side pathway, between the entrance to Rocky Nook Park and Puesta del Sol. Several modifications are proposed to the frontage area of Rocky Nook Park to accommodate the concept: (1) the road centerline and northbound lane would be shifted approximately 14 feet east onto park property; (2) an existing mature sycamore tree and several smaller offshoots would be removed; and (3) utilities would be relocated including at least one electrical power pole and possibly a storm drain.

An area of about 700 square feet on Rocky Nook Park property would be needed from the existing ROW to new edge of pavement. This concept provides an opportunity to improve the Rocky Nook Park frontage with a new formalized road shoulder and new east side informal pedestrian pathway in the park through existing boulders and oak trees. This new pathway would connect to the existing pathway that leads to the fire station at Foothill Road. This proposal has received support from the County Parks Division.

Finally, the proposal includes relocating the crosswalk at Mission Canyon Road and Puesta del Sol to encourage pedestrian access from the west side to Rocky Nook Park. In coordination with the other proposed improvements, the crosswalk would be relocated from the north side of the intersection to the south side (not shown in the concept plan) to improve sight recognition between vehicles and

pedestrians. The road realignment and the crosswalk relocation would require consent and an easement from the Santa Barbara Woman’s Club because a boulder and cobble pile at the Club’s ingress driveway would need to be relocated to provide adequate clearance and access for pedestrians. The Club’s stone pillars flanking the driveway would not be impacted.



CROSS-SECTION AT ROCKY NOOK PARK

3.5 Segments #4 and 5: Todos Santos Lane to Foothill Road

SEGMENTS #4 and 5

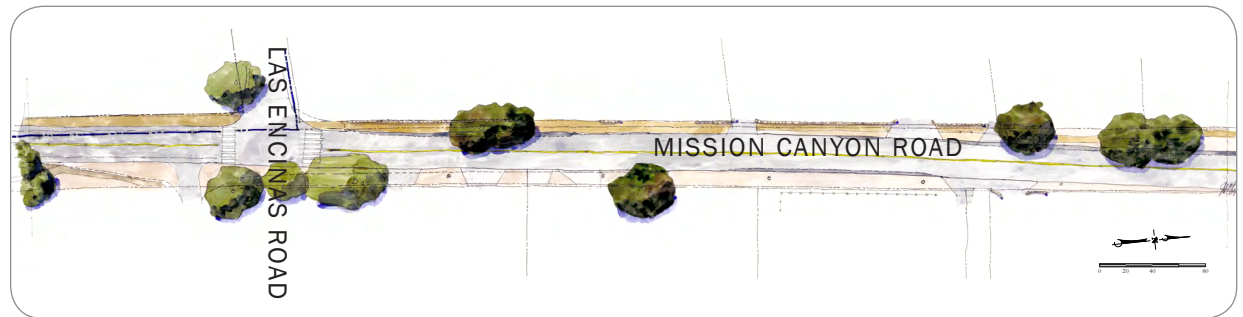
Mission Canyon Road north of Puesta del Sol to Todos Santos Lane and Todos Santos Lane to Foothill Road.

These segments on Mission Canyon Road are primarily within the County’s jurisdiction (a 300-foot stretch on the west side of Mission Canyon Road between Puesta del Sol and Las Encinas Road is in the City). The concept for these segments continues the west side pathway north to Foothill Road. Mission Canyon Road is straight and slopes uphill in these segments, with variable width and a semi-rural aesthetic of large trees, stone walls, hedges, and single family homes with large setbacks lining the road.

There is an existing unimproved west side pedestrian pathway that starts at Las Encinas Road and ends at Foothill Road. The enhancement for these segments is not extensive and includes road restriping and improvements in the existing ROW on the west side. Because the road width varies, there is not enough room for Class II bikelanes (4-foot width required) without making significant changes to the semi-rural character. Therefore, the concept restripes the road to create a wider bike area on the east side of the road where there is a significant uphill grade. The bike area would allow room for cars to pass the slower uphill cyclists. The downhill lane would be narrower because downhill cyclists are often traveling at or faster than the speed of cars. Although not yet depicted on the plan

illustrations, the roadway striping improvements also allow the concept plan to include a short left-turn pocket for northbound vehicles turning into Las Encinas Road. In addition, the two existing crosswalks across Mission Canyon Road would be consolidated into one at the south side of Las Encinas Road. The north crosswalk would be eliminated.

Other improvements for bicyclists and vehicles are proposed, such as grinding down the asphalt crown that has built up over many years of pavement laying and filling in the eroded road shoulder with pavement material to reduce the shoulder drop off that currently exists. The existing pathway would be improved for ADA accessibility and consistency with the rest of the corridor and sight distances from private roads and driveways improved where necessary.



SEGMENT #4 - NORTH OF PUESTA DEL SOL TO TODOS SANTOS LANE



SEGMENT #5 - TODOS SANTOS LANE TO FOOTHILL ROAD

SEGMENTS #4 AND 5
COMMUNITY RECOMMENDED CONCEPT PLANS

3.6 Long Term Concepts

INTRODUCTION

Based on community input at the first public workshop, the project team compiled proposals that did not meet the immediate goal of a continuous west side pedestrian pathway and were not feasible in the short term. These proposals were not included in the concept plans because they involved complex planning issues and divergent public opinions. Addressing these proposals would require time and resources beyond those available under the current grant and scope of work. At the second public workshop, the community was asked to vote on whether these additional concepts should be included in a long term plan. They are presented here in the order of preference (i.e., most desired to least desired) stated by the community.

UNDERGROUND UTILITIES

COMMUNITY COMMENTS

- **Utility pole at East Los Olivos Street and Laguna Street**

Utility pole at East Los Olivos Street and Laguna Street should be undergrounded, it is unsightly for views of the Old Mission.

- **Above Ground Utilities Unsafe**

All above ground utility lines are unsafe and not in code.

Utility poles are frequently hit by cars and unsightly for views.

CONCEPT PLAN PROPOSAL

The utility pole on the east side of Mission Canyon Road adjacent to Rocky Nook Park is proposed to be removed and/or relocated.

LONG TERM PLAN

A comprehensive utility undergrounding program for improved safety and aesthetics should be considered for the long term plan, subject to cost and prioritization with other areas of the City and County that are planning for utility undergrounding. The California Public Utilities Commission (CPUC) sets policies and procedures for conversion of overhead power lines to underground facilities, called "Rule 20." Under Rule 20, undergrounding projects are financed by utility rate funds, combined rate funds and local tax proceeds, depending on various provisions. To qualify for this funding, the project must produce a benefit to the general public by satisfying certain criteria.

The electrical company, in conjunction with a City or County appointed Utility Undergrounding Program Committee, acts on requests to place lines underground. The Committee makes recommendations to the County Board of Supervisors or City Council who approve the project and establishment of an undergrounding district by resolution.



IMPROVE ALAMEDA PADRE SERRA (APS) INTERSECTION

COMMUNITY COMMENTS

- Difficult left-hand turn from APS onto Los Olivos Street.
- The east side sidewalk ends at APS and is unsafe.
- Need continuous safe walking from East Los Olivos Street to Puesta del Sol Road.
- Landscape blocks visibility at APS triangle.
- Drainage down APS causes erosion in Mission Historical Park.
- Reconsider the location of the crosswalk from the east side of the Mission to the Mission Historical Park.

CONCEPT PLAN PROPOSAL

No changes are planned to the APS intersection.

LONG TERM PLAN

Reconstruction of the intersection into a roundabout or “T”-intersection could be considered to provide improved vehicle turning movements, pedestrian crossing, drainage, and landscape enhancements.

These improvements were not included in the concept plans because they involved complex planning issues and divergent public opinions. Addressing these improvements would require time and resources beyond those available under the

current grant and scope of work. The proposal would be within the City’s jurisdiction and subject to City Council funding and approval.



RECONSTRUCT MOUNTAIN DRIVE INTERSECTION OR ALTER TRAVEL DIRECTION

COMMUNITY COMMENTS

- Limited visibility at Mountain Drive and Mission Canyon Road intersection.
- The left turn up to Mountain Drive from Mission Canyon Road is difficult during peak hours.
- Crossing Mountain Drive is dangerous for pedestrians and there is no defined path.
- The eastside path at Mountain Drive should be improved/repaired.
- Consider one-way traffic up Mountain Drive.

CONCEPT PLAN PROPOSAL

No changes are proposed to the Mountain Drive intersection. The road realignment required for the west side pathway would further narrow the existing pathway at the south end of the intersection.

LONG TERM PLAN

Consider reconstructing the intersection to improve visibility or add turn lanes. These improvements were not included in the concept plans because they are not necessary to meet the goal of a continuous west side pathway. The proposal would be within the City's jurisdiction and subject to City Council funding and approval.



MOUNTAIN DRIVE INTERSECTION

INSTALL RAPID FLASHING BEACONS AT PUESTA DEL SOL AND LAS ENCINAS ROAD

COMMUNITY COMMENTS

- Improve safety for pedestrians.
- Pedestrians are not visible using the crosswalk at Las Encinas Road, particularly when cars pass on the right at Las Encinas Road.

CONCEPT PLAN PROPOSAL

Crosswalk relocations at the intersections of Mission Canyon Road and Puesta del Sol and Mission Canyon Road and Las Encinas Road are proposed to increase pedestrian visibility and reduce conflicts with traffic.

LONG TERM PLAN

Consider adding rapid flashing beacons at crosswalks. These were not included in the concept plans because they could conflict with community desires to retain the rural and historic quality of the corridor. They could be installed in a later phase after the crosswalk relocations are made if considered desirable.



RECONFIGURE INTERSECTION AT LAGUNA AND LOS OLIVOS

COMMUNITY COMMENTS

- It takes too long for pedestrians to cross the intersection and visibility is challenging. The intersection should be squared and the crosswalk configuration improved at Laguna Street and Los Olivos Street.

CONCEPT PLAN PROPOSAL

No changes are proposed to the intersection of Laguna Street and East Los Olivos Street.

LONG TERM PLAN

Consider reconfiguring the intersection of Laguna Street and East Los Olivos Street to shorten pedestrian crossings and improve vehicle movement. This proposal was not included in the concept plans because it involved potential conflicts with historic resources and divergent public opinions. Addressing this proposal would require time and resources beyond those available under the current grant and scope of work. This proposal would be within the City's jurisdiction and subject to City Council funding and approval.



INTERSECTION AT EAST LOS OLIVOS STREET
AND LAGUNA STREET



LONG TERM CONCEPTS
COMMUNITY RECOMMENDED CONCEPT PLANS

INCREASE VISIBILITY AT PRIVATE DRIVES AND DRIVEWAYS

COMMUNITY COMMENTS

- There is limited visibility for cars exiting Todos Santos and Glendessary lanes onto Mission Canyon Road due to road cross slope and visual obstructions.
- Improve issues with egress from driveways.

CONCEPT PLAN PROPOSAL

Implementation of the concept plans would increase visibility at some private drives and driveways as follows:

- Trimming landscaping and overhanging trees in the ROW would incrementally increase visibility.
- Driveway slopes would be reduced with the new pathways to improve ADA accessibility. Egress from the private driveway at the Kay property (609 Mission Canyon Road) would be improved with the road realignment.
- The Mission Canyon Road cross slope “crown” that has built up over time from the application of asphalt would be reduced, resulting in improved visibility from Todos Santos and Glendessary lanes.

LONG TERM PLAN

Other items that could improve visibility include removing trees, major re-grading, and adjusting or moving stone walls and boulder piles. These measures would likely not be supported by the community due to impacts to community character and were not to be considered over the long term.



TODOS SANTOS LANE AT MISSION CANYON ROAD



WEST SIDE OF MISSION CANYON ROAD

CREATE CONTINUOUS EASTSIDE PATHWAY

COMMUNITY COMMENTS

- Improve walkability on both sides of Mission Canyon Road and allow safe walking across the stone bridge.
- There is a lack of pedestrian access on the upper east side of the corridor.
- The existing east side pathway is unsafe and unwelcoming with mixed pathway materials such as gravel and concrete.
- Physical impediments need to be removed from existing east side pathway.

CONCEPT PLAN PROPOSAL

The concept plans promote a continuous west side pathway from Laguna Street to Foothill Road. No changes are proposed to the existing east side pathways or the east side pedestrian walkway attached to the bridge crossing Mission Creek. Access from the west side of the corridor to Rocky Nook Park (on the east side) is important and improved by moving the existing crosswalk at Mission Canyon Road and Puesta del Sol from the northwest corner of the intersection to the southwest corner. This change will improve sight recognition between vehicles and pedestrians.



MOUNTAIN DRIVE CONSTRAINED BY HISTORIC RESERVOIR



NO PATH ON EAST SIDE OF MISSION CANYON ROAD

LONG TERM PLAN

Due to limited space in the ROW, improving walkability on both sides of Mission Canyon Road would require new ROW, significant vegetation removal, and potential significant impacts to historic resources. Pursuit of a continuous east side pathway would likely negate the ability to provide a continuous west side pathway.

The long term plan could consider other ways to improve access on the east side in concert with improvements to the APS and Mountain Drive intersections. In the long term, the existing east side pedestrian walkway attached to the bridge over Mission Creek could be replaced with a new pedestrian bridge created on the existing sewer pipe to the east of the bridge. The existing deteriorating east side pathway from Laguna Street to APS could be replaced with better materials and better access could be created from Mission Historical Park to the APS sidewalk. The Mission Heritage Trail Association is working on other visionary concepts to improve the east side of the corridor in the long term.

INCREASE STREET LIGHTING IN THE MISSION CANYON CORRIDOR

COMMUNITY COMMENTS

- Existing lighting is inadequate.
- Street light glare detracts from semi-rural character.

CONCEPT PLAN PROPOSAL

No changes to street lighting are proposed in the concept plans.

LONG TERM PLAN

There was minimal community support for increased street lighting. Preservation of the dark night sky is desired in the semi-rural Mission Canyon Plan area. If pathway lighting is desired in the future, it should be minimal and fully shielded to achieve desired illumination at ground level.



UTILITY POLE AND LIGHT FIXTURE AT BRIDGE

WIDEN BRIDGE OVER MISSION CREEK

COMMUNITY COMMENTS

- Widen the stone bridge.
- Add a bike lane to the stone bridge.
- Retrofit the stone bridge for seismicity but maintain its character.
- Eliminate graffiti on the historic stone bridge.
- Address sewer line in relation to the historic bridge.

CONCEPT PLAN PROPOSAL

The concept plans do not include any changes to the stone bridge. The existing east side pedestrian walkway would remain in place. Future bridge rehabilitation is programmed by the City of Santa Barbara. The existing width already accommodates bike lanes and there is a program for ongoing graffiti removal.

LONG TERM PLAN

There is little or no community support for widening the bridge. For improved aesthetics and access to Rocky Nook Park, the long term plan could consider relocating the sewer line and the existing pedestrian walkway attached to the bridge, perhaps combining the pedestrian walkway with the sewer pipe crossing.



3.7 Other Options

The concept of a continual path on the west side of the corridor, particularly between the Mission and museum, was an obvious solution to pedestrian safety and circulation issues because it would avoid crossing an extremely busy road and two difficult intersections. However, due to concerns about potential impacts to historic stone walls, other options were considered for inclusion in the proposed concept plans for a continuous west side pathway. These options were eventually rejected for inclusion for the reasons detailed below.

OPTION #1

West side pathway to the museum with an alternative crossing location over Mission Creek.

This option would potentially eliminate the need to move and/or create openings in the stone walls south and north of the existing bridge over Mission Creek. Two potential ways to accommodate this were evaluated:

1. Gain access via an existing private road and through several private properties to a new pedestrian bridge over Mission Creek to the museum; or
2. Gain access through an existing gate and through private property to a new pedestrian bridge over Mission Creek.

These options were rejected for the following reasons.

- They would require much larger and additional easements through private property than the proposed concept plans, including property owned by the Mt. Calvary Monastery, Old Mission Santa Barbara, San Roque School Charitable Trust, and museum.
- They would limit general public accessibility through the corridor because the path would terminate onto private property owned by the museum which has limited hours (10:00 am to 5:00 pm), is closed on at least four holidays, charges admission for non-members, and admits visitors through a central office located adjacent to Puesta del Sol.
- The south side of the creek is much higher than the north and slopes are very steep. For ADA accessibility, the path would have to be thousands of feet longer than the proposed concept plans. Also, the existing gate is not wide enough for ADA accessibility.

OPTION #2

Improve the east side pathway between Mission Historical Park and Rocky Nook Park.

Most users of the corridor agree that measures could be taken to improve the existing east side pedestrian pathway and there are many valuable features to visit on the east side for residents and visitors. Existing problems include poor condition of pathways, constraints and missing pathway segments that force pedestrians into the road, no crosswalks and poor visibility at intersections with APS and Mountain Drive, and lack of accessibility for people with disabilities. Furthermore, pedestrians have to cross East Los Olivos Street/Mission Canyon Road twice to walk between the Mission and the museum.

Improved access on the east side is not being considered at this time is due to potential impacts to historic resources and physical constraints that are detailed in Chapter 2.5. Furthermore, changes to the APS and Mountain Drive intersections could be controversial and would expand the scope of this project significantly. As noted earlier in this chapter, it is recommended that improvements to portions of the east side of the corridor be considered in a long term plan.

4

Costs and Potential Funding Sources



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4.1 Costs and Potential Funding Sources

COST ESTIMATES

City and County engineers have prepared preliminary estimates for the concept plans proposed in this report, i.e., the continuous west side pedestrian pathway, and improvements for pedestrian, bicyclist, and vehicle safety. Segments #1 and #2 and most of segment #3 are located within the City of Santa Barbara and segments #4 and #5 are located within the County. All of segment #3 and a portion of segment #4, as far north as Las Encinas Road, may be annexed into the City in the near future as part of a separate project that will go before City decision makers.

City engineers preliminarily estimate the cost to fully construct the concept plans from East Los Olivos Street to Las Encinas Road to be approximately \$2.74 million. The estimate includes 30% for administration, environmental review, special studies, design services and construction management, along with a 35% construction cost contingency to accommodate time necessary to secure construction funding and uncertainties in the final scope of construction work. County engineers estimate the cost to fully construct the concept plans from Las Encinas Road to Foothill Road to be approximately \$600,000. No estimates have been made for the long-term concepts presented in Chapter 3.6 because they are not included in the concept plans.

POTENTIAL FUNDING SOURCES

This section identifies and summarizes potential funding sources to implement the concept plans.

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is reserved to plan and improve conditions for pedestrians and bicyclists. Even though funds are limited, they are available. The list below contains current funding sources. In the future it is expected that new federal and/or state legislation may be passed modifying or eliminating certain sources of funding. County and City staff will work closely with their colleagues at local, state, and federal agencies to monitor these changes and obtain funding to implement the concept plan.

FEDERAL SOURCES

TRANSPORTATION ALTERNATIVES PROGRAM

Transportation Alternatives Program (TAP) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements, Safe Routes to School, and the Recreational Trails Program. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects, including sidewalks, bikeways, and multi-use paths. Eligible activities under the TAP include:

1. Transportation Alternatives as defined by Section 1103(a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including, "on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting

and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act (ADA) of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" are new eligible activities.

2. Safe Routes to School (SR2S). SR2S programs are intended to increase the number of children walking and bicycling to school by making it safer for them to do so. SR2S-funded projects must be "in the vicinity" of a school (K-12). Eligible projects may include:
 - Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails, or bikeways.
 - Education and Encouragement Efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the associated health benefits and environmental impacts.
 - Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians, and motor vehicles alike.

SURFACE TRANSPORTATION PROGRAM

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the ADA is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. HSIP is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects.

STATE SOURCES

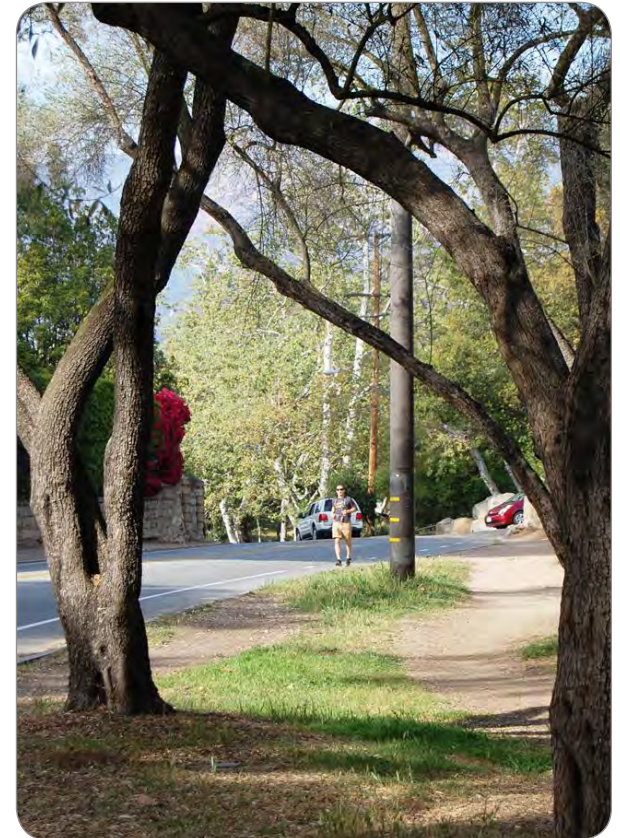
ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP) consolidates the federal programs, Bicycle

Transportation Account, Safe Routes to Schools Program, and Recreational Trails Program. The ATP’s authorizing legislation also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future.

The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following:

1. Increasing the proportion of trips accomplished by biking and walking.
2. Increasing safety and mobility for non-motorized users.
3. Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals.
4. Enhancing public health.
5. Ensuring that disadvantaged communities fully share in the benefit of the program.
6. Providing a broad spectrum of projects to benefit many types of active transportation users.



EAST SIDE PATH APPROACHING MOUNTAIN DRIVE

REGIONAL AND LOCAL SOURCES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

The following programs, available through SBCAG, provide potential funding sources for parking and transportation projects.

1. Surface Transportation Program (STP). STP-eligible projects in Mission Canyon Corridor include the repair or rehabilitation of roadways in the form of paved shoulders, bike lanes, and repaving to include crosswalks. SBCAG's annual budget for STP is \$4 million.
2. Measure A Program Local Street and Transportation Improvement (LSTI) Funding. Measure A funds can be used to repair local roads. SBCAG distributes approximately \$20 million per year through this program to local jurisdictions. The most applicable uses for these funds are the repair or rehabilitation of roadways in the form of paved shoulders, bike lanes, and repaving to include crosswalks.
3. Measure A South County Safe Routes to School, and Bicycle and Pedestrian Program. The Measure A Program includes funding in the South County for a bicycle and pedestrian and safe routes to school program. In the South County, \$13 million is available for the 30-year period for the bicycle and pedestrian program, and an additional \$13 million is available for the safe routes to school program. The Investment Plan requires the allocation of funding to be

conducted through a competitive grant process. SBCAG conducts a call for projects every three years for the South County program.

DEVELOPMENT IMPACT MITIGATION FEES

Development impact mitigation fees are a potential source of funds for providing some transportation improvements. A local government agency may assess fees depending upon the details of a proposed project and the proposed improvements.

ROADWAY CONSTRUCTION, REPAIR AND UPGRADE

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans' Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

UTILITY INSTALLATION PROJECTS

Cable TV and telephone companies sometimes need new cable routes within the public ROW. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected sidewalks and streets to mitigate construction impacts.

In cases where cable routes cross undeveloped areas, it may be possible to provide for new sidewalks or bikeway facilities following completion of the cable trenching.

OTHER SOURCES

Local sales taxes, fees, and permits may be implemented as new funding sources for pedestrian and bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some improvements, such as the "adoption" of street trees or the dedication of street furniture. A local construction company may donate or discount services.



BUSY DAY ON EAST LOS OLIVOS STREET

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5

Phasing Plan and Next Steps



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5.1 Phasing Plan and Next Steps

Future improvements along the Mission Canyon corridor would occur in phases as funding becomes available. The improvements would provide for continuous pedestrian access on the west side of the corridor and improved bicyclist passage from the East Los Olivos Street/Laguna Street intersection in the City to the Mission Canyon Road/Foothill Road intersection in the County. This chapter provides a brief overview of the tasks necessary to move the concept plans forward for implementation.

PHASING PLAN

Segments #1 and #2 are located in the City’s jurisdiction. In addition, a significant portion of segment #3 is in the City. As a result, segment #3 will require close coordination between the City and County. Completion of these three segments is likely to take longer due to the greater costs involved, the need to continue working with affected private property owners and to obtain ROW, the need for more detailed engineering and aesthetic designs, especially for the new pedestrian bridge, and additional review and coordination with the City’s Historic Landmarks Commission.

Segments #4 and #5 are located within the County’s jurisdiction, and, as discussed in Chapter 3, the proposed enhancements along these segments would require comparatively less work to develop final design engineering plans. In addition, as the costs estimated for these improvements are relatively lower (Chapter 4.1) County Public Works anticipates that funding for some of these improvements may be obtained within a year or

two. Thus, segments #4 and #5 may be the initial phase of the project to move forward.

NEXT STEPS

Implementation of the project will require several steps to move the concept plans forward to the point of construction. These next steps include, but are not limited to:

- Formal survey of the road right-of-way, where required.
- Preliminary design engineering.
- Selection of materials for each improvement.
- Environmental review pursuant to CEQA.
- Review by County and City committees, where needed.
- Permits and/or rights-of-way, where needed.
- Final design engineering.

The County and City will continue to coordinate work efforts seeking grants and other funding sources to complete planning and environmental review, and to construct the identified improvements.



MISSION CANYON ROAD NORTH OF BRIDGE AT ROCKY NOOK PARK

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Appendix A - Self Guided Tour Booklet

Self-Guided Tour for the Mission Park to Mission Canyon Multimodal Improvement Project

This tour can be taken by vehicle, walking, or bicycling; however, walking is the preferred method in order to stop and take notes.

The intent of providing this booklet is to provide a guide for interested citizens to use before or after attending any one of three planned public workshops beginning in Fall 2013.

The tour begins at the intersection of Laguna Street and East Los Olivos Street in the City of Santa Barbara and ends at the intersection of Mission Canyon Road and Foothill Road (State Route 192) in the County of Santa Barbara. The travel corridor has been broken into 6 segments. Each segment is accompanied by directions, brief narrative, a map, and space to take notes.

Several roads and intersections must be crossed to complete the tour, please be careful. Thank you for your time and enjoy your tour.

For additional information, please visit Santa Barbara County Planning and Development Department, Long Range Planning Division website at the address below or contact Rosie Dyste, Senior Planner, Long Range Planning Division, (805) 568-3532

http://longrange.sbcountyplanning.org/planareas/mission_canyon/mc_multimodal.php

This project is funded by a Caltrans Community Based Transportation Planning Grant.

SEGMENT 1

The tour begins at the corner of Laguna and East Los Olivos Street in the City of Santa Barbara. Parking is available in the Mission Santa Barbara parking lot or along Laguna Street.

Proceed up East Los Olivos Street on the existing pedestrian path on either side of the East Los Olivos Street or use the existing Class II bike lane.



Notes for Segment 1

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT
2

Segment 2 begins at the existing crosswalk just north of Mission Santa Barbara. If you were walking on the Mission (west) side of the street, you should cross to the east side here. Proceed on the existing sidewalk along East Los Olivos Street. Carefully cross the road at APS, there is no crosswalk.



Notes for Segment 2

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT
3

Segment 3 begins at the olive grove just after the crossing of APS. Proceed on the dirt path along East Los Olivos Street until you reach Mountain Drive. You are still within the City of Santa Barbara.



Notes for Segment 3

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT
4

Segment 4 begins at Mountain Drive, crosses Mission Creek, and proceeds past Rocky Nook Park to the crosswalk to the Santa Barbara Museum of Natural History at Puesta del Sol. The bridge over Mission Creek is the transition from the City to the County and where Mission Canyon Road begins. Be careful crossing Mountain Drive and take the walkway attached to the bridge over Mission Creek.



Notes for Segment 4

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT
5

Segment 5 is from the crosswalk at Puesta del Sol to the crosswalk at Las Encinas Road. You will be traveling in front of Rocky Nook Park and the Santa Barbara Woman's Club on the east side of Mission Canyon Road.



Notes for Segment 5

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT
6

Segment 6 requires crossing Mission Canyon Road at Las Encinas to use an existing footpath on the west side of Mission Canyon Road up to Foothill Road. The tour ends at Foothill Road.



Notes for Segment 6

What features/issues stand out in this segment?

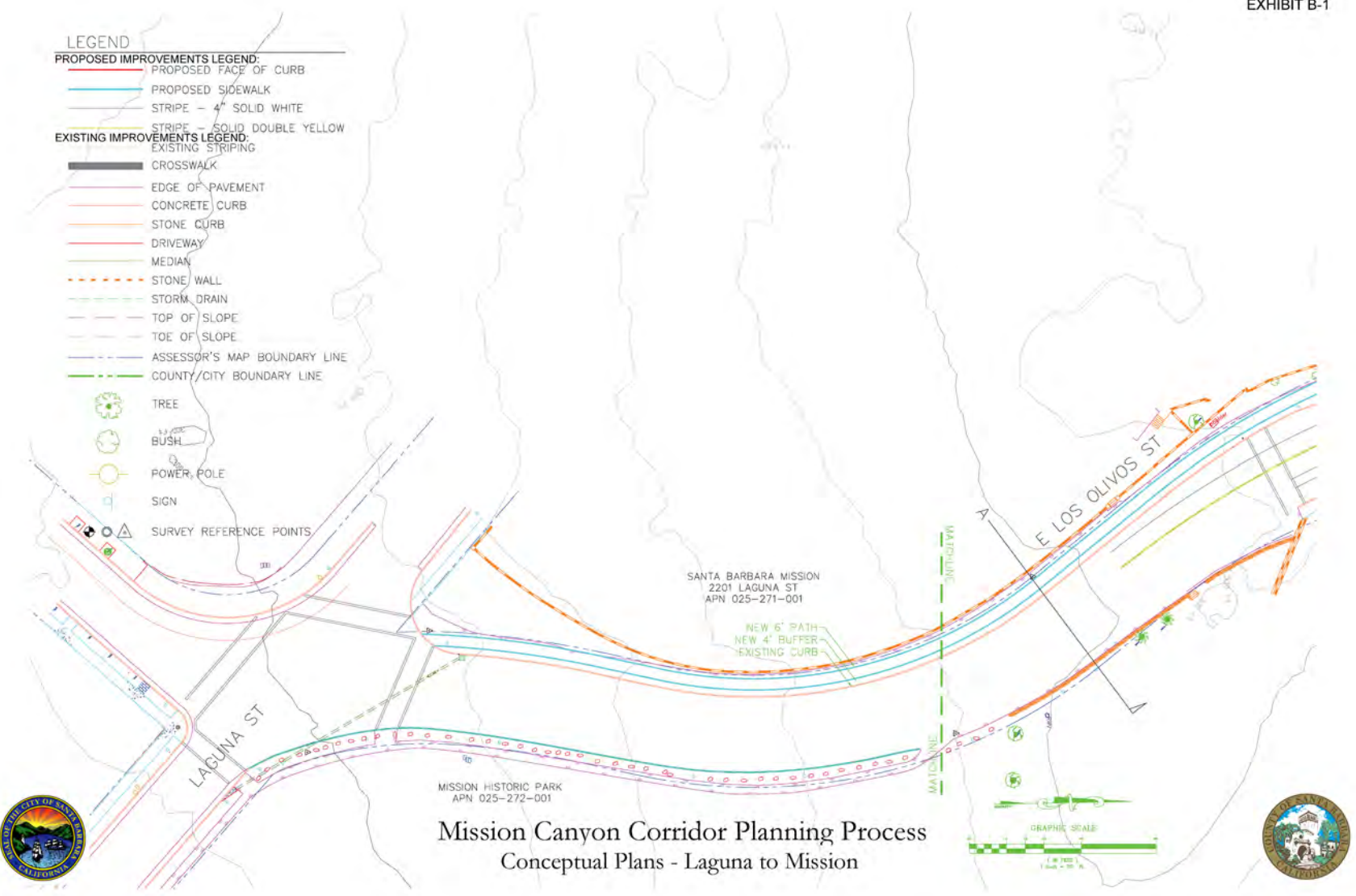
How could this segment be improved?

Appendix B - Preliminary Drawings

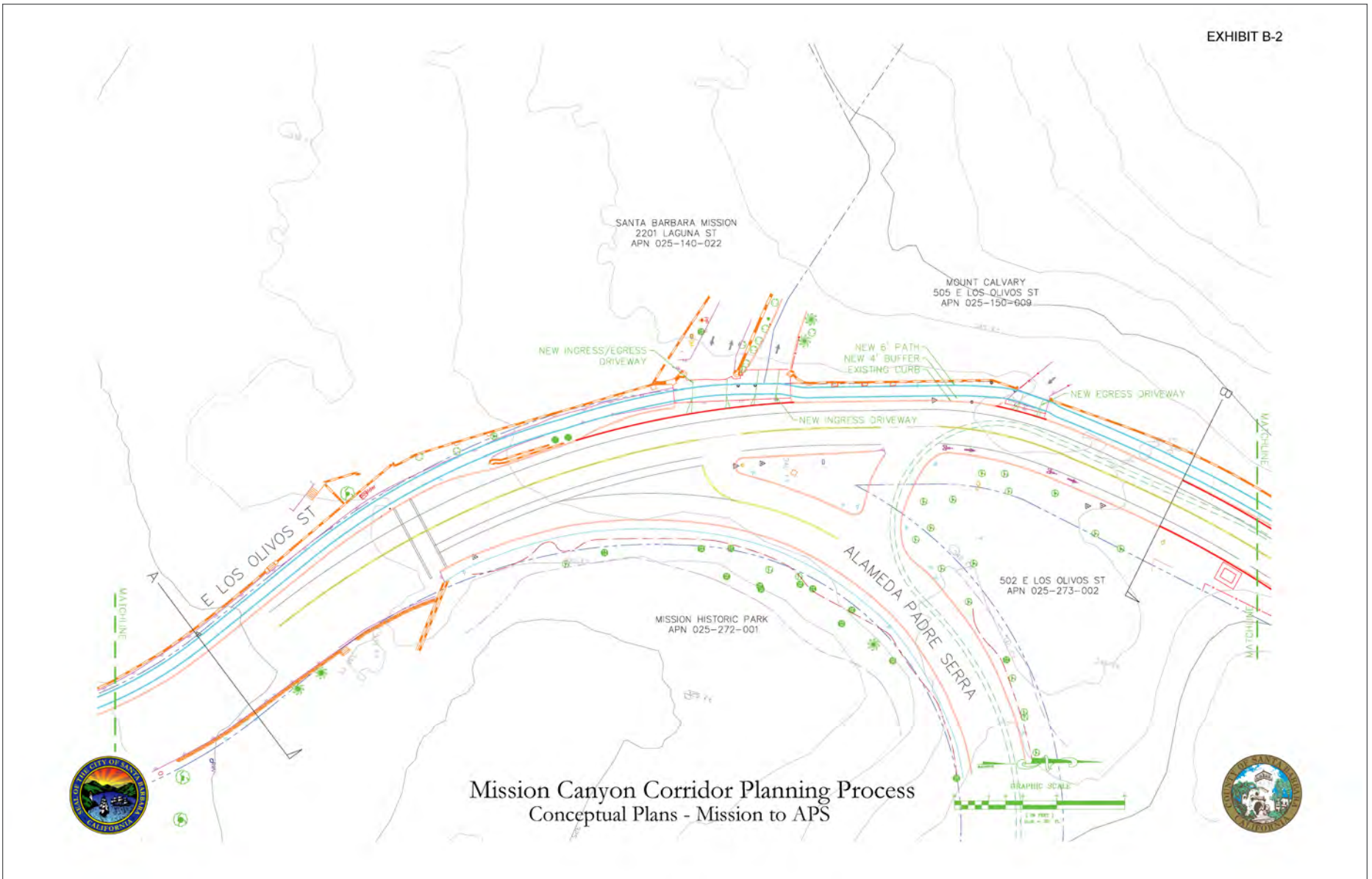
The following preliminary drawings depict existing conditions along the corridor and the proposed concept designs for Segments 1 through 3, from Laguna Street to Puesta del Sol. These designs provided the basis for the conceptual plans included in Chapter 3 of the report. Similarly detailed preliminary designs were not prepared for Segments 4 and 5 because the conceptual plans envision relatively minor changes (road restriping, improvements to roadway and shoulder paving, and improvements to the pathway ADA accessibility and design consistency with the rest of the corridor).

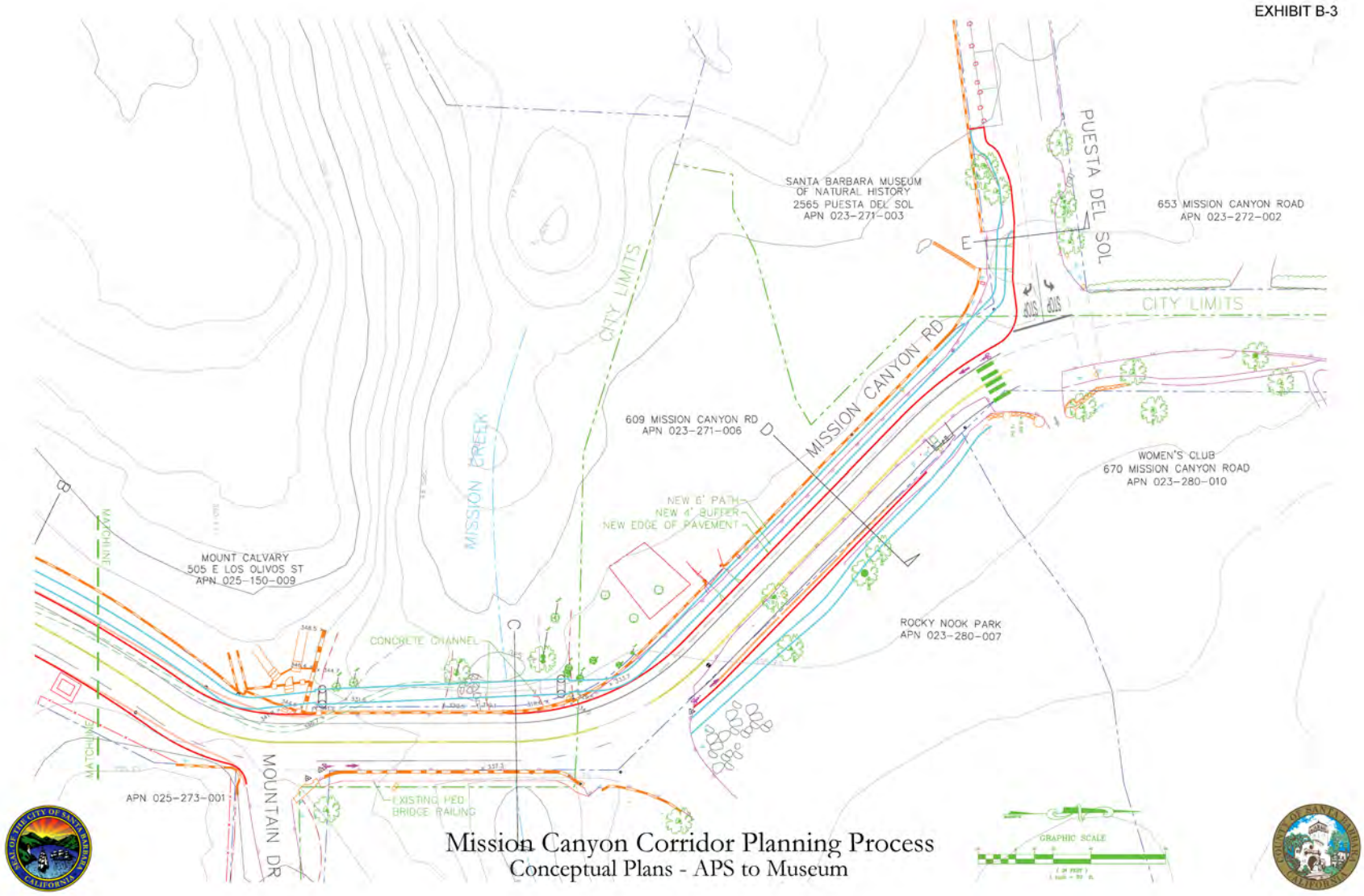
- LEGEND**
- PROPOSED IMPROVEMENTS LEGEND:**
- PROPOSED FACE OF CURB
 - PROPOSED SIDEWALK
 - STRIPE - 4" SOLID WHITE
 - STRIPE - SOLID DOUBLE YELLOW
- EXISTING IMPROVEMENTS LEGEND:**
- EXISTING STRIPING
 - CROSSWALK
 - EDGE OF PAVEMENT
 - CONCRETE CURB
 - STONE CURB
 - DRIVEWAY
 - MEDIAN
 - - - STONE WALL
 - - - STORM DRAIN
 - - - TOP OF SLOPE
 - - - TOE OF SLOPE
 - - - ASSESSOR'S MAP BOUNDARY LINE
 - - - COUNTY/CITY BOUNDARY LINE

- TREE
- BUSH
- POWER POLE
- SIGN
- SURVEY REFERENCE POINTS



Mission Canyon Corridor Planning Process
 Conceptual Plans - Laguna to Mission





Mission Canyon Corridor Planning Process
Conceptual Plans - APS to Museum



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