



## City of Santa Barbara Transportation & Circulation Committee Staff Report

**DATE:** July 26, 2012  
**TO:** Transportation and Circulation Committee (TCC)  
**FROM:** Brian D'Amour, Supervising Civil Engineer  
**SUBJECT:** Cabrillo at Anacapa Intersection Improvements Project

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### RECOMMENDATION:

That the Transportation and Circulation Committee (TCC):

- A. Finds that the Cabrillo at Anacapa Intersection Improvements Project (Project) is consistent with the Circulation Element of the General Plan.

### BACKGROUND:

The intersection of Cabrillo Boulevard and Anacapa Street has been identified as a high priority intersection for pedestrian improvements. Located along the Waterfront and only blocks from Stearns Wharf, this area experiences some of the highest pedestrian volumes in the City. Tour buses stop on the north side of Cabrillo Blvd., east of Anacapa, unloading large groups of tourists at one time. To the south of the intersection is the City's Skate Park, which has resulted in an increase in the number and frequency of crossings of Cabrillo Blvd. by young people at this intersection. Lastly, Cabrillo Blvd. hosts a weekend Art Walk that attracts large numbers of pedestrians along the Cabrillo corridor. In 2010 the City retained Penfield & Smith (P&S) to prepare and evaluate conceptual project alternatives to improve the operational issues, particularly for pedestrians, at the intersection.

### Collision Data

In the last ten years, there have been four pedestrian-involved collisions and two bike-involved collisions at this intersection. See table 1, below. Of these collisions, three pedestrian-involved and one bike-involved collision could have been corrected with enhanced crossing conditions.

**Table 1 – Ten Year Bike and Pedestrian Involved Collision History**

Date	Time	Ped/Bike Action	Vehicle Action	Type of Crash	Injury?	Correctable by Enhancements?
11/30/2002	13:55	Ped – SB	WB	Broadside	Yes – 1	Yes
7/30/2004	15:10	Ped – SB	EB	Broadside	Yes – 1	Yes
4/9/2006	15:17	Bike – SB	WB	Broadside	Yes – 1	Yes
7/4/2006	18:25	Bike – WB	N/A	Hit Object	Yes – 1	No
3/13/2007	17:03	Ped – EB	NB	Broadside	Yes – 1	No
11/25/2009	15:42	Ped – SB	WB	Broadside	Yes – 1	Yes

## **ALTERNATIVES EVALUATED:**

P&S developed several conceptual project alternatives aimed at resolving operational issues at the Project intersection.

Alternative A included high-visibility signing (advanced and in-street), striping (striped median and yield lines), and lighting improvements. This was the lowest cost alternative evaluated.

Alternative B was Alternative A with the addition of a raised median refuge island and sidewalk curb extensions on the northeast corner of Cabrillo Blvd. The expansion of the sidewalk would improve visibility from Anacapa Street by moving the stop bar forward and eliminating obstacles. The raised median refuge island would provide shelter for pedestrians and make it more comfortable to make a two-stage crossing, rather than attempting to negotiate multiple lanes of traffic in each direction at once.

Alternative C is Alternative B with the addition of a sidewalk curb extension on the south side of the street. This alternative would improve the visibility of pedestrians on the south side of the street and further reduce pedestrians' exposure to traffic.

Alternative D is a conventional traffic signal. However, this intersection does not currently meet State warrants for a traffic signal, except the pedestrian volume warrant during summer Sundays. Installing a traffic signal at this location would interfere with operations at the Cabrillo Blvd. and State Street intersection. During peak times, queues on Cabrillo Blvd. can back up from State Street through Anacapa Street. Also, due to the close proximity of the two intersections, the signals would have to be coordinated with each other. The Cabrillo Blvd. and State Street signal operates most efficiently as an isolated signal.

After review and evaluation of P&S's conceptual project alternatives, City staff recommends that a modified Alternative C be implemented at the Project intersection. The modifications include the addition of a sidewalk curb extension on the northwest corner and the installation of pedestrian-activated flashing beacons. Staff considers the currently proposed intersection improvements to be the most effective means of improving operations, particularly for pedestrians, at the Project intersection.

The installation of pedestrian-activated flashing beacons at this intersection is also recommended to enhance the pedestrian crossing across Cabrillo Blvd. This recommendation is consistent with recent recommendations to install flashing beacons at other unsignalized intersections throughout the City.

## **PROJECT DESCRIPTION:**

The project proposes to construct a raised median refuge island and curb extensions on both the north and south sides of the intersection. The project will also include sidewalk widening, access ramps, landscaped parkways, lighting improvements, and the installation of pedestrian-activated flashing beacons.

The project consists of four separate components that each serves a different purpose:

1. **Median refuge island:** The median refuge island provides a space for pedestrians, so that they only have to cross half the street at a time. The median refuge island is proposed for the east leg of the intersection, directly opposite the eastbound left turn lane, in an area of un-used pavement.
2. **South side curb extension:** The primary purpose of this curb extension is to preserve on-street parking. Without this curb extension, sight lines would be limited, and additional south side parking spaces would have to be eliminated. This curb extension will be nearly identical to the south side curb extensions at Cabrillo Blvd. and Chapala Street, and Cabrillo Blvd. and Bath Street. The curb extension is proposed to extend approximately five feet into the roadway, leaving a 14-foot wide outside travel lane.
3. **Pedestrian-activated flashing beacons:** Rectangular rapid flashing beacons are proposed to alert motorists to pedestrian crossing activity.
4. **North side curb extensions/sidewalk widening:** The primary purpose of the north side curb extension is to provide space to install the north side pedestrian activated flasher. The existing sidewalk in front of the Fish House restaurant is narrow, and not enough room exists to install the flasher. The north side sidewalk can be widened into the westbound to northbound right turn lane, providing enough room for the flasher. This would eliminate the right turn lane. During a typical PM peak hour, there are 28 westbound to northbound right turners. During a typical summer Sunday afternoon, there can be as many as 89 westbound to northbound left turners, most of which are likely attempting to avoid the queues from the Cabrillo Blvd. and State Street traffic signal. The widening in front of the Fish House creates an area of un-used pavement on the northwest corner, providing an opportunity to widen the sidewalk west of Anacapa that will match the improvements associated with the Cabrillo bridge project. Additionally, the north side curb extensions will improve sight lines for vehicles turning from Anacapa Street onto Cabrillo Blvd. Typically, right turn lanes are not required unless there are 200 peak hour right turns. However, right turn lanes do provide space for right turners to exit the through travel way, reducing the chances of rear end crashes. In this case, Staff feels that the associated safety benefits with the pedestrian improvements outweigh these tradeoffs.

In addition to the improvements listed above, the Project proposes to add improved lighting. There is currently no lighting provided on the north side of Cabrillo Blvd. Lighting is provided on the south side of Cabrillo Blvd., but not directly at the crosswalk. The Project will install a new City standard streetlight installed on the northeast corner of the project intersection to improve lighting for the Cabrillo Blvd. crossing. The exact location of new streetlight is still to be determined.

#### **BUDGET/FINANCIAL INFORMATION:**

Staff has submitted an application for Highway Safety Improvement Project (HSIP) grant funding, which is Federal funding administered by Caltrans, for both construction and construction engineering services for this project. Staff anticipates receiving the results of the grant application in October 2012. If the project does not receive HSIP funding, partial construction funding using Streets funds has been identified, but additional funding will be needed to construct the project.

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**ATTACHMENT:** 1. Preliminary Design