CITY OF SANTA BARBARA
ACTIVE TRANSPORTATION PROGRAM
SAFE ROUTES TO EASTSIDE NEIGHBORHOOD SCHOOLS

FEDERAL PROJECT # XXXXXX
CITY PROJECT NO. XXXXX, BID NO. 3906

SYMBOL LEGEND

<table>
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<tr>
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<tbody>
<tr>
<td>X</td>
<td>EXISTING WATER MAIN</td>
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<tr>
<td>☐</td>
<td>EXISTING GAS MAIN</td>
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<tr>
<td>☐</td>
<td>EXISTING TELEPHONE MAIN</td>
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<td>☐</td>
<td>EXISTING DRAIN MAIN</td>
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<tr>
<td>☐</td>
<td>EXISTING FENCE</td>
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<td>☐</td>
<td>EXISTING HEAT LINE</td>
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ABBREVIATION LEGEND

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<th>SYMBOL</th>
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<tr>
<td>D</td>
<td>DRAIN</td>
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<td>T</td>
<td>TELEPHONE</td>
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<tr>
<td>W</td>
<td>WATER</td>
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<tr>
<td>E</td>
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PROJECT LOCATION MAP

VICINITY MAP

N.T.S.

SHEET INDEX

<table>
<thead>
<tr>
<th>SHEET #</th>
<th>SHEET DESIGNATION</th>
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<tr>
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<td>A1</td>
<td>ALIGNMENT PLAN</td>
<td>SITE PLAN</td>
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<td>2</td>
<td>D1</td>
<td>DETAIL 1</td>
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<td>D3</td>
<td>DETAIL 3</td>
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DATE OF DRAWING: 5/5/2016
SHEET: 7
SCALE: 1"=100'
SITE PLAN

CONSTRUCTION NOTES:
1. CONSTRUCT CONCRETE SIDEWALK PER CITY STANDARD DETAILS
2. CONSTRUCT SIDEWALK ACCESS RAMP PER CITY STANDARD DETAILS

NOTE: SEE SHEET D1 & D2 FOR PROPOSED AND EXISTING CROSS-SECTIONS
Know what's below. Call before you dig.

CALL 811 NOW!
EAST SIDE GREEN LINES & ONE BLOCK GAP CLOSURE PROJECT
900 BLOCK OF EAST COTA ST COTA ST CONNECTION

East Cota Street
North Alisos Street
North Milpas Street

Know what’s below. Call before you dig.

PARKING SUMMARY

EXISTING: 10-11 PARKING SPOTS

PROPOSED: 10 PARKING SPOTS

CITY ASSUMES 20 FEET IS ONE PARKING SPOT

SCALE: 1"=25'

DRAFT 30% 30%
CONSTRUCTION NOTES:

1. CONSTRUCT CONCRETE SIDEWALK PER CITY STANDARD DETAILS
2. CONSTRUCT SIDEWALK ACCESS RAMP PER CITY STANDARD DETAILS
3. CONSTRUCT CONCRETE MEDIAN ISLAND
4. CONSTRUCT CONCRETE SLO STYLE DIVERTER
EASTSIDE GREEN LANE & BIKE BOULEVARD GAP CLOSURE

PROPOSED CROSS SECTIONS
COTA & ORTEGA

A. TYP PROPOSED CROSS-SECTION: COTA STREET EB

- 60' ROW
- 36' CF TO CF
- 12.0' SIDEWALK & PARKWAY
- 2.5' BUFFER
- 5.5' CLASS II GREEN BIKE LANE
- 10.0' TRAFFIC
- 10.0' TRAFFIC
- 8.0' PARKING
- 12.0' SIDEWALK & PARKWAY

Note: The extent of slurry seal will be limited to areas required to eradicate existing striping and facilitate striping changes.

B. TYP EXISTING CROSS-SECTION: COTA STREET EB

- 60' ROW
- 42' CF TO CF
- 9.0' SIDEWALK & PARKWAY
- 8.0' PARKING
- 10.0' TRAFFIC
- 10.0' TRAFFIC
- 6.0' CLASS II BIKE LANE
- 8.0' PARKING
- 9.0' SIDEWALK & PARKWAY

Note: The extent of slurry seal will be limited to areas required to eradicate existing striping and facilitate striping changes.

C. TYP PROPOSED CROSS-SECTION: ORTEGA STREET EB

- 60' ROW
- 42' CF TO CF
- 9.0' SIDEWALK & PARKWAY
- 10.0' PARKING
- 11.0' TRAFFIC
- 11.0' TRAFFIC
- 10.0' PARKING
- 9.0' SIDEWALK & PARKWAY

D. TYP EXISTING CROSS-SECTION: ORTEGA STREET EB

- 60' ROW
- 42' CF TO CF
- 9.0' SIDEWALK & PARKWAY
The photos above shows students walking and biking along Alisos St. This corridor is ideal for a Bike Boulevard in order to provide a safe and efficient facility for pedestrians and bicyclists as oppose to its parallel street at Milpas, where there are 20,000+ average daily traffic and where 19 bike involved collisions, including one fatality have occurred in the past 5 years.

The students in this picture rode down from Cota Street and eventually turned into Alisos Street to use this low volume road as a safer route to get to and from school.
Photos of Existing Conditions
Eastside Green Lane & Bike Boulevard Gap Closure

Missing sidewalk and curb ramps along Alisos Street make it difficult for pedestrians to walk along this corridor. Installing the missing sidewalk will provide better connectivity and accessibility for pedestrians. The installation of a Bike Boulevard will also make Alisos a safer and more efficient route to access the Eastside neighborhood, downtown, schools, and many other points of interest nearby.

Looking South at Alisos Street from De La Guerra Street

Looking South at Alisos Street from Canon Perdido Street
The photos shown here depicts the many different levels of bicycle users riding along Cota Street between Laguna and Milpas Streets. All bicyclists along this corridor would benefit from the installation of green buffered bike lanes that separate them from vehicles.
Photos of Existing Conditions
Eastside Green Lane & Bike Boulevard Gap Closure

The proposed green buffered bike lanes along Cota Street will connect to an existing Class 1 bike path paralleling the Jr. High School. The Class 1 bike path would link to the new bike lane proposed at Ortega closing a major facility gap between downtown, the Eastside neighborhood and schools.

Cota St looking north at the existing Class 1 bike path
The photos above show the busy pedestrian, bicyclist, and vehicle activity in front of the Jr. High School along Cota Street. The proposed installation of curb extensions, rapid flashing cross beacons in front of the school and green buffered bike lanes along this corridor would greatly enhance safety for all users.
Photos of Existing Conditions
Eastside Green Lane & Bike Boulevard Gap Closure

The two photos above show Haley Street looking West (left) and looking East (right) from Nopal Street. The proposed green buffered bike lane at this one way corridor and with the green buffered bike lane return route along Cota Street would provide direct access to and from downtown Santa Barbara into the heart of the Eastside.

Ortega Street is pictured to the right and is proposed for new Class 2 bike lanes to provide a link between Alisos Street, downtown and schools along this proposed new route.
Photos of Example Conditions
Eastside Green Lane & Bike Boulevard Gap Closure

The photograph above shows an example of a curb extension at the intersection of East Arrellaga Street and Garden Street.

The photograph to the left shows an example of a mid-street island, similar mid-street islands will have stop signs installed in the specified locations.

The photograph above shows an example rendering of a pinch point.