



City of Santa Barbara California

III.

PLANNING COMMISSION STAFF REPORT

REPORT DATE: March 8, 2012
AGENDA DATE: March 15, 2012
PROJECT ADDRESS: Cabrillo Boulevard Bridge over Mission Creek, Santa Barbara
MST2004-00878/CDP2007-2001
Cabrillo Boulevard Bridge Replacement Project – Beachway Relocation
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
Danny Kato, Senior Planner
Jessica Grant, Project Planner

I. REQUEST

The City of Santa Barbara Public Works, Park and Recreation and Waterfront Departments are requesting feedback from the Planning Commission for the potential relocation of the Cabrillo Beachway Bridge from its approved location as part of the Cabrillo Vehicular Bridge to a stand-alone location to the south of the vehicular bridge.

II. BACKGROUND

The Cabrillo Beachway (Beachway) was constructed in the late 70's, and runs parallel to Cabrillo Boulevard, with one exception where the Beachway and the sidewalk converge at Cabrillo Bridge. Except at this location, the Beachway eliminated conflicts and allowed slower moving pedestrians an opportunity to walk separate from the fast paced jogging, bike, roller skating type traffic typical of the Beachway. Where the two pathways meet at Cabrillo Bridge the conflict is exacerbated because this is also the drop off area for commercial beach adventure type activities (e.g. Land Shark), and it provides drop off for the adjacent and popular Stearns Wharf. Added to this conflict is the set up and take down loading for the Cabrillo Art Show and patron drop off. With people backing out of vehicles while unloading beach paraphernalia and children, gazing at the spectacular views etc. alongside fast moving travel both on the street and behind them, the conflict potential is evident.

The 1998 Cabrillo Beachway Council Goal Investigative Report (Report) identified this easterly section of the Beachway from Stearns Wharf as the highest conflict zone for all users of the beachway (Attachment A – Report). The typical collision resulting from the conflicts is a last minute right angle turn made by the pedestrian causing a collision with a bicyclist. The Report states the issue is compounded on Sundays during the Cabrillo Art Show, when art is displayed along the Beachway, which in turn encourages walking and art viewing. The Report recommends the Beachway alignment be re-routed away from the Cabrillo sidewalk. This would discourage slow moving pedestrians going to and from the Wharf from using the Beachway.

This issue has also negatively impacted the Waterfront Department's ability to move vehicles off the Wharf at peak times because pedestrians continue to cross at the mouth of the Wharf to

access the Beachway instead of traveling first to Cabrillo before crossing. The proposed Beachway relocation would discourage this pedestrian short cut.

The Cabrillo Bridge Replacement Project at Mission Creek (Project) will replace the existing structurally deficient bridge (Attachment B – Site Plan). As part of that project, the north and south halves of the bridge will be built in phases. Currently the plans call for a temporary beachway to carry pedestrian and bike traffic and to support various utilities during construction. The cost of the temporary beachway bridge and its removal is included in the cost of facilities identified in the Caltrans Highway Bridge Program grant. It has come to the attention of City staff that the temporary beachway bridge could become a permanent beachway bridge, separated from the Cabrillo Blvd sidewalk in accordance with the 1998 Beachway Report, at no additional cost to the City. Staff has evaluated the location of the currently designed temporary beachway bridge, and believes this is an acceptable location for the permanent beachway bridge (Attachment C – Proposed Beachway Concept). Since the City already has permits for the temporary beachway bridge, and the environmental review has already been completed, we believe that it is likely that permits can be obtained for the permanent bridge at this same location.

Construction of the Project is anticipated to begin in summer 2013. City staff is interested in pursuing amendments to the City's and Coastal Commission's Coastal Development Permits and the Regulatory agency permits that were obtained from the Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Game. Before the submittal of official permit amendment applications, City staff would like to understand if Planning Commission is in support of this concept.

If this concept is implemented the benefits would include:

- Creating a safer Beachway experience for millions of users of the Beachway and Stearns Wharf.
- Improving the flow of traffic on the Beachway on Sundays during the Art Show (typically the highest use day).
- Helping vehicular traffic flow in the vicinity of Stearns Wharf.

A Beachway bridge design has not been developed. City staff is first interested to know whether the Planning Commission is supportive of the concept of having the Beachway relocated. If the Planning Commission is supportive, City staff would appreciate comments on the Beachway Bridge's appearance, and would then proceed to the Historic Landmarks Commission for its direction on the Beachway Bridge's appearance, then submit formal applications.

Exhibits:

- A. Cabrillo Beachway Council Goal Investigative Report
- B. Approved Site Plan
- C. Proposed Beachway Concept

**CABRILLO BEACHWAY
COUNCIL GOAL INVESTIGATIVE REPORT**

**Prepared for:
Santa Barbara City Council**

**Prepared by:
Transportation and Parking Division,
Public Works Department**

EXHIBIT A

INTRODUCTION

The Santa Barbara City Council assigned the Public Works Department as the lead department to develop the Cabrillo Beachway (Beachway) Improvement Plan. The 1996-1997 Council Goal is to "explore options to improve safety on the Beachway." In order to meet the Council Goal, Transportation Staff has prepared this report which describes recommendations for Beachway improvement and the process by which these recommendations were reached.

Believing the issues surrounding the Beachway needed a fresh, unbiased perspective, City Staff developed a process that combined public input with the expertise of other city officials in charge of facilities similar to our Beachway. To this end, six professionals overseeing beach paths of other coastal communities were invited to a two-day peer review workshop to hear concerns and help develop improvements to Santa Barbara's Beachway. The professionals came from the communities of Santa Monica, Huntington Beach, Venice Beach, Long Beach, Monterey, and Santa Cruz. The professionals were from various fields of expertise including, a beach manager, a parks manager, a traffic engineer, a traffic technician, a planner, and a design consultant.

The peer review workshop was divided into three phases:

Phase 1 The review team was given an overview of the Beachway by other city departments (Engineering, Waterfront Department, Parks and Recreation, Community Development, Risk Management, and Police Department) to provide them with information and to help them understand the issues at hand.

Phase 2 The public was invited to a forum where they could voice their concerns, issues, and ideas on possible solutions to improve the Beachway. The review team attended the forum as observers only.

Phase 3 The review team toured the Beachway to experience how it operates and to better understand the issues and concerns that were presented in the public forum and by City departments. The team then met to evaluate phases 1 and 2 and develop their recommendations for the Beachway. The Beachway was divided into seven sections. Because each section of the Beachway has unique issues, this process was used to pinpoint distinct recommendations for certain parts of the Beachway. By discussing the pros and cons of each section it was easier for the team to develop long- and short-term recommendations for the major issues presented.

PHASE 1 - OVERVIEW

The overview was designed to inform the peer review members of issues and concerns held by City Staff. The six other departments involved with the safety and maintenance of the Beachway are: Engineering, Waterfront, Risk Management, Community Planning and Development, Parks and Recreation, and Police. They were each given three main points to communicate to the peer review team. The three main points included each department's role regarding the Beachway facility, each department's concerns with the operation, safety, and/or maintenance on the Beachway, and each department's interests that should be considered when developing a solution. In communicating issues and concerns, City Staff was careful not to predetermine the review group's outcome by not suggesting solutions. The following is a summary of each department's comments.

ENGINEERING DEPARTMENT

John Schoof, Principal Civil Engineer

In regard to the Beachway, the role of the Engineering Department is to maintain the surface of the Beachway so it is safe for all users. This includes repairing pavement, restriping, and proper signage.

Safety and Maintenance Concerns:

- That the surface on the Beachway be properly maintained.
- That maintenance on the Beachway that can be easily implemented.
- Overall safety of the users of the Beachway.

The main interest of the department is that recommendations for Beachway improvements are practical and implementable. Engineering is also interested in the budgeting for these improvements and how any recommendations impact the Capital Improvement Program.

WATERFRONT DEPARTMENT

Julia Hazard, Harbor Master

The Waterfront Department's main role regarding the Beachway is to maintain safe access into, from, and within the Waterfront. Providing law enforcement and first aid are two ways in which the Waterfront Department participates in the operation of the Beachway. The Department's jurisdiction stretches from Leadbetter Beach on the west to Chase Palm Park on the east.

Safety and Maintenance Concerns:

- Collisions have been the primary cause of injury on the Beachway. Pedestrians have stepped in front of bicyclists causing collisions. Dogs and surreys have also contributed to the problem. Within the harbor area, no signage exists directing the different users in safe practices or imminent conflicts.
- Some areas of the Beachway periodically have sand coating the surface. The loss of traction for bicycles, rollerskates or rollerblades, and other transportation results in the possibility of injury or non-injury accidents.
- The parking lot portions of the Beachway through the harbor sometimes have rough surfaces. With the recent construction, trenching left deep ruts that would catch a

bicyclist unaware at night. These have since been remedied but any construction including the Beachway should have adequate alternate routing and signage for the users.

- The many users of the Beachway travel at different speeds. The Beachway is divided into east and west lanes. In theory, this should allow a passing scheme similar to vehicle roadways. In actuality, pedestrians will walk several abreast effectively blocking the path. Sometimes surreys will drive side by side driving pedestrians and other users off the Beachway.

The Waterfront Department is interested in seeing that vehicular traffic onto Stearns Wharf, into the beach parking lots and Harbor Way is safe and reasonably unimpeded. It is also in the Department's interest that users of the harbor businesses and marinas have safe passage through the area of the Beachway.

RISK MANAGEMENT DEPARTMENT **Brad Landreth, Risk Manager**

The role of the Risk Management Department regarding the Beachway is to mitigate or eliminate known hazards that may cause harm to users of the Beachway exercising ordinary care.

Safety and Maintenance Concerns

- There are many competing interests for such a limited space. For example, rollerbladers, who propel themselves by swinging latterly to gain forward motion, require more space than a bicyclist. The size, number, and variety of types of users continues to increase each year.
- The perception of the Beachway is unclear. It is used as a recreation corridor and a transportation corridor.
- Pedestrians and pet walkers often do not look backward when crossing-over the Beachway.
- The users of the Beachway do not practice common courtesy and etiquette. This is unsafe for all users.

The main interest of the Risk Management Department is to assure that any proposed solution does not exacerbate the current situation nor restrict the multi-purpose use of the Beachway.

COMMUNITY DEVELOPMENT DEPARTMENT **Liz Casey, Senior Planner** **Brian James, Associate Planner**

The role of the Community Development Department is to review proposed projects to determine their appropriateness and compatibility with the surrounding area and applicable goals and policies. This involves ensuring that proposed improvements and developments comply with applicable State and Local development guidelines such as: California Coastal Act, CEQA, Santa Barbara General Plan, Santa Barbara Zoning Ordinance, Local Coastal Program, Harbor Master Plan, Architectural Board of Review Guidelines, and Historic Landmarks Commission Guidelines.

The Department is concerned that the proposed improvements to the Beachway comply with the goals, policies, and directions specified in and by the documents and bodies noted above.

The Department has an interest in solutions that consider the directions and parameters specified in various State and Local guidelines. In addition, the Department has an interest in solutions that account for and include community interests and needs.

PARKS AND RECREATION DEPARTMENT
Jeff Cope, Assistant Parks and Recreation Director
Curly Lee, Recreation Supervisor

Parks Division

The Parks Division is responsible for keeping the Beachway clean and safe, including daily sweeping, safety inspections, and reporting any significant paving repair or maintenance needs to Engineering by a work order. The Parks Division is specifically concerned of any future changes or improvements to the Beachway that would affect the Division's ability to keep these improvements clean and safe.

The Parks Division is interested in:

- Not losing any of the existing turf area along Chase Palm Park or the Andree Clark Bird Refuge.
- Preservation of the sand dune, which prevents the build up and blowing of sand onto the Beachway.
- Not losing palm trees along the Chase Palm Park corridor.
- Ease of maintenance. Any improvements should be easy and inexpensive to maintain, so as not to be a burden to the general fund on an ongoing basis. There needs to be a provision for proper regulatory signage and rules for proper conduct and activity on the Beachway.

Recreation Division

The Recreation Division's role in the area of the Beachway is to ensure that the Arts & Crafts permit holders' exhibits do not encroach on the pathway. The Division is concerned about safety of pedestrians, permit holders, quadracycles, and rollerbladers on the Beachway. Particularly, the Division is concerned with the stretch of Beachway between Stearns Wharf to Mission Creek, where the facility is mainly congested. The Division is interested in solutions whereby the grassy area on each side of the beachway (near Stearns Wharf) is not minimized, or the space for the Arts & Crafts Show is saved for participants.

POLICE DEPARTMENT
David Whitham, Police Officer
David Gonzales, Police Sergeant

The Police Department's role regarding the Beachway is to provide a law enforcement presence along the Waterfront and Beachway through the use of vehicle and bicycle patrols. The Department also documents all "Public Accidents" and collisions occurring along the beachway. The Department enforces all laws, including alcohol violations, drug violations, etc. attributed to transient population who frequent areas near the Beachway.

Safety Concerns

- Intoxicated persons violating right of way of Beachway users.
- Multiple users (cyclists, surreys, skateboarders, rollerbladers, pedestrians, etc.) create major hazards.
- Municipal and other code violations.

The Police Department is interested in reviewing continuance of mixed use along the Beachway. As other department respondents have indicated, different types of users in the same space create safety hazards for all. The Department is also interested in the possible creation of Municipal Code ordinances specifically directed at Beachway enforcement along with the inclusion of Chase Palm Park on the list of parks where alcohol is prohibited.

PHASE 2 - THE PUBLIC FORUM

The public forum was initiated in order to give the citizens and users of the Beachway a chance to let their concerns and issues be heard. The review team attended the forum, not as participants but as listeners. They sat in the audience noting all the issues the public's point of view. Over 40 people attend the meeting representing a wide variety of interests within the community (e.g., Bicycle Coalition, Art Show, Beachside Business Merchants, Westside Community Group, Santa Barbara County, UCSB Health and Safety).

The public spoke for two hours. Each issue, concern, and potential solution was recorded on poster paper and placed on the walls of the meeting room. At the end of the public comment period, people were asked to select of the five most important issues or solutions. The selections were noted by placing stickers next to the issue or solution. Based on this process, the issues were prioritized from most important to least important. The list is provided below:

1. Pedestrians are unaware of bicyclists.
2. Users of the Beachway move at different speeds causing accidents and frustration.
3. There is too much congestion on the Beachway on Sunday.
4. The Beachway is too narrow.
5. The Beachway has been lost to pedestrians.
6. There must be segregation of bicycles and pedestrians.
7. The unloading of tourist busses is in a bad location.
8. There is a bottleneck at Stearns Wharf.
9. There is a lack of etiquette by the users of the Beachway.
10. There is a lack of signage and striping on the Beachway.
11. Users of the Beachway do not stay on the proper side.
12. Bicyclists cannot use Cabrillo sidewalk.
13. It is difficult for wheeled vehicles to move on grass, pedestrians have no problem.
14. Three wheel vehicles are hard to see coming around corners.
15. If signs are to be posted, they need to be enforced.
16. Sensors on Cabrillo Boulevard cannot detect bicyclists very well.
17. Crosswalk buttons are on the wrong sides of the path. If you are riding a bike, they cannot be easily reach.
18. It is too hazardous for bicyclists to use Cabrillo, so they choose to use the Beachway.
19. Tourists are uneducated about the "rules" of the Beachway.
20. Pedestrians have limited access to the beach from the Beachway.
21. Bathroom access near Stearns Wharf is difficult.
22. Crossing Cabrillo from Los Patos Way is unsafe.
23. The asphalt on the bird refuge section of the Beachway is in disrepair.
24. Parking at the Art Show is difficult for unloading.
25. There are very few places to rest near the Beachway.
26. Bicyclists do not follow the "rules" of the Beachway.
27. Maintenance of the Beachway needs looked into (leaf blowers blow too much dust, water on the path from sprinklers, overgrown vegetation, etc.)
28. Babies are allowed to walk freely on the Beachway which makes it very unsafe for all users.
29. Beachway is unlit at night.

A mailing list was developed of those that attended the public meeting. These names were added to the Circulation Element mail list and will be notified and updated on Beachway improvements throughout the process.

PHASE 3 - REVIEW TEAM'S TOUR AND REVIEW DISCUSSION OF THE BEACHWAY

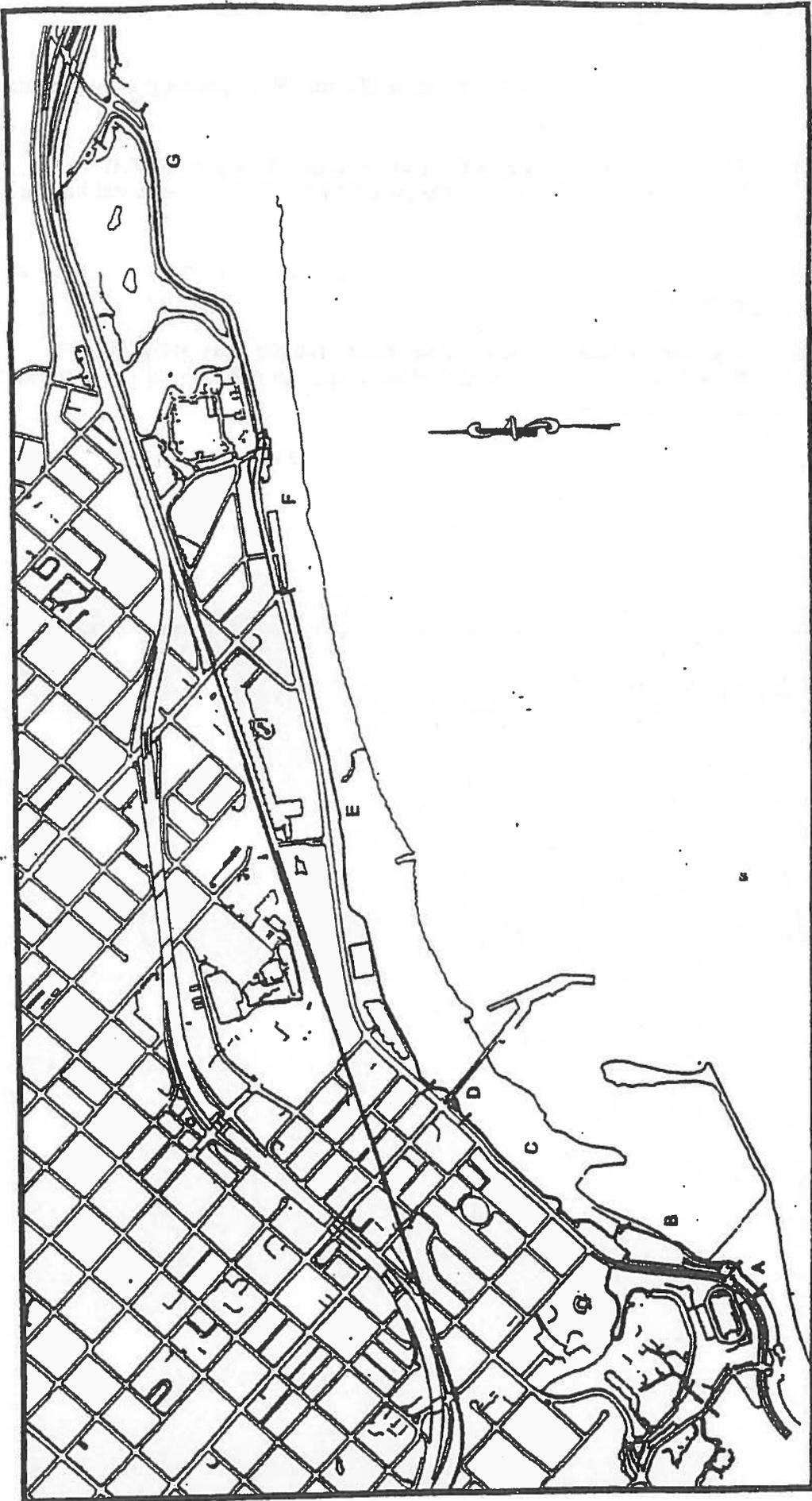
After obtaining information from the other city departments and hearing the issues and concerns of the public at the forum, the review team spent day two of the workshop touring the Beachway and making recommendations. Rob Dayton, Senior Transportation Planner, led the team for a three hour tour of the entire Beachway. The departmental and public issues and concerns were continuously noted as observations were made. The six member peer review team either biked or rollerbladed to gain an experiential knowledge of the Beachway.

The team met in the Chase Palm Park recreation building for approximately four hours after their tour. With the assistance of a facilitator, (Michael Lowe, Parking/TMP Superintendent), they summarized all the information that was collected during the two previous phases. In order to address specific concerns, the team unanimously concluded that the Beachway consisted of different zones, each having its own unique issues and solutions. Thus, the team subdivided the Beachway into seven separate sections, discussing the pros and cons of each. They developed short- and long-term recommendations for the major issues that were presented. The seven sections (from west to east) are described below and illustrated on the Beachway Section Map (following page).

- Section A:** Leadbetter Beach to Harbor Way parking lot entrance
- Section B:** Harbor Way entrance to the end of the Waterfront parking lot
- Section C:** The end of the Waterfront parking lot to approximately 50' west of Stearns Wharf
- Section D:** Approximately 50' west of Stearns Wharf to the east end of the Mission Creek bridge
- Section E:** East end of Mission Creek bridge to the Milpas/Cabrillo Crosswalk
- Section F:** Milpas/Cabrillo crosswalk to the Los Ninos crosswalk
- Section G:** The Los Ninos crosswalk to end of Beachway at the Bird Refuge

Dividing the Beachway into these sections made the recommendation process much easier for the members. Because each section has its own unique characteristics, dividing the Beachway into separate zones allowed the members to better focus on the public's issues and concerns. Recognizing that some solutions relate to the entire Beachway facility, the team also developed overall recommendations which follow the section specific suggestions.

The sectional suggestions are on the following pages separated with maps of each section.



BEACHWAY SECTION MAP

Section A:

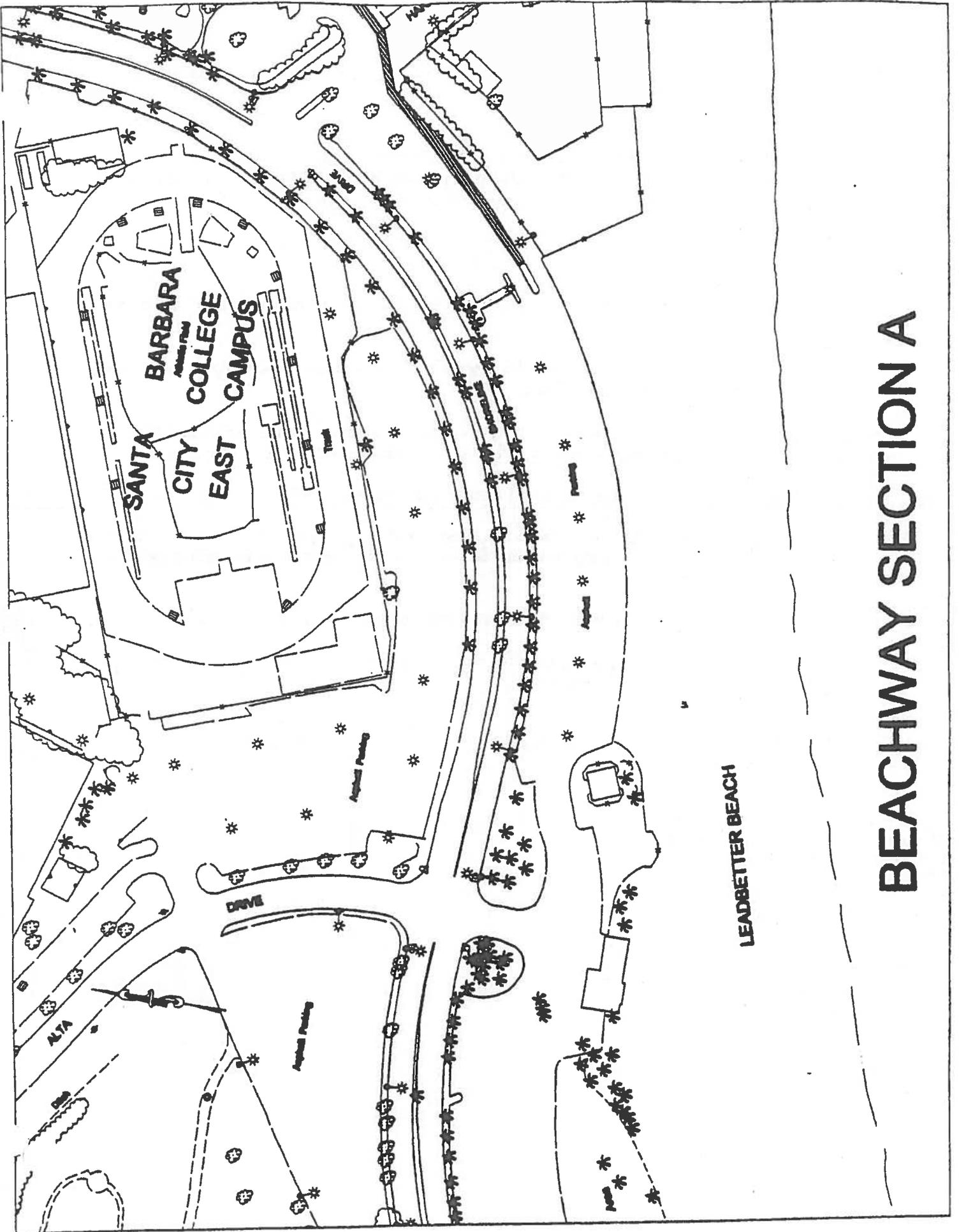
Leadbetter Beach to Harbor Way parking lot entrance

Issue A1: There is no distinct walkway in this section. Pedestrians must walk through the driving lanes of the parking lot. This is a potential hazard for all users.

Solution 1: Consider reintroducing a path with focal points of entry into and out of the parking lot.

Solution 2: Consider creating a Class 1 bike lane to Harbor Way parking lot on Shoreline Drive. This would mean taking out one lane on the south side of Shoreline Drive.

Solution 3: Directional signage is needed, preferably stencils on the pavement.



SANTA BARBARA
CITY COLLEGE
EAST CAMPUS

ALTA

DIVE

Asphalt Parking

Asphalt Parking

Tennis

Asphalt Parking

LEADBETTER BEACH

BEACHWAY SECTION A

Section B: Harbor Way parking lot entrance to the end of Waterfront parking lot

Issue B1: The bollards and chains used as barriers to separate the Beachway and the parking lot in the Waterfront parking can be difficult to see, making them a hazard to Beachway users especially at night.

Solution 1: Consider using a wooden rail or hedges (preferred) instead to keep people from stepping over the chain.

Solution 2: Restripe or stencil the parking lot with "Pedestrian Warning" signage at crossing points.

Issue B2: Access points from the sidewalk adjacent to the Beachway to the parking lot are unidentifiable.

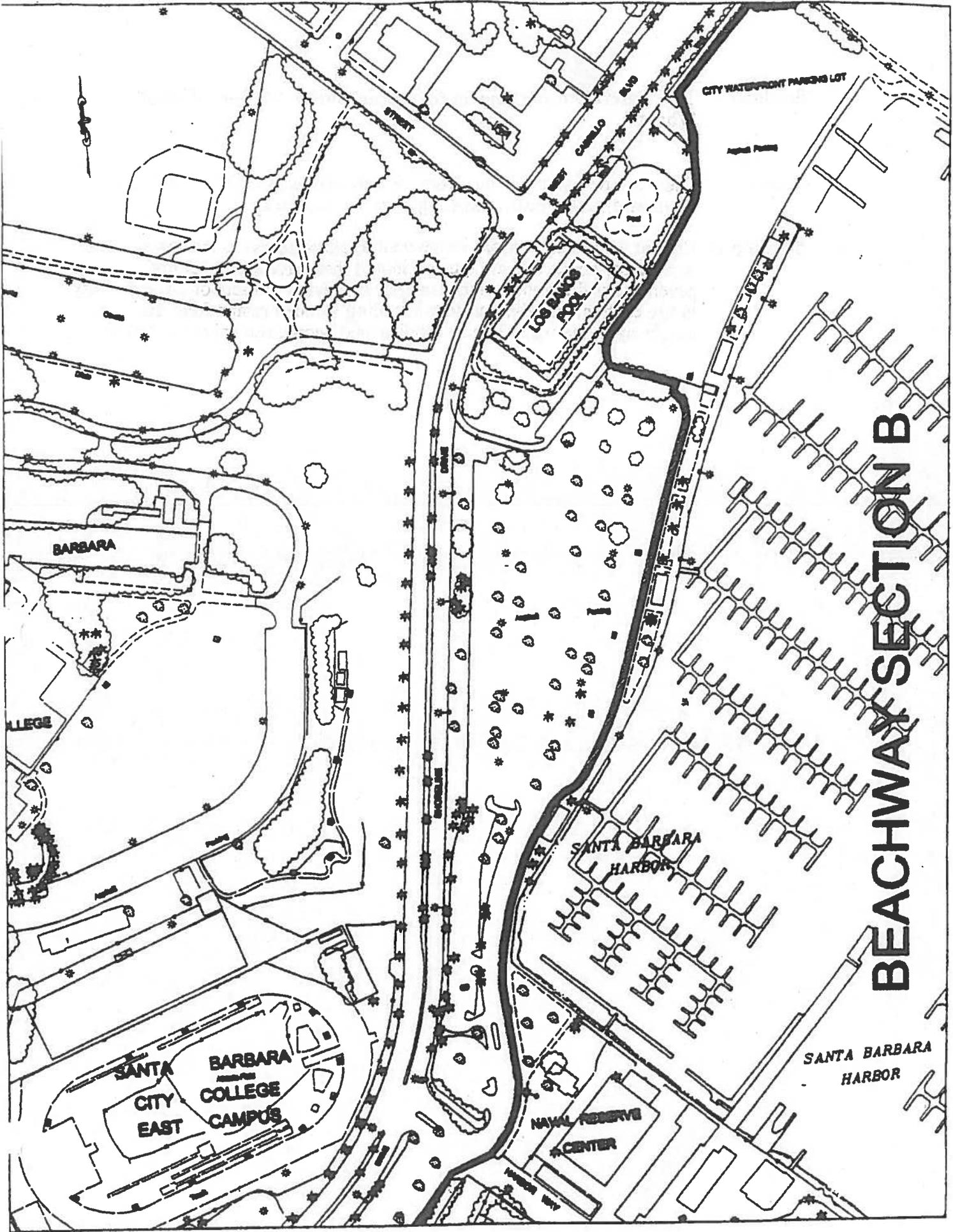
Solution 1: Color the pavement or use a different type of surface material on the Beachway crossings indicating to crossers and users to use caution.

Issue B3: Vehicle stop signs and directional signing is poor.

Solution 1: Stop signs need to be positioned before or at the "STOP" bar. There is at least one instance in the marina lot where the stop sign is not located correctly.

Solution 2: Improve the vehicle striping and signage throughout the lots.

Solution 3: Add a vehicle gate at the exit of the boat ramp parking lot similar to the gate at the entrance.



BEACHWAY SECTION B

LOS BANCOS

CITY WATERFRONT PARKING LOT

BARBARA

ALLEGE

SANTA BARBARA HARBOR

SANTA CITY EAST COLLEGE CAMPUS

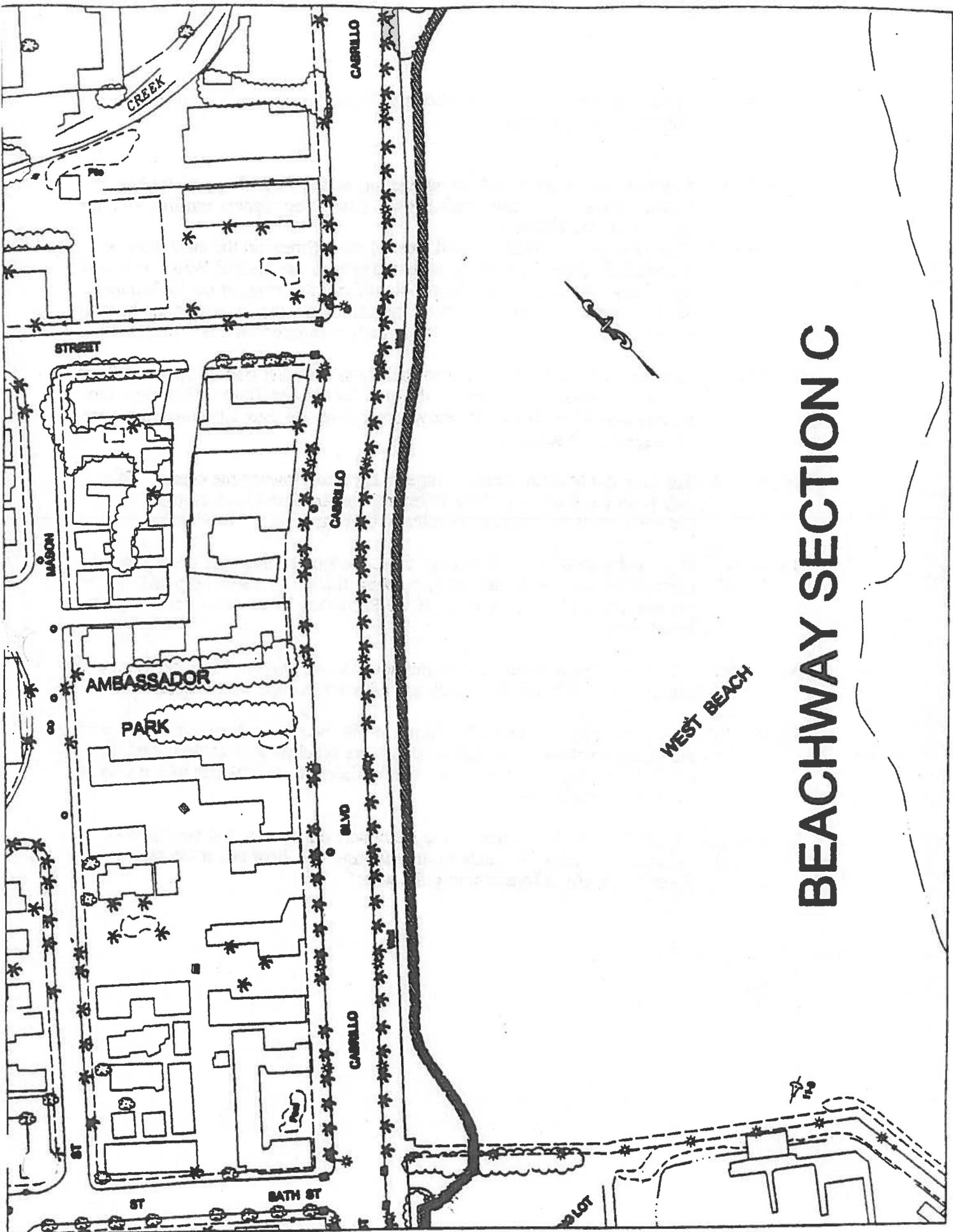
NAVAL RESERVE CENTER

SANTA BARBARA HARBOR

Section C: The Waterfront parking lot to approximately 50' west of Stearns Wharf

Issue C1: There are few access points from the sidewalk/wall (adjacent to Cabrillo Boulevard) to the beach, crossing over the Beachway.

Solution 1: Cut out additional portions of the wall to allow access to the beach. The new access points that are created should then have either colored pavement or different surface material signifying to users of the Beachway to use caution. Lastly, consider installing wooden ramps from the beachway to the water line so handicapped people can enjoy the beach.



BEACHWAY SECTION C

Section D: Approximately 50' west of Stearns Wharf to the east end of the Mission Creek bridge

Issue D1: There are too many people congregating on the Beachway, especially during Sunday's Art and Craft Show. This is the highest conflict zone for all users of the Beachway.

Solution 1: The tour busses should unload west of State Street on the north side of Cabrillo Boulevard, aligning pedestrians with the Stearns Wharf walkway. As of now, the tour busses let people off right in front of the bathrooms on the wharf's entrance. With all the additional people exiting the busses at one time, a large impact on the already congested area is created.

Solution 2: Consider relocating the restroom facility to the west side of Stearns Wharf to ease congestion and open up the area for the Art Show. However, the facility should be located directly across from the tour bus unloading zone, as suggested in solution 1.

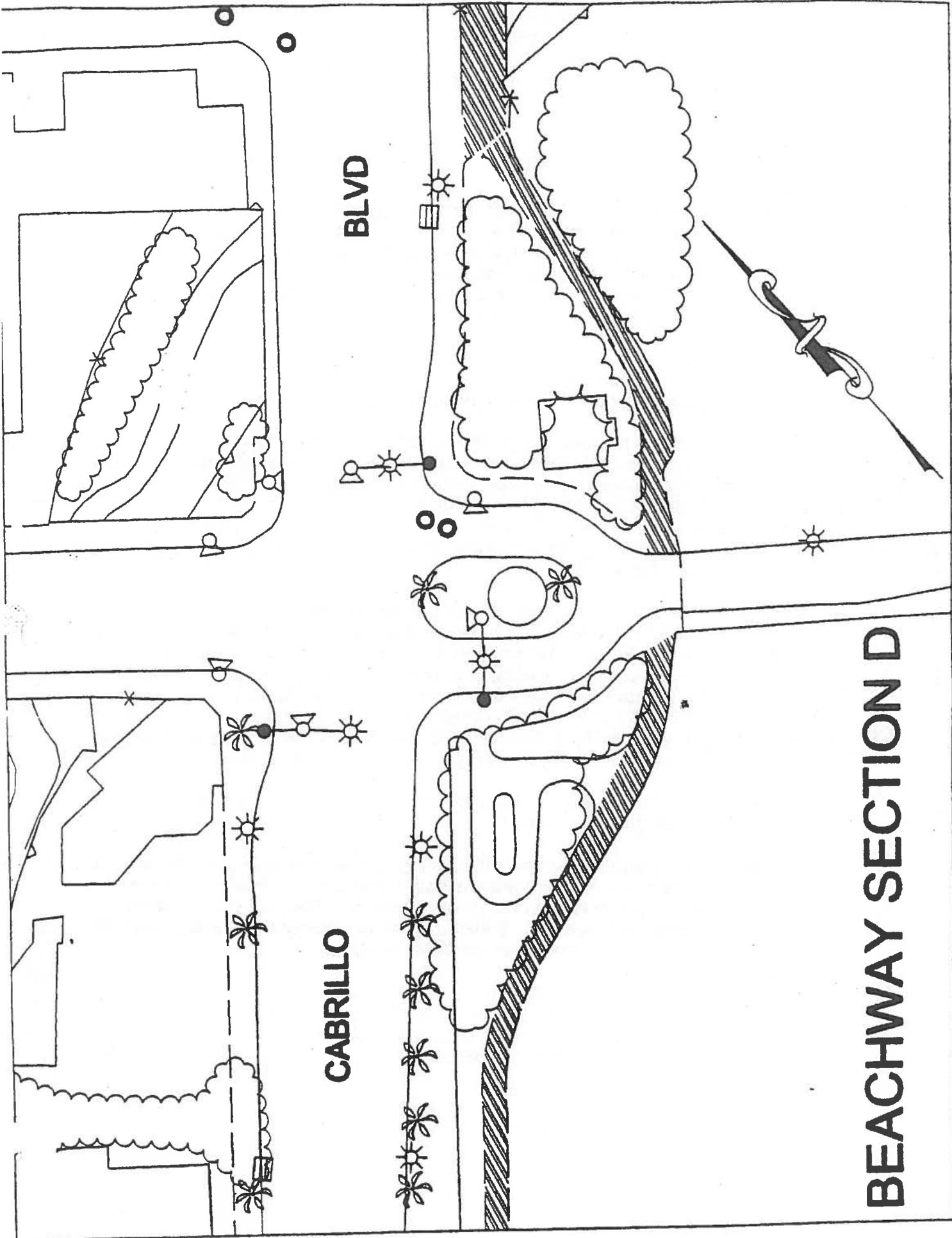
Solution 3: Relocate the Mission Creek bridge to the south toward the ocean. This will keep the Beachway from bisecting the Art Show, dramatically reducing conflicts between Beachway users and Art Show visitors.

Solution 4: Close off access to the Beachway from the small pedestrian plaza located adjacent to Stearns Wharf entrance (west side). This will keep most pedestrians from congregating on the Beachway or carelessly crossing the Beachway.

Issue D2: The flow of pedestrians and higher speed users crossing the wharf is too steady. It is difficult for vehicles to enter or exit the wharf safely.

Solution 1: Configure a pedestrian traffic signal on the Beachway for safer crossing of the wharf entrance. This signal should be synchronized to flow with the Cabrillo Boulevard signal. This would also ease the liability of the City in case of any collisions.

Solution 2: Construct a traffic calmer on the Beachway on the east and west side of the wharf. A small roundabout or a chicane will slow down the higher speed users just before crossing the wharf.



BLVD

CABRILLO

BEACHWAY SECTION D

Section E: East end of the Beachway bridge to the Milpas/Cabrillo crosswalk

Issue E1: Various users on this section travel at a variety of speeds, causing congestion and conflicts.

Solution 1: In the short term, expand the Beachway with a 5' path made of decomposed granite. The new path should be designated the "the slow lane." The existing Beachway should be designated "the fast track." Users should regulate themselves as to whether they are "slow lane" or "fast track" users. The long term solution is to construct a new 10' path (perhaps a wooden boardwalk) on the beach side of Beachway. Both solutions require the ice plant sand berm to be moved toward the ocean.

Solution 2: An alternative to Solution 1 is to widen the Beachway and add better striping or coloring to the Beachway to designate different uses.

Solution 3: Include turn outs every 100' for those who want to stop on the path. The turn outs could be marked with a "binoculars" symbol so that international users understand its intent. Also, "grab poles" for rollerbladers could be installed in front of the turnouts so they can stop quickly.

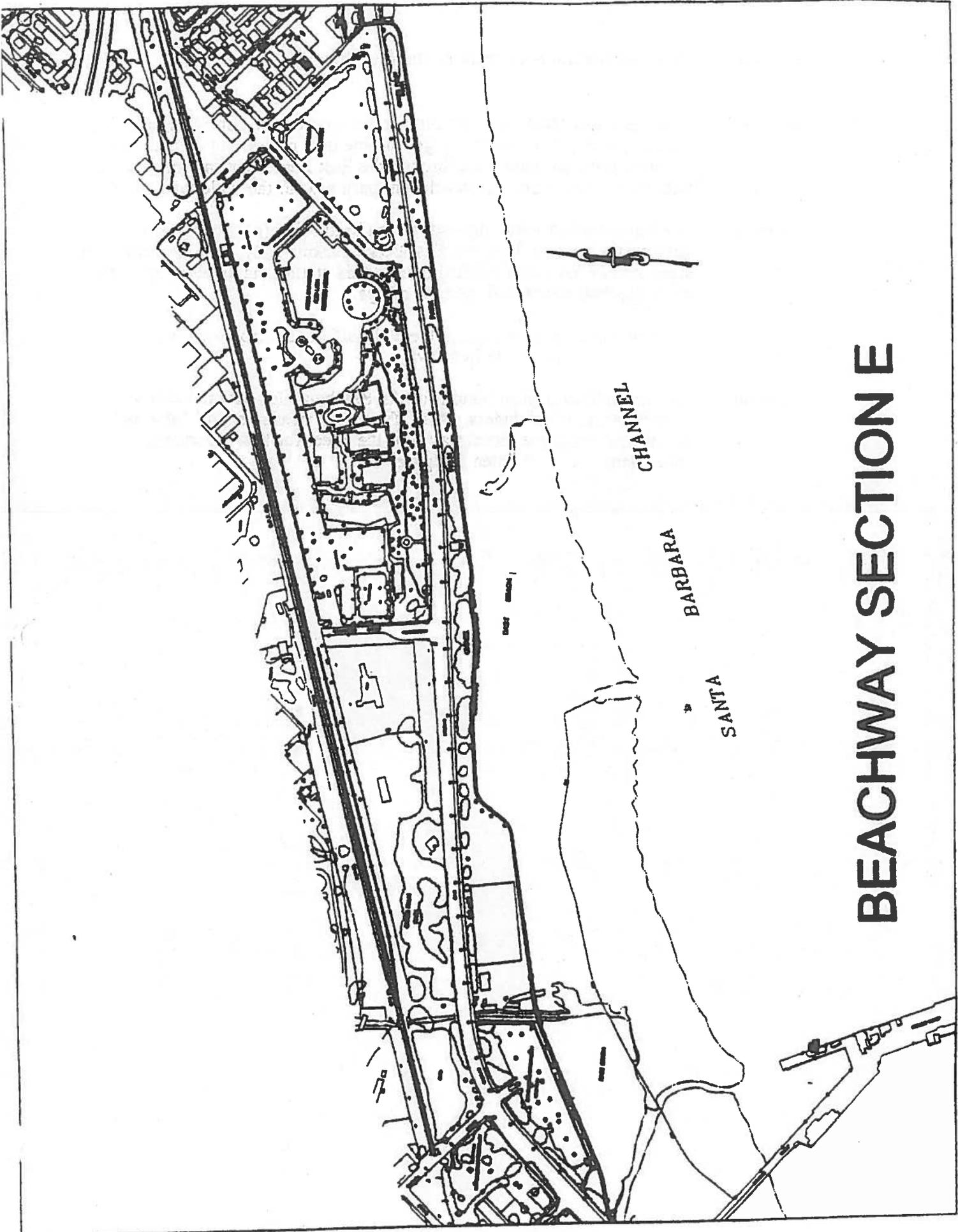
Solution 4: Grade the area to the north of the Beachway to level the ground to encourage jogging or walking. The turf should also be cut shorter like that near the bird refuge.

Solution 5: The users on the south side of Cabrillo Boulevard should be more strongly linked to the north side of the street so that users are more inclined to use the north side. This will reduce congestion somewhat on the Beachway. Kiosks could be installed at intermittent locations for general public information and with a map showing what is available to sight-seers on the north side of Cabrillo Boulevard (including the future park). The marking of a continuous path on the north side of the street should also encourage people who are walking to and from hotels to stay on the north side.

Issue E2: Sand on the Beachway accumulates on this section of the Beachway and is hazardous to all users.

Solution 1: Many pedestrian-made paths through the ice plant have been created. The pedestrians who use these paths track sand onto the Beachway. Controlled access points through the ice plant berm in the form of small boardwalks should be considered. Bollards, signs, or different landscaping should be installed to denote where the access points are.

Solution 2: Equipment which vacuums the sand should be used to clear the Beachway. Leaf blowers should be eliminated. The sand clearing schedule should be re-evaluated so as not to conflict with peak use periods and to increase the frequency of clearing as necessary.



CHANNEL

BARBARA

SANTA

BEACHWAY SECTION E

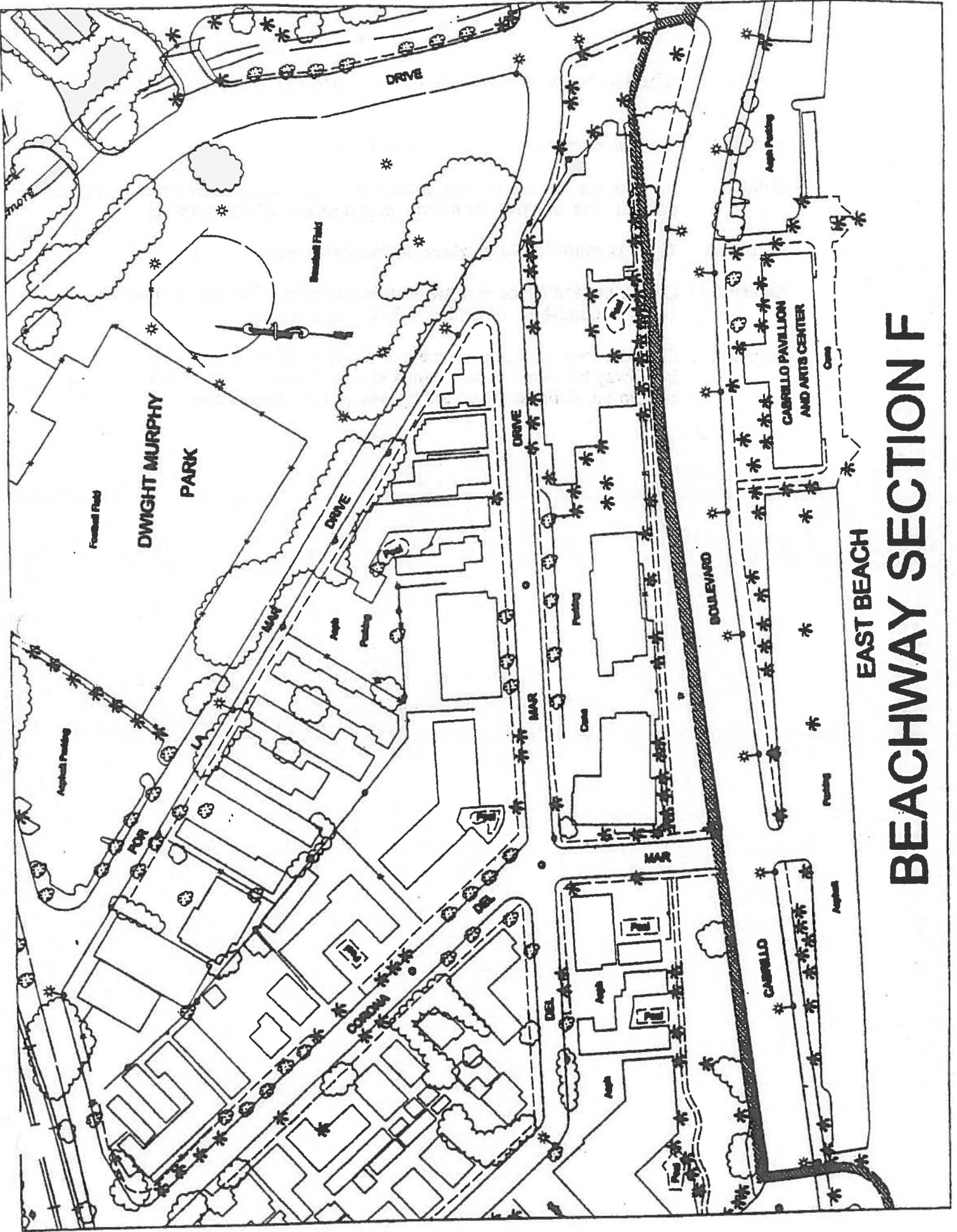
Section F: Milpas/Cabrillo crosswalk to the Los Ninos crosswalk

Issue F1: There is a lost sense of destination at the crossing of Cabrillo Boulevard at Milpas Street. The Beachway goes to the bird refuge and an undefined, but well traveled, path goes through the East Beach parking lot, past the bath house, and along the beachfront park next to the volleyball courts.

Solution 1: Continue the Beachway through the on beach side (possibly over the "old" path on the beach side of the East Beach parking lot). Also, indicate with signs before the Milpas/Cabrillo crosswalk stating the direction of travel to the volleyball courts and the bird refuge.

Issue F2: The crosswalk push buttons at the Milpas/Cabrillo crosswalk are located on the wrong lane of the Beachway.

Solution 1: Add an additional push button for the Beachway for easier access to bicyclists and rollerbladers. Also, for safety measures, add "grab poles" on the corners of the Beachway near the street for less experienced rollerbladers to hold when stopping.



EAST BEACH BEACHWAY SECTION F

Section G: The Los Ninos crosswalk to end of Beachway at the Bird Refuge

Issue G1: General maintenance of the Beachway needs improvement.

Solution 1: Increase the pruning of vegetation, check the irrigation system to eliminate puddles, and improve the paving on this section of the Beachway.

Issue G2: There is confusion as to where the Beachway ends.

Solution 1: Clarify the end of the Beachway at the entrance of the bird refuge with the use of a roundabout or aesthetically pleasing signage.

Solution 2: Consider long-term improvement to the circulation by continuing the Beachway between the bird refuge and the railroad tracks, creating a loop back to the Cabrillo Boulevard by way of Los Ninos Drive.

GENERAL RECOMMENDATIONS:

To avoid repetitive solutions for each section, the review team suggested universal recommendations for the entire beachway. They are specified below:

- 1) Install controlled access points crossing the Beachway to the beach.
- 2) Add better striping or coloring to the Beachway to designate different uses.
- 3) Create a Master Plan for the entire Beachway.
- 4) Control the access points at all intersections of Beachway and roads and parking lot entrances.
- 5) Educate the users of the Beachway of the rules and etiquette for the general safety of everyone. This can be done by instituting a "beach host" program. The beach host should be a visible presence with a recognizable people-friendly uniform. The beach host could advise on "fast track" and "slow lane" use and be a resource for information, directions, advice, etc. Also, bicycle rental agencies should give the users a pamphlet of the rules and etiquette of the Beachway before any vehicle is rented. Lastly, all rental bikes should be required to have a bell.
- 6) Widen the Beachway to give users more room to move.
- 7) Light the Beachway at night.
- 8) Separate pedestrians from all other users of the Beachway.

PEER REVIEW TEAM MEMBERS

Staff would like to recognize and thank the peer review team members for accepting this challenge and lending their expertise in the field of Beachway safety and maintenance.

Jeff Ferber, ASLA, Senior Vice President, Landscape Architect at RRM Design Group. Mr. Ferber has been practicing as a Registered Landscape Architect and Planner in the State of California for the past twelve years. He and his firm of 60 professionals at RRM Design Group work on many bikeway planning and design projects throughout the state. Jeff directs the design and implementation of bikeway projects at RRM. RRM has proudly worked with Biesek Design to complete the Southern Santa Barbara County Regional Bikeway Signage Program and is currently working on multi-use paths in Venice Beach, San Luis Obispo, and Modesto. They have recently begun the alignment study for the 32-mile long Santa Paula Branch Line Recreational Trail. In early May, the California Coastal Commission approved RRM for a second beachside bicycle trail in Venice Beach.

Phil Hester, Manager of the Long Beach Parks, Recreation, and Marine Department. Mr. Hester has over 26 years of professional experience in management of local and state leisure service agencies. He is responsible for the total maintenance and development of parks, recreation and marine facilities for a city of 450,000, with a departmental operating budget of \$50 million. Some of the responsibilities Phil is in charge of are: the maintenance of over 60 local parks, regional parks and nature centers, 125+ free standing restrooms, 11 miles of beaches/bays, 35 miles of bike trails (5 miles on the beach), 5000 boat slips, and a CIP for 1996-1997 of over \$25 million.

Julie Munnerlyn, Senior Transportation Planner at Santa Cruz Regional Transportation Commission. Ms. Munnerlyn has been a bicycle coordinator since 1990. She has worked for the regions of San Luis Obispo, Monterey, and Santa Cruz and has been instrumental in developing bicycle plans for those areas. Ms. Munnerlyn has assisted local jurisdictions with their pursuit of coastal bikeway funds and safe and efficient shared use policies. She has also advocated for enhanced funding for segregated multi-use paths to allow for various users. She feels that there is a great danger with allowing for an excessive amount of users on pathways and feels that it is a jurisdiction's responsibility to provide for safety and convenience for all users, but most of all bicyclists.

Judith Meister, Beach Manager for the City of Santa Monica. Ms. Meister has been the Beach Manager since March 1996. She oversees and coordinates activities, events, and major capital improvements along the beach front. Judith also administers the contracts for beach parking operations, beach concessions, and lifeguard services. Prior to that she served as Asset Manager with oversight responsibility for the Third Street Promenade and downtown between 1993 to 1996. From 1983 to 1992, Judith served as Pier Manager and was responsible for management of the Santa Monica Pier and its reconstruction following the 1983 winter storms.

Jim Otterson, Traffic Engineer for the City of Huntington Beach. Mr. Otterson has been working with the City of Huntington Beach for seven years. He is a registered Civil Engineer, Traffic engineer, and Land Surveyor with sixteen years of public and private sector experience. Jim has been involved in numerous bike trail and bike lane issues in Huntington Beach, a city of 195,000, and a world famous beach destination.

He is a former member of the Institute of Transportation Engineers Committee 6A-55 for Planning Guidelines and Design Standards for Bicycle Facilities. Jim is an avid cyclist as well, averaging 125 miles of riding per week.

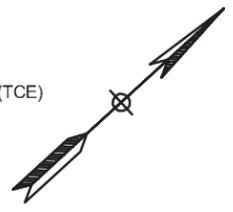
Cheryl Schmitt, Traffic Engineering Technician for the City of Santa Cruz. Ms. Schmitt has worked with the City of Santa Cruz for 10 years. She has also worked as a Traffic Engineering Technician for the Cities of Monterey and Seaside. Cheryl designs traffic improvement programs, created a bike locker program, and is heavily involved in traffic calming efforts for the City. She and her staff are currently working on the West Cliff Drive/Beach Street Pathway Improvement Plan, located on the Santa Cruz shoreline. The West Cliff Drive/Beach Street Pathway is approximately four miles long and has many of the same issues and concerns of our Cabrillo Beachway.

The following City staff members significantly contributed to this undertaking.

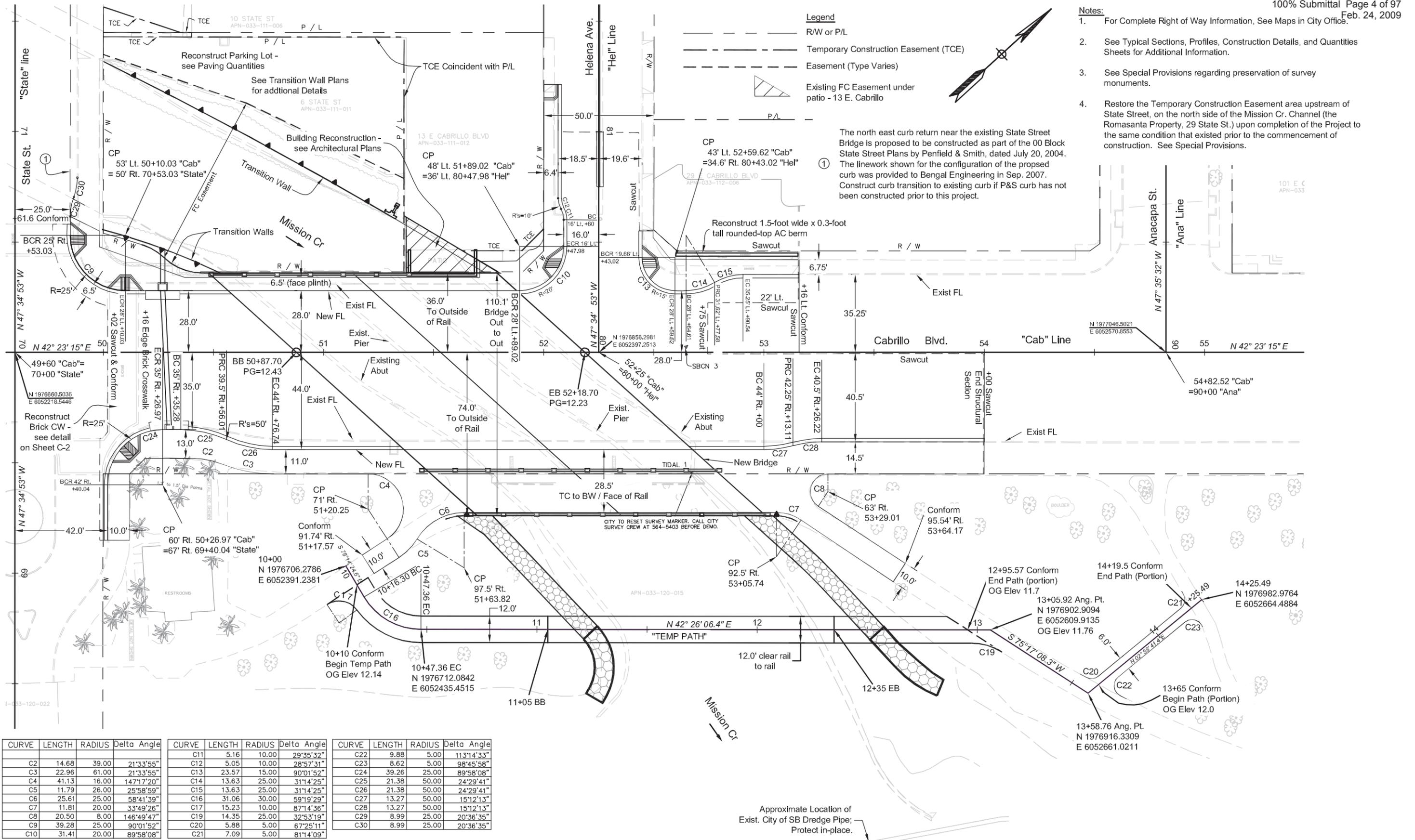
Liz Casey, Senior Planner
Jeff Cope, Assistant Parks and Recreation Director
Robert J. Dayton, Senior Transportation Planner
Patricia Ebel, Senior Engineering Technician
David Gonzales, Police Sergeant
Julia Hazard, Harbor Master
Brian James, Associate Planner
Brad Landreth, Risk Manager
Curlen Lee, Recreation Supervisor
Michael Lowe, Parking/TMP Superintendent
David Nesbitt, Traffic Technician
John Schoof, Principal Civil Engineer
David Whitham, Police Officer

- Notes:**
1. For Complete Right of Way Information, See Maps in City Office.
 2. See Typical Sections, Profiles, Construction Details, and Quantities Sheets for Additional Information.
 3. See Special Provisions regarding preservation of survey monuments.
 4. Restore the Temporary Construction Easement area upstream of State Street, on the north side of the Mission Cr. Channel (the Romasanta Property, 29 State St.) upon completion of the Project to the same condition that existed prior to the commencement of construction. See Special Provisions.

- Legend**
- R/W or P/L
 - - - - - Temporary Construction Easement (TCE)
 - - - - - Easement (Type Varies)
 - Existing FC Easement under patio - 13 E. Cabrillo



The north east curb return near the existing State Street Bridge is proposed to be constructed as part of the 00 Block State Street Plans by Penfield & Smith, dated July 20, 2004. The linework shown for the configuration of the proposed curb was provided to Bengal Engineering in Sep. 2007. Construct curb transition to existing curb if P&S curb has not been constructed prior to this project.



CURVE	LENGTH	RADIUS	Delta Angle	CURVE	LENGTH	RADIUS	Delta Angle	CURVE	LENGTH	RADIUS	Delta Angle
C2	14.68	39.00	21°33'55"	C11	5.16	10.00	29°35'32"	C22	9.88	5.00	113°14'33"
C3	22.96	61.00	21°33'55"	C12	5.05	10.00	28°57'31"	C23	8.62	5.00	98°45'58"
C4	41.13	16.00	147°17'20"	C13	23.57	15.00	90°01'52"	C24	39.26	25.00	89°58'08"
C5	11.79	26.00	25°58'59"	C14	13.63	25.00	31°14'25"	C25	21.38	50.00	24°29'41"
C6	25.61	25.00	58°41'39"	C15	13.63	25.00	31°14'25"	C26	21.38	50.00	24°29'41"
C7	11.81	20.00	33°49'26"	C16	31.06	30.00	59°19'29"	C27	13.27	50.00	15°12'13"
C8	20.50	8.00	146°49'47"	C17	15.23	10.00	87°14'36"	C28	13.27	50.00	15°12'13"
C9	39.28	25.00	90°01'52"	C18	14.35	25.00	32°53'19"	C29	8.99	25.00	20°36'35"
C10	31.41	20.00	89°58'08"	C19	5.88	5.00	67°25'11"	C30	8.99	25.00	20°36'35"
				C20	7.09	5.00	81°14'09"				

NO.	DESCRIPTION	DATE	APPROVED
REVISIONS			

BENGAL ENGINEERING
250 BIG SUR DRIVE, GOLETA, CA 93117
(805) 563-0788

Project Eng. _____ Date _____

Cabrillo Boulevard Bridge (Replacement)
at Mission Creek

Original Scale 0 1 2 3
Is In Inches

LAYOUT

Scale: 1" = 20'
L-1

CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION

Approved: _____ Date _____
City Engineer

CITY PROJ. No. 7661
FA No. BRLS-5007(034)

SHT. 4 OF 4 SHTS.

DWG. NO. C-1-4200



RELOCATION OF CABRILLO BEACHWAY CONCEPT