



City of Santa Barbara Transportation & Circulation Committee Staff Report

DATE: March 26, 2015

TO: Transportation & Circulation Committee (TCC) Members

FROM: Browning Allen, Transportation Manager *BA*

SUBJECT: North La Cumbre Road Sidewalk and Pedestrian Improvements Project

RECOMMENDATION:

That the Transportation and Circulation Committee receive a presentation on the North La Cumbre Road Sidewalk and Pedestrian Improvements Project and provide feedback on the proposed sidewalk alignment that differs from what the Pedestrian Master Plan requires.

DISCUSSION:

Background

On March 21, 2013, Santa Barbara County Association of Governments (SBCAG) awarded Measure A Grant Funding for construction of the North La Cumbre Road Sidewalk and Pedestrian Improvements Project (Project). The Project will fill in several missing links of sidewalk and access ramps on North La Cumbre Road, over a length of 1/3 mile from Via Lucero (one block north of State Street) to Stacy Lane. This Project will enable an ADA accessible path of travel on the western side of North La Cumbre Road from State Street, north to Foothill Road/HWY 192. On the eastern side, there will be an accessible path of travel from State Street north to La Cumbre Hills Lane. This will be made possible by the sidewalk and access ramp installation and the removal of right of way obstructions that currently prevent a protected path of travel for pedestrians of all ages and abilities. A pedestrian refuge island and Rectangular Rapid Flashing Beacons are proposed at the intersection of North La Cumbre Road and La Colina Road to improve safety for pedestrians crossing this intersection.

This corridor serves as a route to school for four schools in the area, including two elementary schools (Hope and Monte Vista), La Colina Junior High, and Bishop Diego High School. Pedestrian-related infrastructure has been envisioned along the entire corridor through feedback during the Safe Routes to School Safety Hazard Assessments and Pedestrian Master Plan outreach process. The City of Santa Barbara ranks the missing segments along North La Cumbre Road as the highest priority among school-related missing links due to high scores on the relevant Council-adopted criteria, including school access

routes, ease of construction due to length, high traffic volumes, and evidence of walking activity in the area.

Creating an integrated and accessible pedestrian path along the entire North La Cumbre Road corridor, along with crossing improvements, will most likely generate more school trips over the years as families feel safer sending their children to school by foot. Currently the schools have a 20-30 percent journey-to-school walking rate. Over time, these infrastructure improvements will complement the schools' efforts to educate and encourage children to walk to school, and participation rates are expected to double over time through these coordinated efforts. There is high potential for this since the schools are situated in a residential area, within walking distance from many children's homes.

Future Vision of North La Cumbre Road

Since the Measure A grant was awarded, the Project site has been surveyed and the City's Engineering staff has begun conceptual design. The City right of way on North La Cumbre Road is 60 feet, with 12 foot travel lanes and 8 foot parking lanes, with shared on-street bike lanes during the hours of 7 a.m. - 9 a.m. (northbound) and 2 p.m. - 4 p.m. (southbound). The remaining right of way available is 10 feet on each side of the street that is used, or could be used, for sidewalk and parkway.

The Pedestrian Master Plan (PMP) advises for streets with a right of way width 60 feet or greater to have a 12-foot sidewalk corridor width comprised of: 6-inch curb zone, 4-foot parkway, 6-foot through pedestrian zone, and 1.5-foot frontage zone. Engineering staff conducted an existing conditions study of the North La Cumbre Road right of way and found significant variations throughout the corridor. The majority of the existing sidewalk along the corridor is 6-foot sidewalk (no parkway), while other areas have 7-foot sidewalk (no parkway), 5-foot sidewalk with 4 feet of parkway, or even substandard 4 foot (or less) sidewalk in some sections.

None of the existing sidewalk is compliant with the PMP, which staff speculates is for two main reasons: 1) Over time, North La Cumbre Road was annexed into the City, and thus not originally built to City standards, and 2) There are topographical and vegetation/tree constraints that pushed the sidewalk to be constructed adjacent to the street without parkway so that trees could be preserved. The areas along the corridor that currently have no sidewalk are generally constrained by street trees, topography, and/or privately constructed encroachments within the right of way.

The next question is how the new sidewalk should fit in with the existing sidewalk, given that it is not economically feasible at this time to redesign and reconstruct the existing North La Cumbre Road pedestrian infrastructure to be compliant with the PMP. Engineering staff have identified several private walls and fences located within City right of way and three street trees will need to be removed. Letters have been sent to the property owners that have constructed private improvements within City right of way. In addition to street trees and wall/fence encroachments, there are topographical constraints that will require retaining walls to be constructed at the back of the sidewalk in a few locations.

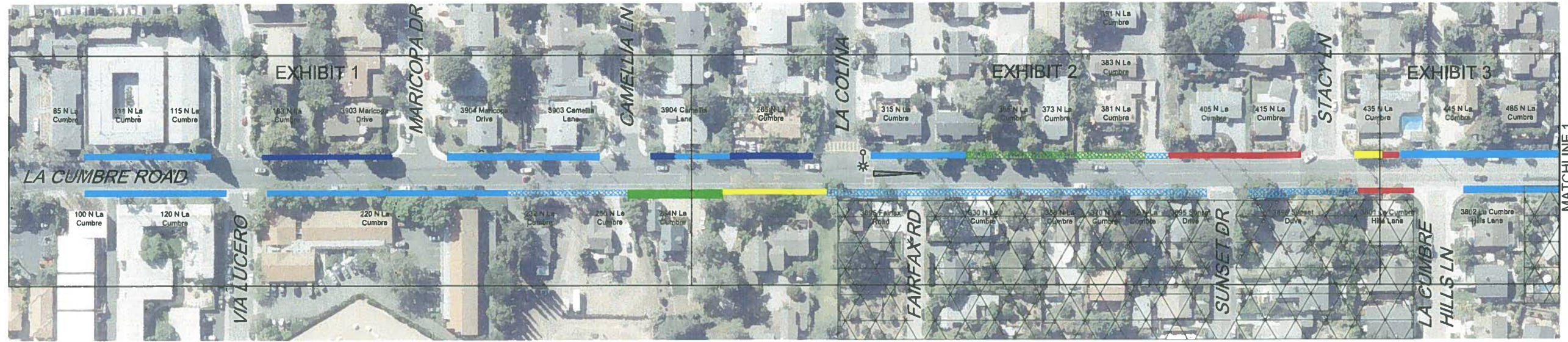
The Transportation and Engineering Division Team is recommending that the majority of the new sidewalk be constructed as 6-foot sidewalk (no parkway), which is consistent with the majority of the existing sidewalk along North La Cumbre Road. In areas where there are no topographical constraints or large trees, staff is recommending 5-foot sidewalks and 4-foot parkways. Please reference Attachment 1 for existing and proposed sidewalk along North La Cumbre Road.

CONCLUSION:

The Project's goal is to construct a sidewalk, providing a safe and accessible route to school along North La Cumbre Road. While the Project's goal can be met, it is very difficult to adhere exactly to the PMP. Staff will present the TCC with a few options to consider.

JWG/mj

Attachment: Existing and Proposed Sidewalk Along North La Cumbre Road



LEGEND

- 7 FT SIDEWALK
- 6 FT SIDEWALK
- 5 FT SIDEWALK
- 4 FT OR LESS SIDEWALK
- 5 FT SIDEWALK W/ 4FT PKWY
- NEW SIDEWALK - CURRENT PROJECT
- NEW SIDEWALK - FUTURE PROJECT
- COUNTY
- * STREET LIGHT AND RECTANGULAR RAPID FLASHING BEACON
- * FUTURE RECTANGULAR RAPID FLASHING BEACON

PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE: _____

CITY ENGINEER ORIGINAL SIGNED DATE

NO.	DATE	APPROVED	DESIGN	DRAWN	CHECKED	REVISIONS

LA CUMBRE SIDEWALK INFILL
**CORRIDOR ANALYSIS
OVERVIEW**

PBW. NO.	-
BIO. NO.	-
OWG. NO.	-
SHT. OF	-