

APPENDIX F. PRIORITY LOCATIONS

Ranking of Projects

Pedestrian improvements range from small, incremental changes such as a new curb ramp, to a major new project such as a highway overcrossing. In order to develop a meaningful ranking system, smaller improvements first need to be assigned to one of the categories listed above so they can be funded and developed more efficiently. Most locations identified as needing improvements in Santa Barbara could fit into one or more categories, depending on the funding opportunity, new development, neighborhood support, or some other factor.

Each category listed above does or could have its own internal ranking system either in use or identified in this Plan. The ranking system presented below focuses on the locations identified in the Existing Conditions report, with each project falling into one or more of the listed categories.

Table A-4 on page A-55 presents a preliminary ranking of intersections in Santa Barbara that were identified as having pedestrian needs through a combination of field review, public workshops, input from the Planning Commission and the Transportation and Circulation Committee, surveys, and analysis of City data on pedestrian crashes and other factors. The ranking system indicates a general order of priority for funding, although the final determination of funding must be determined by City staff based on a variety of opportunities (such as external funding) and constraints (such as neighborhood opposition or feasibility problems). This system could be used separately for any of the listed categories as well.

Criteria

Pedestrian improvements were combined by street and then screened through a ranking process using a set of criteria that help blend trade-offs between need and demand. Each of the criteria is described below.

Demand Factors

Schools: Schools within $\frac{1}{4}$ mile (approximately 1,300 feet) of the corridor or intersection are counted and multiplied by three to arrive at a weighted figure for each project and corridor. City College is counted as four schools due to its size.

Parks: Parks within $\frac{1}{4}$ mile (approximately 1,300 feet) of the corridor or intersection are counted and multiplied by one and a half to arrive at a weighted figure for each project and corridor. Proximity to major recreational destinations (such as the beach parks) is weighted more heavily reflecting increased pedestrian activity, scoring four points each.

Public Activity Areas: Community centers, libraries, post offices, City Hall, museums, and other public activity areas within $\frac{1}{4}$ mile (approximately 1,300 feet) of the corridor or intersection are counted for each project and corridor.

Land Use: Different types of land uses generate varying levels of pedestrian activity. Surrounding land uses are weighted, with higher intensity commercial zoning (C-2) scoring the highest (five points), lower intensity commercial uses (C-1), and higher level residential uses (R-4) scoring next (four points), commercial office (C-O) and higher density (R-3) areas scoring three points, moderate density residential (R-2) uses scoring two points, and low density residential uses (R-1) and commercial/manufacturing (C-M) scoring one point. Land use figures were then multiplied by three to reflect the importance of the criteria.

Density: Higher density population areas in Santa Barbara will result in a higher demand for nearby pedestrian facilities. People per square mile under 5,053 scored one point, 5,054 to 14,000 scored two points, and so forth, up to five points.

Journey to Work by Walking: This factor recognizes that areas where people are currently walking to work as a primary commute mode should have adequate pedestrian facilities. The walking commute mode scored between one and five points for walk commute mode splits between 0% and 2.8%.

Need Factors

Safety: Pedestrian-involved crashes reflect both current pedestrian volumes and the potential need for improvements in Santa Barbara. Crash locations between 1998 and 2002 were analyzed and scored according to the number of crashes with the lowest (one crash) scoring one point and the highest (six to eight crashes) scoring five points.

Missing Sidewalks and Curbs/Gap Closure: The approximate percentage of a corridor and/or intersection and its approaches missing sidewalks and/or curb ramps is considered an important factor related to the need for improvements. This percentage is then multiplied by five. For example, a corridor missing sidewalks on about 50% of its length would score two and a half points (5 x .5 = 2.5). Locations at U.S. 101 ramp locations scored two points in addition to the curb/sidewalk score, reflecting the importance of these locations as major pedestrian constraints.

Public Input: Comments by the public collected through surveys and public workshops are reflected in this criterion. Many comments were general in nature (such as “improve sidewalks”), or referred to an entire street corridor rather than a specific location. Points were assigned to corridors and specific locations as appropriate based on the number of comments, ranging between one comment (one point) up to 11 comments (five points).

Scoring Method

The scoring method for a sample intersection is presented in Table A-3 below.

Table A-3. Sample Intersection Scoring Method

Sample Street	Number/Type	Factor	Points
Schools	1	3	3
City college	0	3	0
Parks	2	1.5	3
Major visitor destination	0	1.5	0
Community centers	2	1	2
Land use (zoning)	R2 = 2	3	6
Density	6,000 ppsm* = 2	1	2
Safety	2 collisions = 2	1	2
Missing sidewalk**	.25	5	1.25
Missing curb**	.25	5	1.25
Gap closure	0	5	0
Public Comment	2	1	2
Total			23

*ppsm = people per square mile

** .25 indicates 1 of the four approaches or corners of an intersection is missing a sidewalk or curb ramp.

Recommendations in this Pedestrian Master Plan must be based on input from staff and residents. As projects are completed and conditions change over time, pedestrian needs will also change. The City should compile an ongoing list of pedestrian needs; use this list to re-evaluate projects using the scoring methodology above (which includes public input); and update the Plan at least every five years.

Table A-4. Priority Locations

Street	Cross Street	Schools	Parks	Cmnty	Land Use	Density	Safety	Missing SW/Curb/ Gap	Public	SCORE
Anacapa St	Anapamu St	0	0	4	5	2	1	0		20
Anacapa St	Canon Perdido St	0	2	3	5	1	1	0		22
Anacapa St	Carrillo Blvd	0	2	6	5	1	3	0		25
Anacapa St	Figueroa St	0	1	5	5	1	0	0		20
Anacapa St	Victoria St	0	1	4	5	1	2	0		22
Anacapa Cor.		0	6	22	25	6	7	0	0	22
Anapamu St	Bath St	0	1	0	4	4	0	0		18
Anapamu St	Castillo St	0	1	0	4	4	0	0		18
Anapamu St	De la Vina St	0	1	1	5	4	3	0		24
Anapamu St	Highway 101 overcrossing	0	1	0	4	4	0	0	3	21
Anapamu Cor.		0	4	1	17	16	3	0	3	20
Bath St	Nogales St	0	0	1	3	3	0	0		13
Bath St	Pueblo St	0	0	1	3	3	0	0		13
Bath Cor.		0	0	2	6	6	0	0	0	13
Cabrillo Blvd	Ambassador Park	0	5	1	5	1	4	1		33
Cabrillo Blvd	Anacapa St	0	4	3	5	1	5	0.25		30
Cabrillo Blvd	Bath St	0	6	1	5	1	0	0		26
Cabrillo Blvd	Castillo	1	6	1	5	1	1	0.5		33
Cabrillo Blvd	Mid-block between Chapala St and Bath St at the park	0	6	1	5	1	0	1		31
Cabrillo Blvd	Chapala St	0	5	1	5	1	0	0.25		25
Cabrillo Blvd.	State St	0	5	3	5	1	4	0		29
Cabrillo Cor.		1	37	11	35	7	14	3	1	30
Canon Perdido St	Quarantina St	1	0	0	3	1	0	0		13
Carpinteria St	At Sycamore Creek bridge	0	0	0	3	4	1	1.3		21
Carpinteria St	Alisos St	0	0	1	3	4	5	0.5		21
Carpinteria St	Voluntario St	0	0	0	3	4	5	0.25		19
Carpinteria Cor.		0	0	1	9	12	11	2.05		20
Carrillo St	Miramonte Dr	0	0	0	0	1	0	1.25		7
Carrillo St	San Pasqual St	0	0	0	2	5	3	1		19

Street	Cross Street	Schools	Parks	Cmnty	Land Use	Density	Safety	Missing SW/Curb/ Gap	Public	SCORE
Carrillo St	Highway 101 undercrossing	0	0	0	2	5	3	2	3	27
Carillo Cor.		0	0	0	4	11	6	4.25	5	18
Castillo St	Haley St	0	0	1	5	4	0	0.5		22
Castillo St	Montecito St	0	1	0	5	5	3	0		25
Castillo St	Highway 101 undercrossing	0	0	1	5	4	0	2		30
Castillo Cor.		0	1	2	15	13	3	2.5	0	25
Chapala St	Anapamu St	0	1	4	5	1	3	0		23
Chapala St	Canon Perdido St	0	1	2	5	1	5	0		24
Chapala St	Carrillo St	0	0	1	5	1	3	0	3	23
Chapala St	Cota St	0	0	0	5	1	1	0		17
Chapala St	De la Guerra St	0	1	1	5	1	2	0		20
Chapala St	Figueroa St	0	1	4	5	1	3	0		23
Chapala St	Gutierrez St	0	1	1	5	1	0	0		18
Chapala St	Haley St	0	0	0	5	1	0	0		16
Chapala St	at bus station	0	0	2	5	1	1	0		18
Chapala St	Sola St	0	1	1	5	1	1	0		19
Chapala St	Victoria St	0	1	3	5	1	2	0		21
Chapala Cor.		0	7	19	55	11	21	0	3	20
Cliff Dr	La Marina Ave	1	0	0	1	2	0	0.5		11
Cliff Dr	Loma Alta Dr	5	0	0	2	3	0	0.25		25
Cliff Dr	Meigs Rd	1	0	0	3	2	4	0.25		19
Cliff Dr	Mesa Lane	0	0	0	5	3	1	0		25
Cliff Dr	San Rafael Ave	0	0	0	1	2	0	0.5		8
Cliff Dr	Santa Cruz Ave	0	0	0	1	2	0	0		5
Cliff Dr Cor.		7	0	0	8	11	4	1.5	5	15
De la Vina St	Calle Laureles	1	1	1	3	2	1	.5		20
De la Vina St	Canon Perdido St	0	0	1	5	1	3	0		20
De la Vina St	Carrillo St	0	0	1	5	1	3	0		20
De la Vina St	Cota St	0	0	0	5	2	2	0		19
De la Vina St	De la Guerra St	0	0	0	5	3	1	0		19
De la Vina St	Haley St	0	0	0	5	2	4	0		21
De la Vina St	Junipero St	0	0	1	4	2	0	0.5		17
De la Vina St	Mission St	0	0	0	5	1	0	0		16
De la Vina St	Pedregosa St	0	0	0	5	3	0	0		18
De la Vina St	Pueblo St	0	0	1	4	2	0	0		15
De la Vina St	Quinto St	0	0	1	4	2	0	1		20
De la Vina St	Sola St	0	1	1	5	3	0	0		20
De la Vina St	State St	1	1	1	5	2	3	0		25

Street	Cross Street	Schools	Parks	Cmnty	Land Use	Density	Safety	Missing SW/Curb/Gap	Public	SCORE
De la Vina St	Valerio St	0	0	0	5	4	0	0		19
De la Vina St	Victoria St	0	1	1	5	1	3	0		21
De la Vina Cor.		1	3	8	67	29	19	1.5	3	19
Fairview Ave	Hollister Ave	0	0	0	1	1	0	0		4
Fairview Ave	Around airport	0	0	1	1	1	0	0		5
Fairview Cor.		0	0	1	2	2	0	0	0	4
Foothill Dr		1	2	0	1	1	0	0.2	5	16
Garden St	Anapamu St	1	1	0	5	4	1	0		25
Garden St	Canon Perdido St	0	1	2	5	4	1	0		23
Garden St	Carrillo Blvd	0	1	1	5	4	0	0		21
Garden St	Figueroa St	0	1	1	5	3	0	0		20
Garden St	Victoria St	0	1	1	3	4	2	1		22
Garden St	Highway 101 undercrossing	0	0	1	1	1	1	0		6
Garden Cor.		2	7	6	25	21	5	1.2	4	22
Haley St	Laguna St	0	0	0	1	1	3	0		7
Haley St	Olive St	0	1	0	1	1	2	0		8
Haley Cor.		0	1	0	2	2	5	0		7
Hope Ave	east mall entrance	0	0	1	5	2	0	0		18
Hope Ave	NE mall entrance	0	0	1	5	1	0	0		17
Hope Cor.		0	0	2	10	3	0	0	0	17
Junipero St	Alamar St	0	1	1	3	3	1	0		15
Junipero St	Bath St	0	0	1	3	2	0	0.3		13
Junipero St	Calle Real	0	1	0	3	3	0	0		14
Junipero St	US-101 overcrossing	1	1	0	3	2	0	0		16
Junipero Cor.		1	3	2	12	10	1	0.3	0	14
Las Positas Rd	Modoc Dr	0	0	0	1	2	0	0.25	3	9
Milpas Roundabout		0	0	1	5	3	0	0.75	3	25
Milpas St	Cabrillo Blvd	0	5	0	5	2	1	0.5		28
Milpas St	Canon Perdido St	1	0	0	5	3	1	0		22
Milpas St	Cota St	1	0	0	5	3	5	0		26
Milpas St	De la Guerra St	2	0	0	5	3	0	0		24
Milpas St	Gutierrez St	1	0	0	5	3	5	0		26
Milpas St	Haley St	2	0	0	5	3	5	0		29
Milpas St	Mason St	2	0	1	5	3	3	0		28
Milpas St	Montecito St	1	0	1	5	3	3	0		25
Milpas St	Ortega St	1	0	0	5	3	3	0		24
Milpas St	Quinientos St	0	0	1	5	3	2	0.75		24

Street	Cross Street	Schools	Parks	Cmnty	Land Use	Density	Safety	Missing SW/Curb/Gap	Public	SCORE
Milpas St	s/o Railroad corridor	0	2	0	5	2	0	0.5		23
Milpas St	Highway 101 SB Off-ramp	0	0	1	5	2	3	2.5		33
Milpas St	Yanonali St	2	0	0	5	3	2	0		26
Milpas Cor.		13	7	5	70	39	33	5	3	26
Mission St	Modoc Dr	0	0	0	3	4	3	0.5		19
Mission St	Natural History Museum	1	5	5	3	2	0	1		29
Mission St	San Andres St	0	0	0	3	4	0	0.5		16
Mission St	San Pasqual St	0	0	0	3	4	0	1		18
Mission St	Highway 101 undercrossing	0	0	0	3	4	0	3		28
Mission St Cor.		1	5	5	15	18	3	6		22
Modoc Dr	La Cumbre Middle School Crossing	1	0	0	1	2	0	0.5		11
Modoc Dr	Portesuello St	1	0	0	1	2	0	0.25		9
Modoc Cor.		2	0	0	2	4	0	0.75	3	11
Ortega St	Bath St	0	0	1	4	4	1	0		18
Ortega St	Castillo St	0	0	1	4	4	0	0		17
Ortega St	Chapala St	0	1	0	4	3	3	0		20
Ortega St	De la Vina St	0	0	0	4	3	2	0		17
Ortega Cor.		0	1	2	16	14	6	0	3	18
Pueblo St	Calle Real	0	0	1	3	3	0	0	0	13
Salinas St	Punta Gorda St/Old Coast Hwy	0	0	0	3	3	3	0.25	0	16
San Andres St	Anapamu St	0	1	0	3	4	2	0		17
San Andres St	Canon Perdido St	0	0	0	3	4	0	1		18
San Andres St	Carrillo St	0	0	0	3	4	4	0		17
San Andres Cor.		1	1	0	9	12	6	1	1	18
Santa Barbara St	Anapamu St	0	0	3	5	4	0	0		21
Santa Barbara St	Canon Perdido St	0	1	3	5	3	2	0		23
Santa Barbara St	Carrillo Blvd	0	1	3	5	2	1	0		21
Santa Barbara St	De la Guerra St	0	1	4	5	3	2	0	1	25
Santa Barbara St	Figueroa St	0	1	3	5	4	2	0		24
Santa Barbara St	Ortega St	0	2	3	5	3	0	0	3	26
Santa Barbara St	Victoria St	0	1	2	5	3	0	0		21
Santa Barbara Cor.		0	7	21	35	22	7	0	3	26
State St	Anapamu St	0	1	5	5	2	4	0		25
State St	Canon Perdido St	0	1	2	5	2	0	0		20

Street	Cross Street	Schools	Parks	Cmnty	Land Use	Density	Safety	Missing SW/Curb/Gap	Public	SCORE
State St	Carrillo St	0	2	6	5	2	3	0		26
State St	De la Guerra St	0	2	3	5	2	3	0		25
State St	Figueroa St	0	0	5	5	2	0	0		20
State St	Victoria St	0	1	4	5	2	3	0		24
State St Central		0	7	25	30	12	13	0	3	24
State St	Gutierrez St	0	0	2	1	2	4	0		10
State St	Haley St	0	1	0	1	2	2	0		9
State St	Cota St	0	1	1	1	2	4	0		11
State St Lower		0	2	3	3	6	10	0	3	11
State St	Hope St	0	0	1	5	2	4	0	1	23
State St	La Cumbre Dr	0	0	1	5	3	2	0		21
State St	Ontare St	0	0	1	5	2	4	0		22
State St	San Roque/Las Positas Rds	0	1	0	5	2	2	0.25		22
State Street-Outer		0	1	3	20	9	12	0.25	5	23
Voluntario St	Indio Muerto St	0	0	0	4	5	3	1.25		26

