

PEDESTRIAN TREATMENTS

Many streets in Goleta already have sidewalks, especially within newer neighborhoods. However, it is important to evaluate the network to determine if appropriate sidewalk widths and ADA compliant curb ramps are present. While many intersections are signalized and crosswalks exist, there are some segments with long blocks without convenient crossing places. Providing crossing treatments will help reduce “jaywalking” and unsafe crossings between intersections.

Enhanced Crosswalk Markings

Enhanced crosswalk markings can be installed at existing or proposed crosswalk locations. They are designed to both guide pedestrians and to alert drivers of a crossing location. The bold pattern is intended to enhance visual awareness.

Curb Extensions

Also called bulb-outs or neck-downs, curb extensions extend the curb line outward into the travel way, reducing the pedestrian crossing distance. Typically occurring at intersections, they increase pedestrian visibility, reduce the distance a pedestrian must cross, and reduce vehicular delay. Curb extensions must be installed in locations where they won't interfere with bicycle lanes or separated bikeways. If both treatments are needed, then additional design features such as ramps, or half-sized curb extensions should be considered.

Refuge Island

Refuge islands provide pedestrians and bicyclists a relatively safe place within intersection and mid-block crossings to wait if they are unable to complete their crossing in one movement.



Enhanced Crosswalk Markings



Refuge Island



Curb Extensions

Mid-block Crossings

Mid-block crossings provide convenient locations for pedestrians and bicyclists to cross thoroughfares in areas with infrequent intersection crossings or where the nearest intersection creates substantial out-of-direction travel. Mid-block crossings should be paired with additional traffic-control devices such as PHBs, RRFBs, LED enhanced flashing signs, and/or refuge islands.

Lighting

Pedestrian-scale lighting provides many practical and safety benefits, such as illuminating the path and making crossing walkers and bicyclists more visible to drivers. Lighting can also be designed to be fun, artistic, and interactive.

Pedestrian Scramble

Pedestrian scrambles stop vehicular traffic flow simultaneously in all directions to allow pedestrians to cross the intersection in any direction. They are used at intersections with particularly heavy pedestrian crossing levels.

Modified Traffic Signal Timing

Adjusting the time needed to cross high-volume and wide streets provides additional safety and comfort for pedestrians and bicyclists.

Senior Zones

Potential future City designated senior zones can be enhanced with street signage, increased crossing times at traffic signals, benches, bus stops with shelters, and pedestrian lighting.

Transit Stop Amenities

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to make use of public transit.



Mid-block Crossing



Pedestrian Scramble



MTD Bus Stop

PLACEMAKING

The inclusion of urban elements such as parklets and community gardens encourages walking and provides usable space for all ages. In many cities, these urban elements have helped to transform urban villages and downtowns into walkable destinations. Coordinating with local Goleta businesses and organizations may provide collaborative design and funding opportunities between the City, its businesses, residents, and visitors.

Parklets

Parklets are small, outdoor seating areas that take over one or two parking spots, reclaiming the space for the community, and improving the urban environment's aesthetics and streetscape.

Community Gardens

Community gardens provide fresh produce and plants, and assist in neighborhood improvement through a sense of community and connection to the environment. They are typically managed by local governments or non-profit associations.

Furnishings and Public Art

Transit shelters, bicycle racks, seating, and public art provide important amenities for functionality, design and vitality of the urban environment. They announce that the street is a safe and comfortable place to be and provide visual detail and interest.



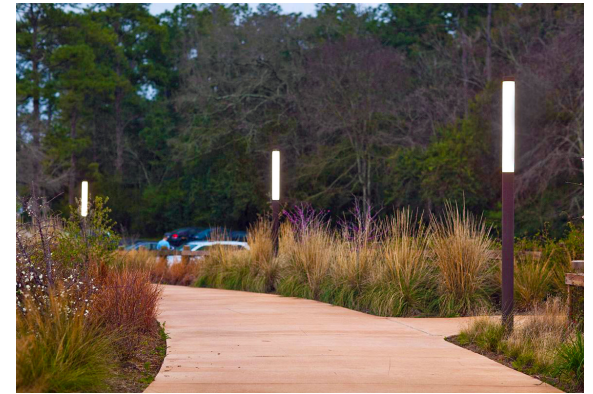
Parklets



Furnishings and Public Art



Community Gardens



Lighting

CORRIDORS OF IMPORTANCE: LONG-TERM VISION FOR A COMPREHENSIVE LOW-STRESS NETWORK

The City undertook a thorough discussion between multiple groups including City staff, the TAC, the community, and stakeholders to developing a list of potential improvements. Thanks to the iterative planning process, the team developed a list of recommended bicycle and pedestrian improvements that are both specific to the City of Goleta as well as relate to the adjacent jurisdictions and the region. This section begins with a discussion of the long-term vision of the corridors of importance that address the creation of a comprehensive low-stress active transportation network.

A low-stress active transportation network is one that provides ample options for residents, visitors, and anyone in the region to get to and from their destinations in a safe, comfortable, and enjoyable manner by walking, bicycling, or a combination of both. A complete low-stress network can be comprised of multi-use paths, separated bikeways, bicycle boulevards, safe crossings of roadways, freeways, rail lines, and creeks, wide sidewalks (where appropriate), lighting, street trees, trails, bus shelters, and any other feature that contributes to a safer, more comfortable experience.

The following six corridors of importance are critical in creating a comprehensive low-stress network in Goleta. These improvements are supported by 37 additional bicycle and pedestrian improvements. These proposed improvements reflect the corridors that have been identified as critical for improving safety and comfort, as well as connecting major neighborhoods, activity centers, schools, parks, and transit stops. Implementing these corridors is critical to the future of balanced mobility and active transportation in Goleta.

FAIRVIEW AVENUE/101 OVERPASS

The Fairview Avenue/101 overpass is widely considered to be Goleta's least bicycle and pedestrian-friendly location. This corridor received the overwhelmingly highest number of comments about the community's various mobility concerns.

The overpass' existing layout was designed to maximize vehicular throughput, which creates great discomfort for pedestrians and bicyclists that rely on this overpass for traveling to and from their destinations. Pedestrians and bicyclists must use it because crossings of US 101 and the rail line are both limited and spaced apart.

The lack of a sidewalk on the east side of the overpass, the narrow sidewalks on the west side, the lack of high-visibility crosswalks, the high traffic volume and vehicular speeds, the lack of buffered or fully separated bikeways, and intimidating transitions at the ends of the overpass all lead to uncomfortable and less safe conditions for pedestrians and bicyclists.

A Class I, multi-use path and narrowing of the travel lanes are recommended to improve the walking and bicycling environment in the short/intermediate term. Improving the transition at the beginning and end of the overpass will also aid in improving the negative conditions currently experienced. Although the recommended Class I multi-use path is an attempt to mitigate how uncomfortable the corridor is, it is only intended to be an interim solution that takes advantage of the current overpass configuration and available roadway width to create a more comfortable route at a relatively low cost, especially compared to



a separate bicycle/pedestrian-only bridge over the freeway, or long-term bridge alignment and roadway reconfiguration. Improvements should also consider the intersections of Calle Real at Fairview Avenue and Encina Road at Fairview Avenue. This entire corridor should be analyzed holistically to determine the most appropriate improvements.

The City will pursue grant opportunities to complete a study that dives deeper into understanding this corridor's constraints and opportunities. The study will coordinate planning efforts for the Hollister Avenue Complete Streets Plan, as well as determine the best solution to get people safely and comfortably across US 101 when the bridge is replaced.

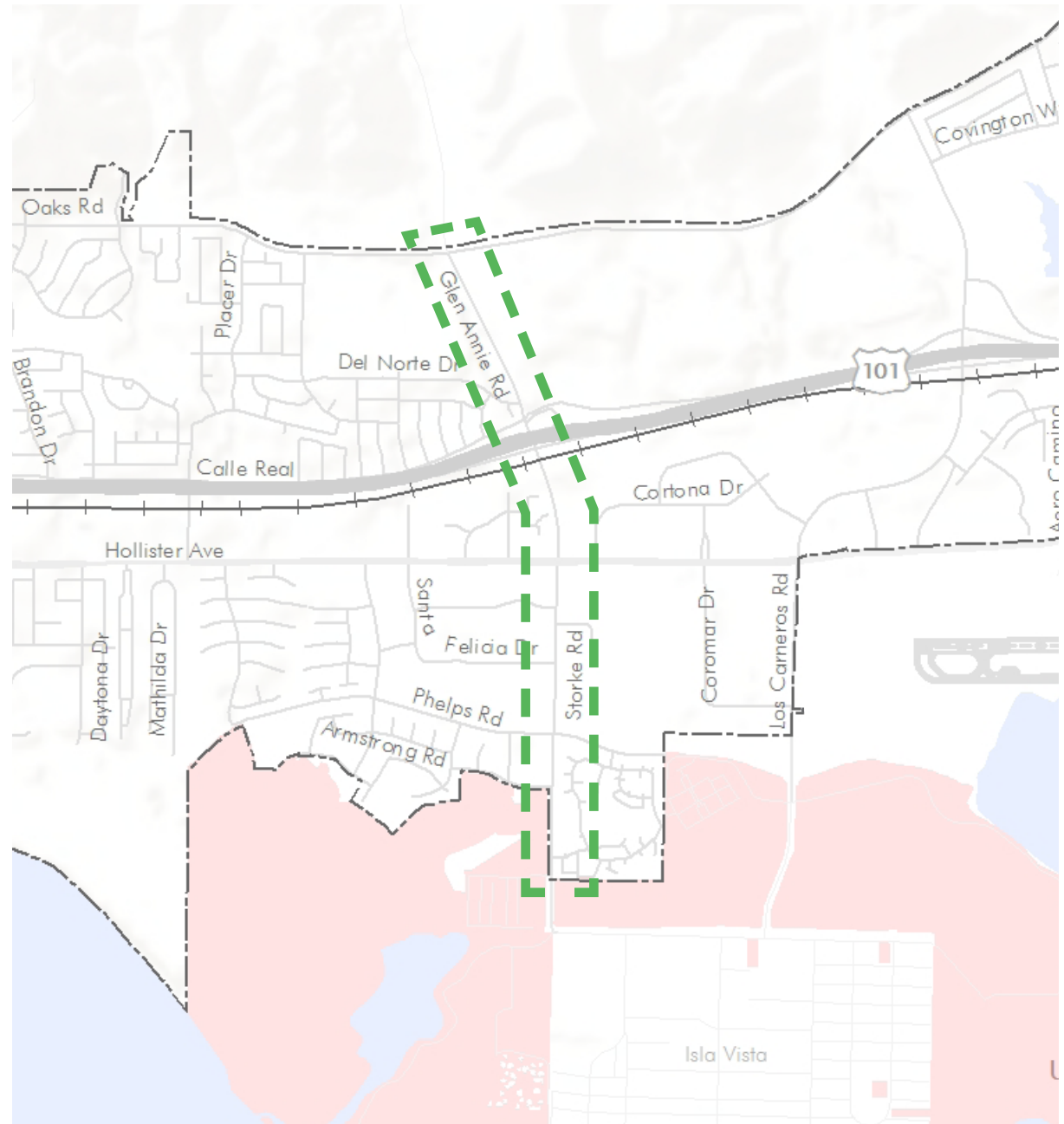
Long-term, the vision includes a complete realignment and roadway reconfiguration. This will require additional right-of-way and coordination with local and State agencies

STORKE ROAD/GLENN ANNIE ROAD

The Stoke Road/Glenn Annie Road corridor is also considered as one of the City's least bicycle and pedestrian-friendly areas. The corridor travels through the City in a north-south direction, with Dos Pueblos High School at the northern terminus, and Isla Vista Elementary School and UCSB at the southern terminus. There are several intersections throughout this corridor that received a high number of comments and concerns, such as the intersection of Storke Road and Hollister Avenue, and the US 101 on-off ramp intersections.

The recommendations for these intersections, found later in this chapter, address short-term solutions, but this Plan recommends additional studies to be completed to comprehensively design and implement additional improvements. This project is considered a high priority because it lies within a high volume corridor used by students, families, and employees for getting to and from their destinations.

As a future opportunity, this plan recommends a separate study to be completed to analyze the opportunities and constraints of having a fully protected and separated bikeway, as well as pedestrian-friendly intersections. In addition, coordination with UCSB and Santa Barbara County will be critical to successfully implementing such recommendations.



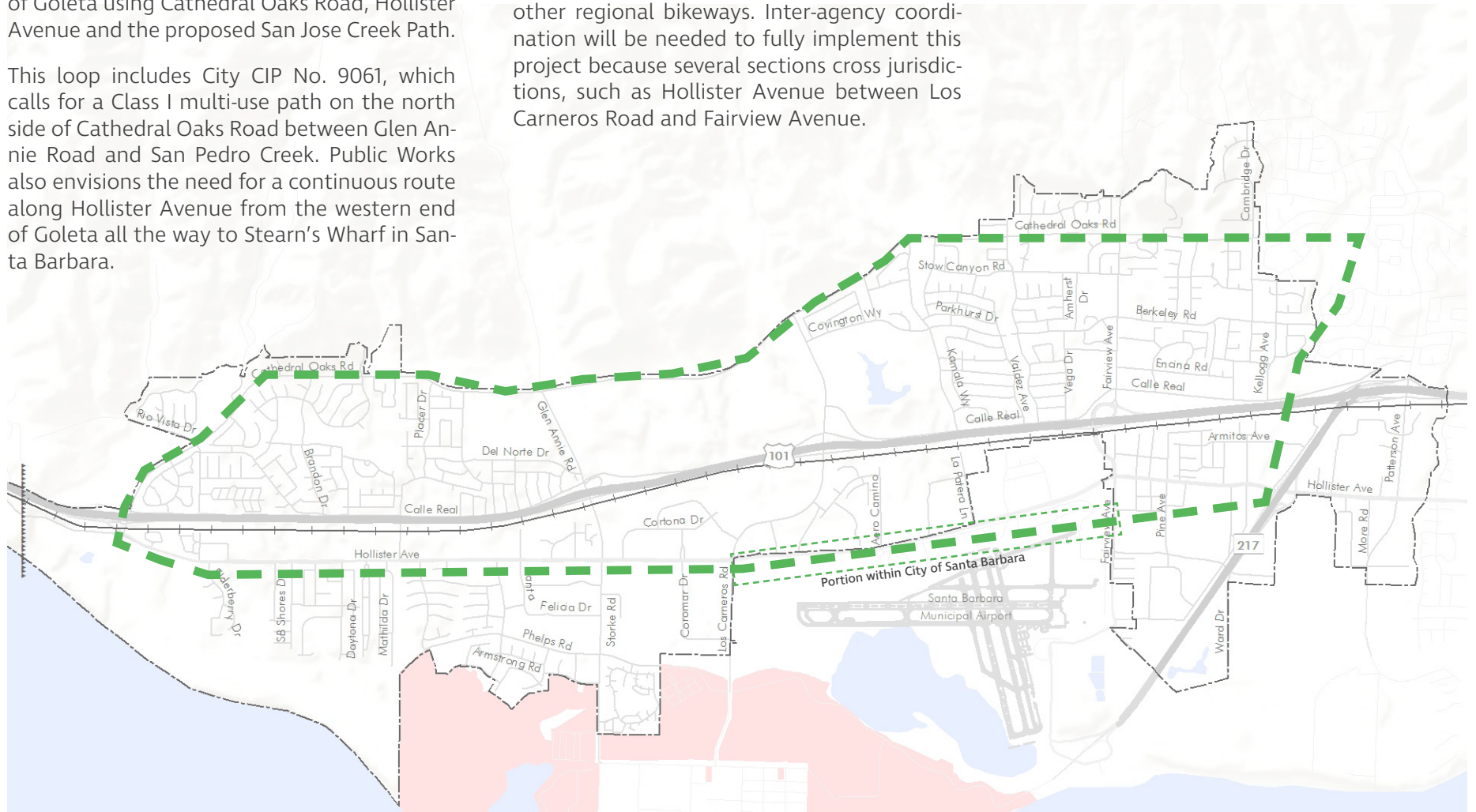
“GOLETA LOOP”

The “Goleta Loop” future opportunity project was created from discussions between the City, community, and TAC. This project would be the culmination of a successfully integrated, separated loop around the northern half of Goleta using Cathedral Oaks Road, Hollister Avenue and the proposed San Jose Creek Path.

This loop includes City CIP No. 9061, which calls for a Class I multi-use path on the north side of Cathedral Oaks Road between Glen Annie Road and San Pedro Creek. Public Works also envisions the need for a continuous route along Hollister Avenue from the western end of Goleta all the way to Stearn’s Wharf in Santa Barbara.

Improvements have been made on Hollister Avenue by the City and County since the BP-MP’s inception. This loop would also improve connections to the southern half of Goleta by making connections to UCSB, the coast, and other regional bikeways. Inter-agency coordination will be needed to fully implement this project because several sections cross jurisdictions, such as Hollister Avenue between Los Carneros Road and Fairview Avenue.

A loop that families feel safe riding, walking, and jogging on, and that they can use to get to major destinations, is an achievable goal.

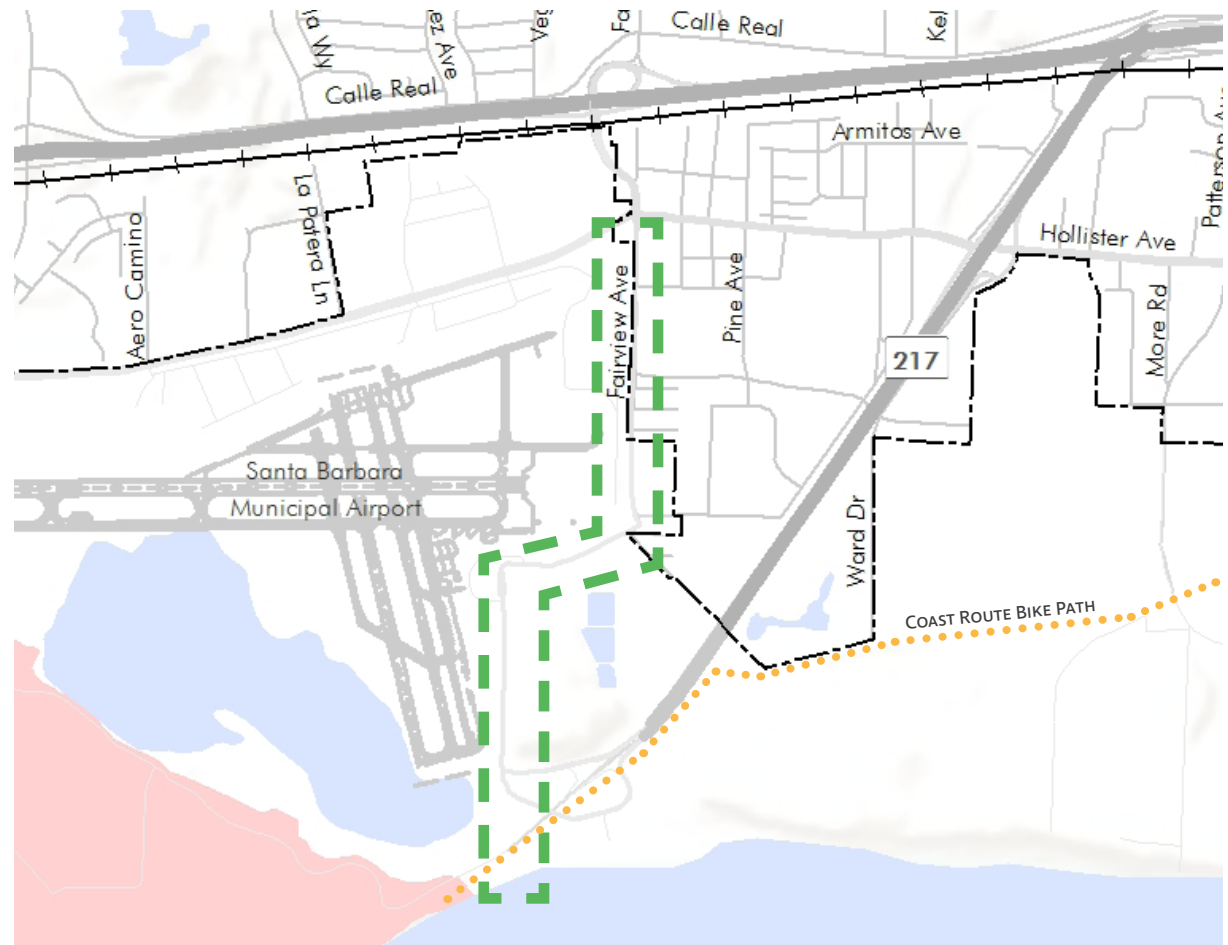


GOLETA BEACH/UCSB ACCESS

Throughout the planning process, people shared how much they enjoyed the Coast Route Bike Path. UCSB students, faculty, and staff, as well as Goleta residents and visitors, have a great appreciation for this Class I multi-use path located along the coast and Atascadero Creek.

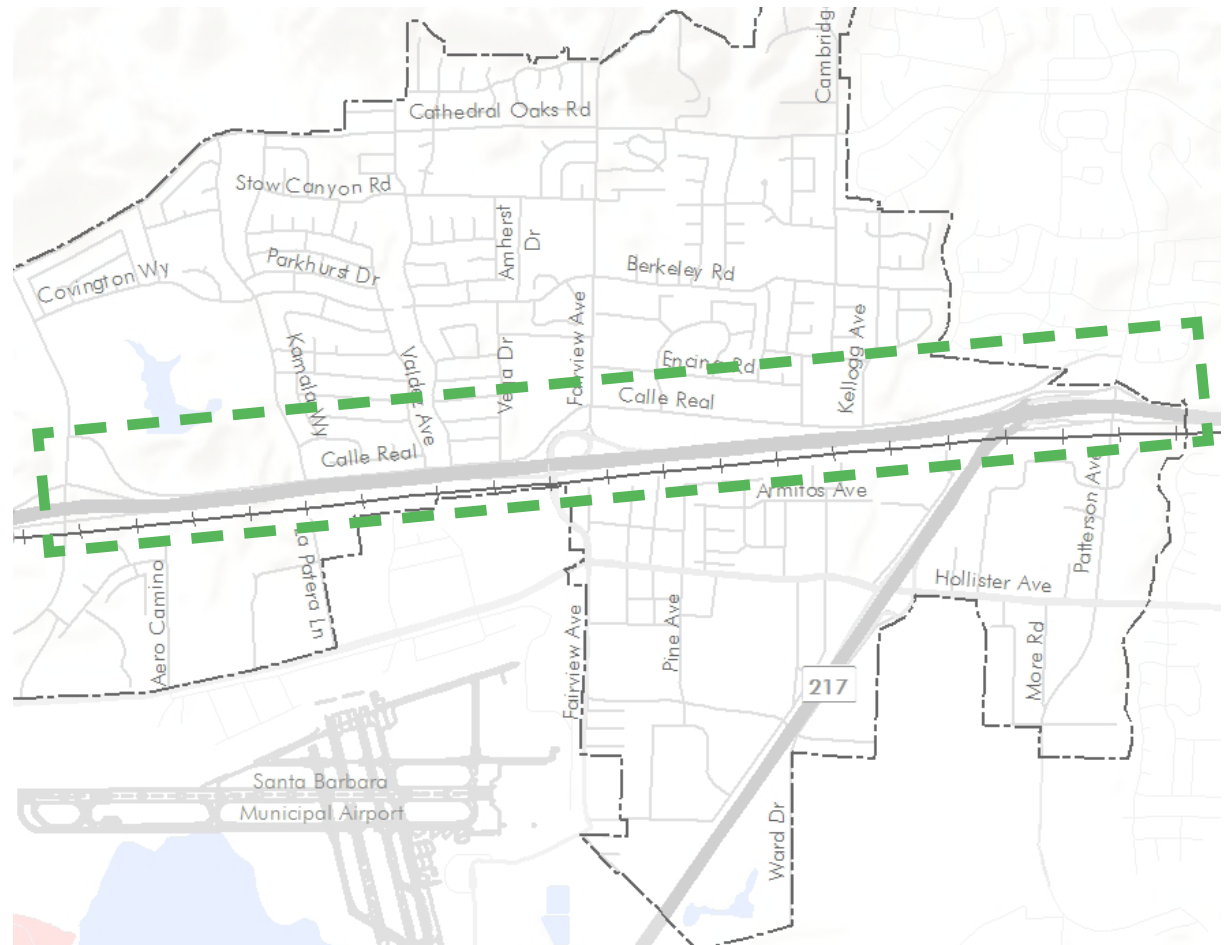
Public Works identified a long-term vision project that addresses observed patterns along this segment of Fairview Road and have been trying to coordinate a future ATP grant application. Research revealed a Class I multi-use path in a 1970's County Plan along this segment.

Workshop attendees expressed a desire for a multi-use path or a separated on-street bikeway on Fairview Avenue that provides a safe and direct connection between Goleta, Goleta Beach Park, and UCSB. Improvements along this corridor would address the lack of safe pedestrian crossings from the airport to the northbound bus shelter on the eastern side of Fairview Avenue, as well as the lack of sidewalks. This project would also provide a great connection to the "Goleta Loop." This project crosses several jurisdictions, so coordination with UCSB, City of Santa Barbara, and Santa Barbara County will be critical for successful implementation.



CALLE REAL

The Calle Real future opportunity project involves the creation of a low-stress, separated on-street bikeway that connects the community to the multiple destinations accessible from Calle Real. This east-west corridor would also provide a useful connection between Goleta and Santa Barbara. Careful attention is needed at the Calle Real and Patterson Avenue intersection due to the difficulty crossing the corridor safely. Traffic calming to address vehicular speeds would be necessary as well, especially near commercial centers between Vega Drive and Kellogg Avenue.



RAILROAD/HIGHWAY 101 MULTI-USE PATH

Multi-use paths constructed along railroad and freeway rights-of-way have found great success in many parts of California and in the country. The Highway 101 right-of-way may be an option for multi-use pathway routing, and Public Works has identified a potential future opportunity to construct a multi-use path along the railroad right-of-way that parallels Highway 101 through the middle the City in an east-west direction.

The City and SBCAG were awarded a grant from the Transit & Intercity Rail Capital Program (TIRCP) to fund a new train station that will include walking and bicycling improvements with the potential to serve as a great access point for the proposed multi-use path. In-depth coordination would be necessary with several agencies and jurisdictions, includ-

ing the Union Pacific Railroad, the County and City of Santa Barbara, and Caltrans, to implement this project so that it connects western Goleta with Downtown Santa Barbara and other destinations.





SCHOOL XING





BICYCLE AND PEDESTRIAN RECOMMENDATIONS

This section addresses the physical improvements component of a comprehensive suite of recommendations to help improve Goleta's bicycling and walking environment. These built improvements include all of the treatment types referenced in the "BICYCLE AND PEDESTRIAN TREATMENTS" section at the beginning of this chapter, as well as more detailed recommendations for areas around Goleta's schools. To round out this plan's overall recommendations, subsequent sections address associated policies and programs.

Table: 4-1 lists the proposed bicycle and pedestrian projects including information such as location, route type, length, extent, and ranking. Figures 4-1 through 4-5 depict proposed projects and their relationship with adjacent jurisdictions.

PRIORITIZATION PROCESS

Project prioritization was an iterative process that combined data-driven analysis consisting of cumulative scores derived from the various inputs (criteria), with City and stakeholder feedback to determine initial project priority. The inputs used for the prioritization process were as follows:

- » Number of Attractors (points of interest)
- » Number of Schools
- » Number of Parks
- » Reported Collisions
- » Public Transportation to Work
- » Walk to Work
- » Bike to Work
- » Households Without Vehicles
- » 2010 Population Density (Residents/acre)
- » 2010 Employment Density (Employed per Residents 16)
- » Seniors over 65
- » Active Transportation Network/
Gap Closure
- » Number of Comments Received from
Community Engagement Process
- » Grant Competitiveness

The prioritization process used a default weighting score to produce an initial list of ranked projects. The initial list was then reviewed by City staff and stakeholders, and subsequently modified to address additional criteria, and to adjust some criteria weighting to closer reflect local conditions. The project list with assigned weighting is included in the appendix.

The numbering used to identify projects in the following section does not necessarily imply which project should be built first. Implementing the proposed improvements has no specific time line, since the availability of funds for implementation is variable and tied to the priorities of the City's capital projects.

If there is desire, recommended projects can be implemented at whatever interval best fits funding cycles, or to take into consideration the availability of new information, new funding sources, updated collision statistics, updated CIP lists, etc.

TABLE 4-1: POTENTIAL PROJECT LIST

Rank	Type	Project Name	Segment	Between		Infrastructure Type	Notes
1	Bike/ Ped	Class I Multi-Use Path Fairview Avenue	Fairview Ave	Calle Real	Hollister Ave	Class I	Add Class I Multi-purpose path to separate pedestrians from vehicular traffic. Conduct feasibility study to closely analyze corridor. Corridor requires complete street type improvements.
2	Bike/ Ped	Class I Multi-Use Path along Hollister Avenue – Western End	Hollister Ave	Cathedral Oaks Rd	Elderberry Dr	Class I or IV	Difficult to cross at Cathedral Oaks and Hollister. Install multi-use path (continuous). Install curb ramps and high-visibility crosswalks. Part of the long-term vision plan for Hollister Avenue.
3	Bike/ Ped	Bike Lane Improvements Encina Road	Encina Rd	Fairview Ave	Moreton Bay Ln	Class II	Install buffered bicycle lanes, narrow the travel lanes, high-visibility crosswalks, and decrease curb radii on north side. Corresponds with road resurfacing work.
4	Bike	Class I Multi-Use Path along Hollister Avenue – Old Town	Hollister Ave	Fairview Rd	Eastern City Limit	Class I or IV	Coordinate with Complete Streets Project. Construct a multi-use path along Hollister Avenue between Fairview Avenue and SR 217.
5	Bike/ Ped	Bike Lane Improvements Glen Annie Road	Glenn Annie Rd	Cathedral Oaks Rd	US 101 Overpass	Buffered Class II	Lots of students ride/walk through here. Install buffered bicycle lanes (where possible), intersection crossing markings, bike boxes, signal timing modifications, and high-visibility crosswalks.
6	Bike	Bike Lane Improvements Kellogg Avenue	Kellogg Ave	Armitos Ave	Kellogg Way	Class II	Install Class II bike lanes on Kellogg Avenue, intersection and signal modifications. General Plan TE item.
7	Bike/ Ped	Intersection Crossing Improvements – Storke and Hollister	Storke Rd at Hollister Ave	Hollister Ave	----	Crossing Improvements	Insufficient crossing time. Construct high-visibility crosswalks and modify signal timing.
8	Bike	Class I Multi-Use Path along Fairview Avenue South	Fairview Ave	Hollister Ave	Sandspit Rd	Class I	Potential joint grant application/project between all three agencies and possibly UCSB. Construct a multi-use path along Fairview Avenue between Hollister Avenue and Sandspit Road.
9	Ped	Crossing Improvements – Cathedral Oaks Road & Dos Pueblos High	Dos Pueblos High School	Cathedral Oaks Rd	----	RRFB or PHB	Install Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at road/driveway between Alameda Avenue and Glen Annie Road.
10	Bike	Class I Multi-Use Path Cathedral Oaks Road – San Pedro Creek to Eastern City Limit	Cathedral Oaks Rd	San Pedro Creek	Eastern City Limit	Class I or IV	Class II lanes exist. Construct a multi-use path along Cathedral Oaks Road between San Pedro Creek and the eastern City limit near Cambridge Drive.

TABLE 4-1: POTENTIAL PROJECT LIST (CONT.)

Rank	Type	Project Name	Segment	Between		Infrastructure Type	Notes
11	Ped	Crossing Improvements – Berkeley Road at Kellogg Avenue	Berkeley Rd at Kellogg Ave	Kellogg Ave	----	Crossing Improvements	Install high-visibility crosswalks on Berkeley Road at Kellogg Avenue.
12	Ped	Crossing Improvements – Calle Real/ Fairview Avenue to Kellogg Avenue	Calle Real	Fairview Ave	Kellogg Ave	Crossing Improvements	Reduce curb radii, install curb extensions, high-visibility crosswalks, modify signal timing on Calle Real from Fairview Avenue to Kellogg Avenue. Corresponds with road resurfacing projects.
13	Bike	Class I Multi-Use Path along Fairview Avenue North	Fairview Ave	Cathedral Oaks Rd	Calle Real	Class I or IV	CIP 9060 project will construct sidewalk and Class II bicycle lanes through parts of this section. Construct a multi-use path along the rest of Fairview Avenue from Calle Real north to Cathedral Oaks Road.
14	Bike/ Ped	Crossing Improvements - Hollister Avenue at Palo Alto Drive	Hollister Ave at Palo Alto Dr	Palo Alto Dr	----	Mid-block Crossing	Install crosswalk with a Pedestrian Hybrid Beacon (PHB) and high-visibility striping. May have reduced need with new Class I multi-use path; Re-evaluate following Class I multi-use path installation.
15	Bike/ Ped	Bike Lane Improvements Los Carneros Road and Hollister Avenue	Los Carneros Rd	Hollister Ave	City limit at south	Class II	Install bicycle lanes on southbound Los Carneros at intersection, high-visibility crosswalks, bicycle crossing markings southbound to intersection, reduce curb radii, and modify signal timing. GTIP improvements include bicycle lanes.
16	Bike	Bike Lane Improvements Patterson Avenue South	Patterson Ave	More Rd	City limit	Class II	Potential asphalt curb and re-striping to add Class II bike lanes on Patterson Avenue south from More Road (Cottage Valley Hospital) and the Coast Route. Coordinate with County on scope of work and distance.
17	Ped	Crossing Improvements – Fairview Avenue at Cathedral Oaks	Fairview Ave at Cathedral Oaks	Cathedral Oaks Rd	----	Crossing Improvements	Pedestrian crossing improvements for students are requested. Construct enhanced crosswalks, modify signal timing for pedestrians, re-locate utility poles in sidewalk, trim hedges, and signage and striping.
18	Bike	Bike Lane Improvements Cathedral Oaks Road – West Connection	Cathedral Oaks Rd	Paseo Del Piñon	King Daniel Ln	Class II	Construct buffered bicycle lanes or convert to Class I multi-use or IV bike paths.

TABLE 4-1: POTENTIAL PROJECT LIST (CONT.)

Rank	Type	Project Name	Segment	Between		Infrastructure Type	Notes
19	Bike/ Ped	Class I Multi-Use Path Overcrossing US 101/ Mendocino Drive	Mendocino Dr at US 101	----	----	Overcrossing	Bike/ped bridge overcrossing. Not a selected alternative in 101 Crossing Project analysis. Construct a multi-use path overcrossing at Mendocino Drive.
20	Bike	Bike Lane Improvements Carlo Drive	Carlo Dr	Cathedral Oaks Rd	Calle Real	Class III	Install sharrows, add wayfinding signage, and striping. Potential for SBBike to add wayfinding signage as part of overall South Coast Wayfinding Program.
21	Bike/ Ped	Intersection Crossing Improvements – Cathedral Oaks at Alameda Avenue	Cathedral Oaks at Alameda Ave	Alameda Ave	----	Crossing Improvements	Safer crossing desired. Install enhanced crosswalks, curb extensions, signage, and striping.
22	Bike/ Ped	Class I Multi-Use Path along Phelps Ditch	Univ Village Park /Flood Control	Hollister Ave	Ellwood Mesa Open Space	Class I	Construct a multi-use path along Phelps Ditch to connect to other Class I paths and trails. Public Works identified scope and public comments recommend connecting Hollister Class I to the Open Space and UCSB multipurpose trail system.
23	Bike/ Ped	Covington Way Class I Multi-Use Path Bridge Replacement	Convington Way at San Pedro Creek	San Pedro Creek	----	Bridge and Signage	Add 4-way stop signs on streets at both ends of bridge. Replace with wider bridge to accommodate a multi-use path crossing San Pedro Creek.
24	Bike/ Ped	Class I Multi-Use Path in Evergreen Park	Evergreen Acres Park	Brandon Elementary School	Waldorf School	Class I	Construct a multi-use path through Evergreen Park to connect schools, park, and residences. General Plan TE.
25	Bike	Bike Lane Improvements Ellwood Station Road	Ellwood Station Rd	San Blanco Dr	Calle Real	Class II	Construct Class II bike lanes on Ellwood Station Road between Calle Real and San Blanco Drive. General Plan TE item.
26	Bike	Bike Lane Improvements San Milano Drive	San Milano Dr	Evergreen Park Trailhead	San Blanco	Class II	Construct Class II bike lanes on San Milano Drive between Evergreen Park and San Blanco Drive. General Plan TE item.
27	Bike/ Ped	Class I Multi-Use Path Sperling Preserve	Sperling Preserve - Northeast Edge	Ellwood Beach Dr	Cannon Green Dr	Class I	Construct a Class I multi-use path on Ellwood Mesa/Sperling Preserve to coincide with the currently proposed Coast Route and Juan De Fuca trails.
28	Bike	Class I Multi-Use Path Calle Real/Los Carneros East	Calle Real	Los Carneros Rd	Eastern City Limit	Class I or IV	Existing Class II. City is restriping east of Fairview Avenue. Coordinate eastern end with County. Construct a multi-use path along Calle Real between Los Carneros Road and the eastern City limits.

TABLE 4-1: POTENTIAL PROJECT LIST (CONT.)

Rank	Type	Project Name	Segment	Between		Infrastructure Type	Notes
29	Bike	Bike Lane Improvements at Santa Barbara Shores Drive/Hollister Avenue	Santa Barbara Shores Dr	Hollister Ave	Trailhead to Ellwood Beach	Class III	Better connection to Ellwood Beach. Install way-finding signage and sharrows. Potential for SBBike to add wayfinding signage as part of overall South Coast Wayfinding Program.
30	Bike	Bike Lane Improvements at Cortona Road/Hollister Avenue	Cortona Rd	Hollister Ave	Los Carneros Rd	Class II	Potential improved bike connection through business park on Cortona Avenue between Hollister Avenue /Marketplace across Los Carneros Road and continuing toward the Goleta Train Depot (Amtrak).
31	Ped	Intersection Crossing Improvements – Marketplace Drive/ Storke Road	Marketplace Dr at Storke Rd	----	----	Crossing Improvements	Install enhanced crosswalks, modify signal timing, and striping. Partial component of CIP 9062.
32	Bike	Bike Lane Improvements Barling Terrace/Stow Canyon	Barling Terrace	Stow Canyon Rd	Covington Way/ Berkeley Rd Bridge	Class III	Install bicycle route signage and wayfinding to make clear this is a bicycle route for students. Private street within HOA.
33	Bike	Bike Lane Improvements Mendocino Drive/Dos Pueblos High	Mendocino Dr	Dos Pueblos HS	Calle Real	Class II or III	Install Class II or III features, install bicycle signal at Calle Real. Already residential area. Evaluate most used routes to schools for students.
34	Bike	Bike Lane Improvements Lindmar Road/Robin Hill Road	Lindmar Rd	Robin Hill Rd	La Patera	Class II	Bike connection to Goleta Train Depot (Amtrak) station. Connection goes through private property (Raytheon).
35	Bike/ Ped	Roundabout Signage and Striping Improvements – Los Carneros	Los Carneros Rd at Calle Real	----	----	Markings and Signage	Add signage to let bicyclists know they can ride on sidewalk. Install yield sharks teeth striping and signage around the traffic calming circle and green-backed sharrows through roundabout.
36	Bike	Signage and Wayfinding Improvements – Covington Way/ Berkeley Road	Covington Way/ Berkeley Rd	Los Carneros Rd	Eastern City Limit	Class IIIB - Bike Boulevard	Add signage to brand as a bicycle boulevard. Potential for SBBike to add wayfinding signage as part of overall South Coast Wayfinding Program.
37	Bike	Bike Lane Improvements Hollister Avenue/ Storke Road	Hollister Avenue	Storke Road	Los Carneros	Buffered Class II	Install buffered Class II bicycle lanes on Hollister Avenue from Storke Road to Los Carneros. Partner with City of Santa Barbara Airport to continue east on Hollister Avenue to Fairview Avenue.

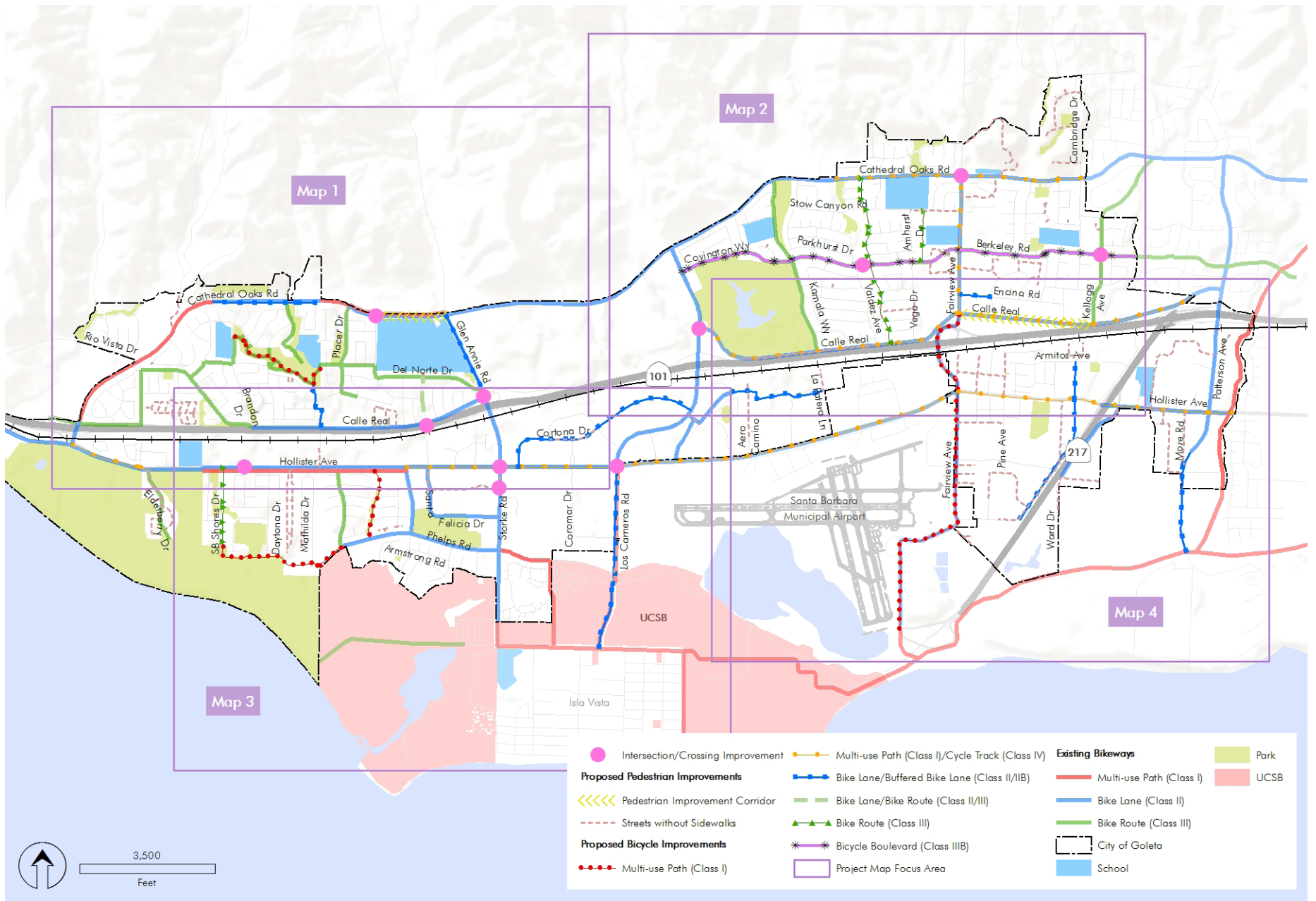


Figure 4-1: City-wide Project List Key Map