



BICYCLE  
MASTER PLAN

**SANTA BARBARA**

WORKING DRAFT // OCTOBER 2015



## 2015 SANTA BARBARA BICYCLE MASTER PLAN

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# TABLE OF CONTENTS

|    |  |    |
|----|--|----|
| 1. | INTRODUCTION   | 1  |
| 2. | COMMUNITY ENGAGEMENT                                       | 19 |
| 3. | GOAL 1: SAFETY FOR ALL ROAD USERS                          | 31 |
| 4. | GOAL 2: CLOSING GAPS IN THE NETWORK                        | 37 |
| 5. | GOAL 3: COMPLETE STREETS & MULTI-MODAL ACCESS              | 43 |
| 6. | GOAL 4: DEVELOP SANTA BARBARA STYLE BICYCLE INFRASTRUCTURE | 51 |
| 7. | RECOMMENDED BIKE PROJECTS                                  | 61 |
| 8. | MAKING IT HAPPEN   | 71 |
| 9. | APPENDIX   |    |

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**DRAFT: OCTOBER 2015**

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INTRODUCTION



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**Circulation Element Guiding Vision:**

*“While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions...”  
(2011 Circulation Element Update)*

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## WHAT IS THIS PLAN?

The community-driven 2015 Santa Barbara Bicycle Master Plan (also referred to as the SB BMP) outlines the goals, policies, and implementation strategies that will improve bicycle safety, convenience, facilities, and infrastructure in the City of Santa Barbara. The plan will also enhance and preserve Santa Barbara’s circulation system by increasing the number of trips taken by bicycle; reducing future traffic congestion levels and parking demand. The plan implements other General Plan goals and policies such as: healthy communities and Greenhouse Gas (GHG) reduction.

network expansion also doubled the number of Santa Barbarans bicycling to work during the same period. As the City of Santa Barbara continues to invest in equitable access to all transportation modes, it requires a thoughtful implementation plan that considers the unique and historic context of the City. This plan was founded on strong community involvement, attention to addressing the record of bicycle-related collisions, sound transportation practices, the leadership of boards and commissions, and overall support of other Santa Barbara goals and policies.

Since the 1998 Bicycle Master Plan, the City has expanded the bicycle network by nearly 27 miles. This



# OVERVIEW OF THIS DOCUMENT

## Chapter 1: Introduction

Provides an overview of the Bicycle Master Plan, explains the vision and goals of the project, lists relevant plans and policies, and presents factors that lay the foundation for the development of this Plan such as local context and the existing transportation network.

## Chapter 2: Community Engagement

Provides an overview of the outreach completed for the 2015 Bicycle Master Plan, along with a description of the online platforms, surveys, and neighborhood summits. Brief summaries of findings are documented here. For a more extensive summary of all outreach findings, see the document Appendix.

## Chapter 3: Goal 1. Safety for All Road Users

Provides policies and strategies to reduce collision rates and provide a comprehensive educational bicycle safety campaign. This goal was influenced directly by the community, who prioritized safety for all road users as the most important goal of the 2015 Bicycle Master Plan.

## Chapter 4: Goal 2. Closing Gaps in the Network

Provides policies and strategies to close gaps in the existing bicycle network. The recommendations provided here define specific streets and corridors recommended for an expanded bicycle facility network.

## Chapter 5: Goal 3. Complete Streets and Multimodal Access

Provides policies and strategies to encourage multi-modal transfers and connections. This chapter also outlines strategies to coordinate City efforts in order to enhance streets for all road users: pedestrians, bicyclists, motorists, and transit users.

## Chapter 6: Goal 4. Santa Barbara Style Infrastructure

Provides policies and strategies to develop infrastructure based on best practices, with a careful eye towards the Santa Barbara context and design aesthetic.

## Chapter 7: Recommended Bicycle Projects

Provides more-specific information on key bike projects that were introduced in Chapter 4. Preliminary design considerations for six recommended bike facilities are also introduced.

## Chapter 8: Making it Happen: Financing and Implementation

Provides criteria for prioritizing and costing bicycle facilities recommended in this document. This chapter includes a cost-benefit analysis, and it also refers to regular funding programs that may be available for implementing bicycle facility projects.

## Appendices

The Appendices include additional information regarding the project background and research completed. The following elements have been included:

- Appendix A: Outreach & Media Strategy
- Appendix B: Public Outreach Findings
- Appendix C: Level of Service (LOS) Impact Study
- Appendix D: General Plan (GP) Element Goals/Policies Consulted

## COMMUNITY DEVELOPED GOALS

Through the multi-faceted community engagement process, community members shared their aspirations and priorities for the Bicycle Master Plan. Findings from community surveys, neighborhood summits, technical analysis of existing conditions, and a review of existing policies shape the four overarching goals of the Plan, which are:

### 1. Safety for All Road Users

Make Santa Barbara a safe place for all road users through coordinated efforts to educate community members, enforce rules of the road, and regularly evaluate safety conditions.

### 2. Closing Gaps in the Network

Make bicycling in Santa Barbara an attractive, comfortable, and convenient choice for all, through inter-modal connectivity, high quality end-of-trip facilities, and programs that encourage and promote bicycling.

### 3. Complete Streets & Multi-Modal Access

Make bicycling a safe and convenient mode of transportation by developing a continuous, network of safe bikeways that connect communities and destinations.

### 4. Develop Santa Barbara Style Infrastructure

Make Santa Barbara a model for innovative roadway and bikeway design that is both leading-edge and responsive to local context.

### Existing Plans and State Legislation

Given the many existing plans and policies that relate to bicycle infrastructure in Santa Barbara, this Plan seeks to complement and build upon existing policies. Figure 1.3 describes relevant City plans, policies and programs outlining each policy's intent and its direct relationship to this Plan. Of additional consideration is the City of Santa Barbara's 2016-2021 Capital Improvements Plan (CIP), which outlines projects, funding, and a vision for future bicycle-related facilities.

The State of California's Active Transportation Program (ATP) Guidelines for Bicycle and Pedestrian Master Plans were consulted throughout the development process of the SB BMP. This will help position the City of Santa Barbara to apply for project-related funding through the State Active Transportation Program.

FIGURE 1.2: DEVELOPMENT OF PLAN GOALS

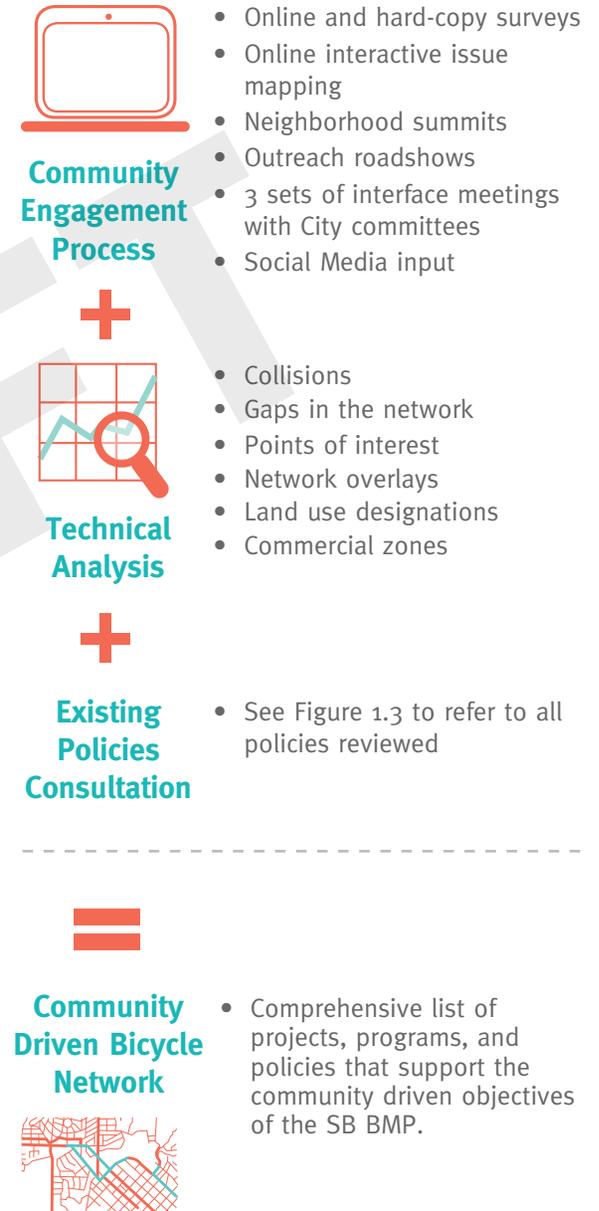


FIGURE 1.3. CONTEXT: RELEVANT PLANS, POLICIES, AND PROGRAMS

**City of Santa Barbara  
General Plan (2011)**

In December 2011, the Santa Barbara City Council adopted the updated General Plan. The General Plan serves as a basis for future land use, housing, historic resources, open space, environment, circulation, and safety. The circulation, land use, open space, and environment elements have been referred to throughout the 2015 BMP development.

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**City of Santa Barbara  
Circulation Element (2011)**

In December 2011, the City Council adopted the updated General Plan, incorporating the Circulation Element and its related Local Coastal Plan Amendment into the City’s General Plan. The Circulation Element overarching vision states that “Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity.”

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**City of Santa Barbara  
Bicycle Master Plan (1998)**

The 1998 Bicycle Master Plan served as a key starting point for the development of the 2015 BMP. While most of the key bicycle projects recommended in the 1998 Plan have been executed, many of the goals, policies and strategies regarding safety, community engagement, accessibility, and infrastructure shape those included in the 2015 BMP.

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**City of Santa Barbara  
Pedestrian Master Plan (2006)**

The Santa Barbara Pedestrian Master Plan seeks to “entice people to walk more for short trips, enhance the environment for people with disabilities and children walking to school, and lead to an overall increase in the number of pedestrian trips.” The 2015 BMP uses this 2006 plan as a basis for the development of key pedestrian and bicycle routes; in addition, the BMP incorporates key policies from the Pedestrian Master Plan.

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**Santa Barbara Eastside  
Neighborhood Transportation Plan  
(2013)**

The Santa Barbara Eastside Transportation Plan utilized a bilingual community engagement effort to help neighborhood residents identify areas of concern and to generate action steps to address those concerns. Specific projects from the Eastside Neighborhood Transportation Plan have been included in the recommended Bicycle Network in Chapter 4.

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**Santa Barbara County Bicycle  
Master Plan (2012)**

In 2012, the County of Santa Barbara adopted the Bicycle Master Plan, which guides the construction of new bicycle related infrastructure. The County Bicycle Master Plan provides guidance for developing regional linkages, and considerations for cross-county trips.

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**Santa Barbara Regional Active  
Transportation Plan (2015)**

The Santa Barbara Regional Active Transportation Plan was prepared by the Santa Barbara Council of Governments (SBCAG) with input from various stakeholders. The Plan creates a “regional vision for improving the bicycle and pedestrian network by integrating the bicycle and pedestrian planning of the region’s nine member governments.”

**2040 Santa Barbara Regional  
Transportation Plan (2013)**

The Regional Transportation Plan (RTP) is a “long-range planning document that defines how the region plans to invest in the transportation system over 20+ years based on regional goals, multi-modal transportation needs for people and goods, and estimates of available funding.”

**State Active Transportation  
Program (2013) & CA Complete  
Streets Act (2008)**

As part of the State of California’s effort to encourage active transportation and the creation of Complete Streets, the State ATP program seeks to increase the number of trips taken by bicycling and walking, increase multi-modal safety, and enhance public health.

# ESSENTIAL ELEMENTS IN THE SANTA BARBARA BICYCLE MASTER PLAN

The League of American Bicyclists, a national organization founded in 1880, recognizes five key elements that contribute to a positive environment for bicycling. The five elements, referred to as the “5 E’s,” are referenced throughout the policies and strategies defined in this Plan. Implementation strategies presented in Chapters 3-6 outline additional ways for the city to consider expanding upon the Five E’s throughout Santa Barbara. The Five E’s, described below, are engineering, education, encouragement, enforcement, and evaluation.

## Engineering

The primary element of ensuring a bicycle-friendly community is through the adequate provision of bicycle facilities, safety, and convenience. The SB BMP addresses engineering by proposing a series of key network gap closures that ensure access to common city destinations and points of interest. This Plan also encourages the use of best practice bicycle facilities and roadway design to increase levels of safety and comfort for all road users.

## Education

Programs and strategies concerning rules-of-the-road safety education, motorist training, and public engagement are hallmarks of this Plan. Each of these outwardly-facing programs will provide community members with increased confidence to ride a bicycle on city streets and increase awareness to drive safely. Encouragement does not stop with the local government; this Plan promotes city-led local business incentives

to increase awareness and provide convenient facilities for residents. Learn about some of the robust bicycle education classes already existing in Santa Barbara on page 15.

## Encouragement

Designated a Bicycle Friendly Community by the League of American Bicyclists, the City of Santa Barbara has a history of promoting bicycling as an attractive form of transportation. Continued encouragement through incentive programs, dissemination of route information, promotion of bicycling at city-sponsored events, and increased wayfinding signage are Santa Barbara-specific examples of encouragement campaigns. Continued community perception of bicycling in Santa Barbara as a safe and efficient mode-choice will encourage more community members to choose to ride. Learn more about some of the bicycle encouragement programs existing in Santa Barbara on page 16.

## Enforcement

Traffic laws that pertain to all modes must be enforced for all road users. The Santa Barbara Police Department should consider special officer trainings, may also consider increased targeted enforcement, and seek ways to increase staffing. Consistent enforcement of the rules-of-the-road is an integral part of creating safer streets, making bicycling a more-attractive option for those considering to ride a bicycle.

## Evaluation

Measuring results before and after improvements are made is essential. This Plan organizes the goals, policies, and implementation strategies around a series of “Key Metrics of Success”. These metrics will allow the city to measure specific changes before and after implementation of the included policies. Statistics that result from the evaluation period may be used by the city to continue the promotion of bicycling as an attractive transportation option. For example, statistics may provide information regarding a decline in collisions or an increase in ridership. Ongoing evaluation also ensures transparency between the local government and the community.

## [Funding]

Although not part of the “Five E’s”, funding and implementation are a critical element of ensuring the success of the Santa Barbara Bicycle Master Plan.

*Note: The icons shown next to each of the headings on this page are revisited throughout the policy section of this document (Chapters 3-7). Each implementation strategy outlined in this document can be tied back to the fundamental principals exhibited by the 5 E’s.*

## COMMUNITY PROFILE

### Bicycling in Santa Barbara Today

Since the mid-1880s, bicycling has been a major part of the Santa Barbara culture. Although society has become much more automobile-oriented, Santa Barbara's circulation system still relies on bicycle trips to function properly and minimize vehicle congestion. Future projections predict increased ridership and an opportunity for the City to capitalize and leverage increased ridership to achieve a variety of its goals and further enhance its quality of life.

In 2013, the League of American Bicyclists designated Santa Barbara a silver-level "Bicycle Friendly Community" for exhibiting a "strong commitment to cycling." That commitment is supported by a growing bicycle network, enhanced facilities, and effective bicycle-related programs. The city's commitment to bicycling is indicated by statistical data showing increasing numbers of Santa Barbarans commuting by bicycle. Santa Barbara is also ranked 3rd in the nation for the percentage of bicycle commute trips for cities of its size (65,000 to 100,000 people), and 8th overall. Continuing this trend will help Santa Barbara achieve another goal to decrease future traffic congestion for people who choose to drive.

In terms of bicycle planning, the 1974 Bicycle Master Plan was a pioneering document that laid the groundwork for the 1998 Bicycle Master Plan. Since 1998, the bicycle network has expanded from 13 to 40 lane miles. The number of bicycle facilities and encouragement programs has increased dramatically over the years. Successful programs in Santa Barbara include Bike-to-Work-Week, Bike to School Days, Team Bike Challenge,

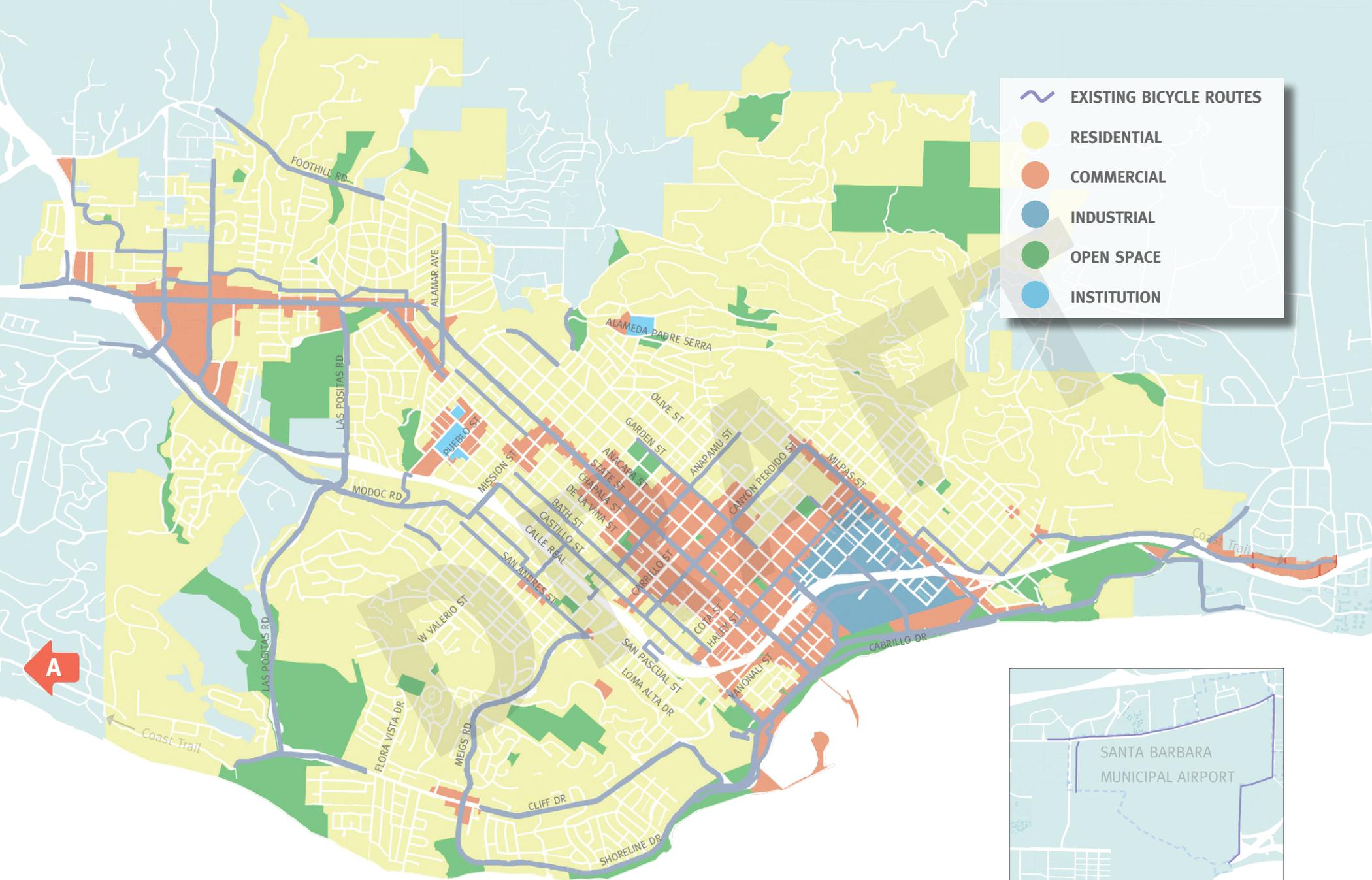
CycleMAYnia, and "Take a Vacation from your Car." (More information on these educational programs can be found on page 16). Through implementation of the 2015 Bicycle Master Plan, the community envisions that bicycling will become an even larger part of everyday life in Santa Barbara and a celebrated hallmark of the City's unique culture.

bicycle network does not fully span across these varying land uses, limiting the number of destinations that cyclists can access using bicycle infrastructure. This Plan intends to guide the development of a well-connected bicycle network between these different land uses in order to reduce automobile dependency and provide a greater range of transportation choices.

## EXISTING BICYCLE NETWORK

Santa Barbara SB has a unique land use and transportation network shaped by geography, history, architecture and the points in time, during which areas were developed. For example, Downtown Santa Barbara and Upper State Street have different densities, roadway widths and building type to them. Downtown is "pedestrian-friendly" with traditional short blocks and active streetfronts. In order to achieve this, The City of Santa Barbara rebuilt State Street downtown by taking out travel lanes, removing on street parking, widening sidewalks and rebuilding the streetscape. In contrast, Upper State Street has a more conventional street system with arterials and collector roadways instead of a grid. The commercial buildings are often set behind large parking lots. With this type of development, community members are less likely to choose walking and bicycling as a primary mode of travel.

Figure 1.4 shows the way land uses are currently zoned in Santa Barbara. As shown and affirmed in the community outreach process, the current



-  EXISTING BICYCLE ROUTES
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  OPEN SPACE
-  INSTITUTION

FIGURE 1.4: EXISTING ZONING MAP FOR THE CITY OF SANTA BARBARA

## EXISTING BICYCLE NETWORK (CONT.)

### Circulation Context

Figure 1.5 shows the city's existing transportation network, including bicycle routes, bus routes, and rail lines. Overlaying these routes on top of one another reveals potential areas to improve connections and build an integrated multi-modal transportation system, which is a major goal identified in the city's Circulation Element. Linking the bicycle network with other transportation modes can improve the first and last mile of a person's trip, helping to reduce vehicular traffic congestion and greenhouse gas emissions. Areas with high levels of pedestrian activity should be prioritized for multimodal integration, such as in the Central Business District and at the MTD Transit Center.

### Existing Gaps in the Bikeway System

Figure 1.5 also shows the existing bicycle network and the gaps in the network. One of the 2015 BMP's four goals is to create a complete bicycle network by filling in these gaps and improving the existing bicycle routes. This is also consistent with the Circulation Element's goal of providing a comprehensive street network that safely serves all transportation modes.

Policies 2.1 and 2.2 of the 1998 Bicycle Master Plan describe expanding and maintaining the bikeway network. A total of 29 bicycle projects were proposed, with 22 of them attempting to fill in network gaps. Another major goal in 1998 Plan was to include bike lanes during city paving projects when sufficient right-of-way allowed them to be feasible. This was great in expanding the network but also led to current gaps. Due to issues of funding, right-of-way acquisition, etc., some projects were not realized, resulting in gaps that this Plan proposes to fill.



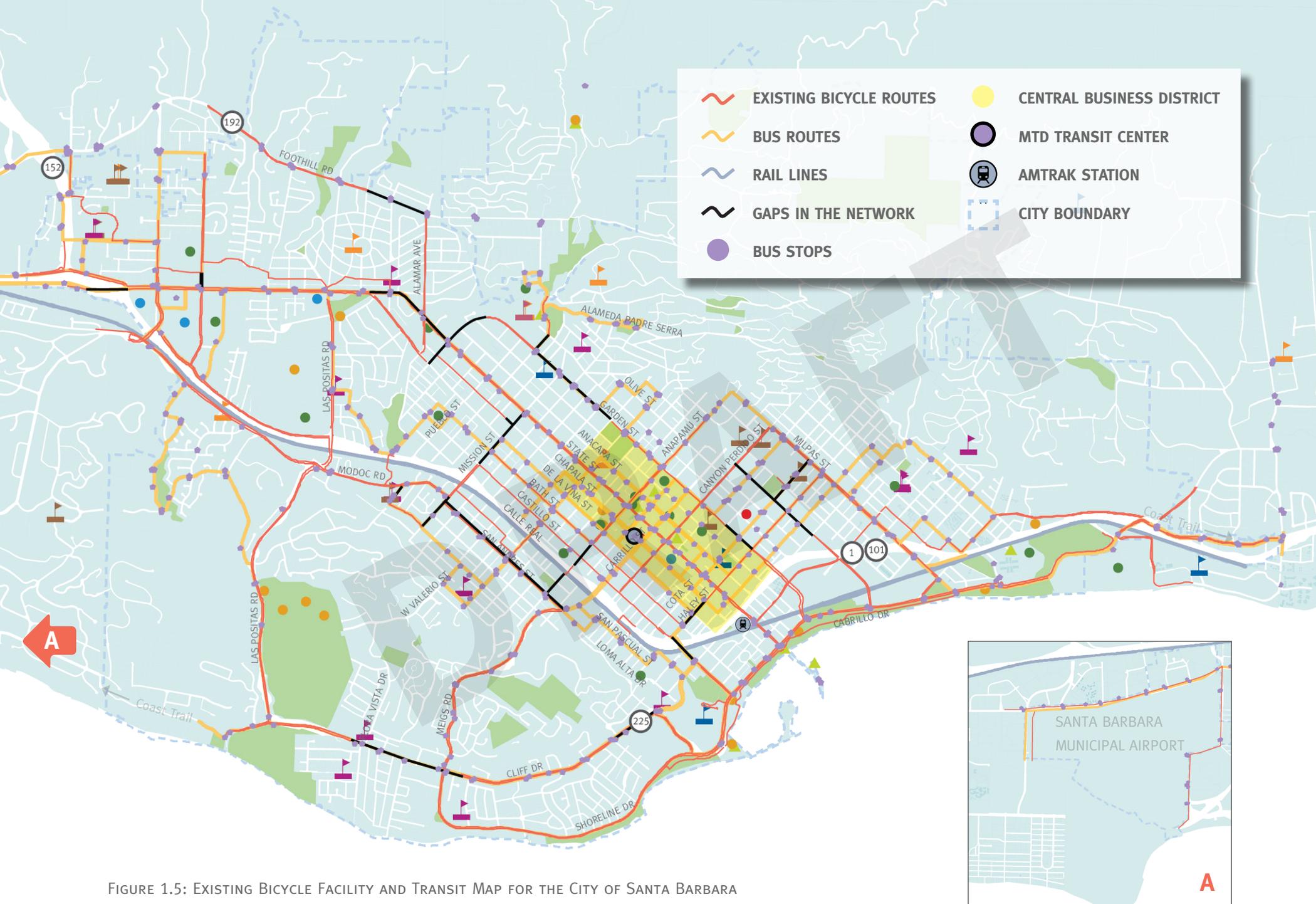


FIGURE 1.5: EXISTING BICYCLE FACILITY AND TRANSIT MAP FOR THE CITY OF SANTA BARBARA

## EXISTING BICYCLE NETWORK (CONT.)

### Existing Bicycle Network and Facilities

Examining the current bicycle network in more detail, Figure 1.10 shows the existing facilities and their specialized classifications:

- Class I: bicycle paths that have a fully separated right-of-way for the exclusive use of bicycles and pedestrians (Figure 1.6)
- Class II: bicycle lanes alongside automobile travel lanes, demarcated by striping (and sometimes by painted buffers) (Figure 1.7)
- Class III: bicycle routes without a designated bicycle lane, where cyclists and motorists have shared use of the roadway (Figure 1.8)
- Peak-Hour: automobile parking lanes that become exclusively used for bicyclists during peak travel times of the day (typically 7-9am and 2-4pm; some parking allowed from 6pm to 7am in residential zones) (Figure 1.9)

Safety improves for all users of the road when the level of separation between bicyclists and motorized traffic becomes more pronounced. Generally, Class I bicycle paths are safer than Class II bicycle lanes, and Class II bicycle lanes are safer than Class III bicycle lanes. A street can have multiple classifications; for example, one road segment could have bicycle lanes (Class II) while another has a shared lane (Class III). – the classification usually is determined based on the surrounding local context, road widths, and traffic patterns. The majority of the existing facilities in the city are designated as Class II.

A successful bicycle network has a variety of support facilities – both capital and programmatic – along the network and at local destinations. The 1998 Bicycle Master Plan also effectively grew the bike network by painting Class II bike lanes where street widths permitted.

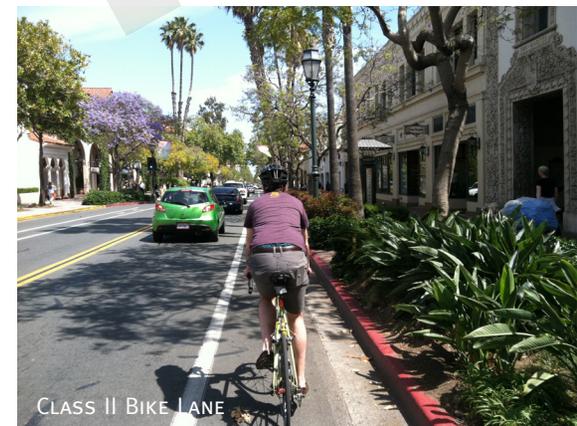
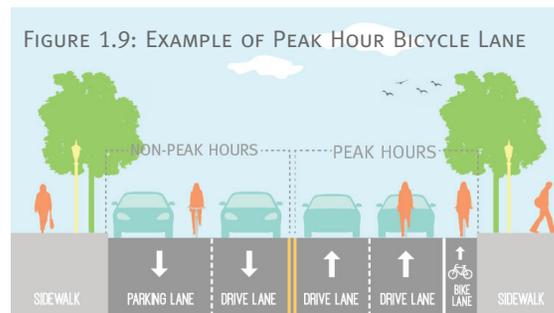
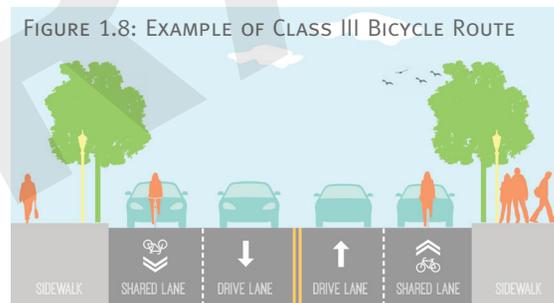
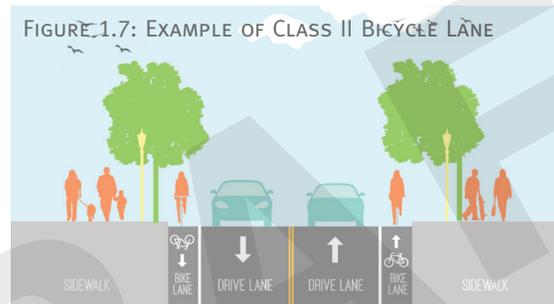
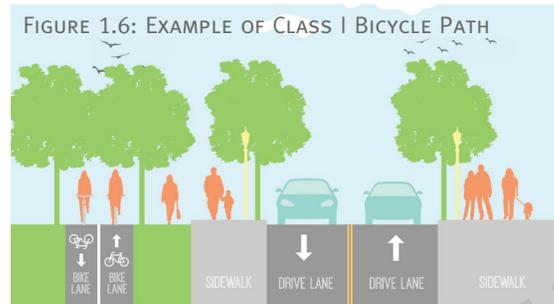




FIGURE 1.10: EXISTING BICYCLE NETWORK

# NAVIGATING THROUGH SANTA BARBARA

## Existing Bicycle Signage and Lighting

All of Santa Barbara’s existing bicycle signage can be found on Figure 1.11. This Plan recommends coordination with the city’s comprehensive city-wide wayfinding directional sign program. As the recommended BMP facilities are implemented, additional signage can be added in highly-visible and strategically-placed locations. Figure 1.11 also shows where the top nine bicycle collision hotspots are located. The larger the red circle is, the more collisions have occurred at that intersection.

During the night, sufficient lighting is important to ensure bicycle safety. The California Office of Traffic Safety reported that in 2012, there were 57 nighttime bicycle-related collisions (9:00pm to 2:59am) in Santa Barbara, which was the third highest percentage of cities with similar-sized populations in California. Figure 1.11 shows all of the City’s street lighting. There are areas along the bicycle network, including where some of the top collision hotspots are located, that do not have sufficient street lights. Therefore, it is recommended that bicycle signage and street lighting be placed along the proposed bicycle network so that bicyclists can travel both sensibly and safely.

## Existing Roadway Maintenance Repaving and Repainting Programs

The city is currently struggling to balance streets-fund budgets and keep up with regular demands for painting and maintaining existing roadways. Programs such as transportation mitigation fees for development should be considered to provide key financial resources needed to ensure that

new development proportionally contributes to transportation enhancements and maintenance and to enhance the city’s dwindling financial resources.

## SAFETY

### Bicycle Collision Data (2004 to 2013)

Throughout the public outreach process, the community repeatedly emphasized their concern for safety. The project team examined bicycle-involved collisions in Santa Barbara during the period from 2004 to 2013. In total, 1,051 bicycle-involved collisions were reported, which included:

- 434 collisions occurring at intersections
- 420 collisions occurring at midblock locations
- 197 collisions occurring less than 75 feet from an intersection
- Collisions were also categorized into categories, such as: bicycle at fault, left-hook, signalized, and unsignalized collisions.

Analyzing collisions at midblock locations was not possible within the scope of the SB BMP project due to limitations of Geographic Information Systems (GIS) collision locations. Therefore, the City and the project team focused on collisions occurring at intersections or at locations less than 75 feet from an intersection. The latter collisions were assigned to their nearest intersection since they can be considered to have occurred within the intersection approach area.

These maps help identify where specific physical modifications, targeted enforcement, or education may be most beneficial.

In reviewing the 10-year bicycle-involved collision

history for Santa Barbara, the following themes emerge:

- The majority of bicycle-involved collisions were reported in the greater Downtown area and on the Eastside, which may be explained by generally high bicycle use in these areas
- Of the various collision types, “Bicyclist at Fault – Unsignalized Intersection” (138 incidents) and “Bicyclist on Wrong Side of Road or Traveling on Sidewalk” (127 Incidents) were the most commonly reported
- “Vehicle at Fault – Signalized Intersection” (63 incidents) and “Vehicle at Fault – Left Hook” (64 incidents) were the least reported collision types
- “Vehicle at Fault – Left Hook”, “Vehicle at Fault – Right Hook”, and “Vehicle at Fault – Dooring” collisions tended to be less clustered. In other words, it was less likely for multiple collisions of these types to occur at a single location

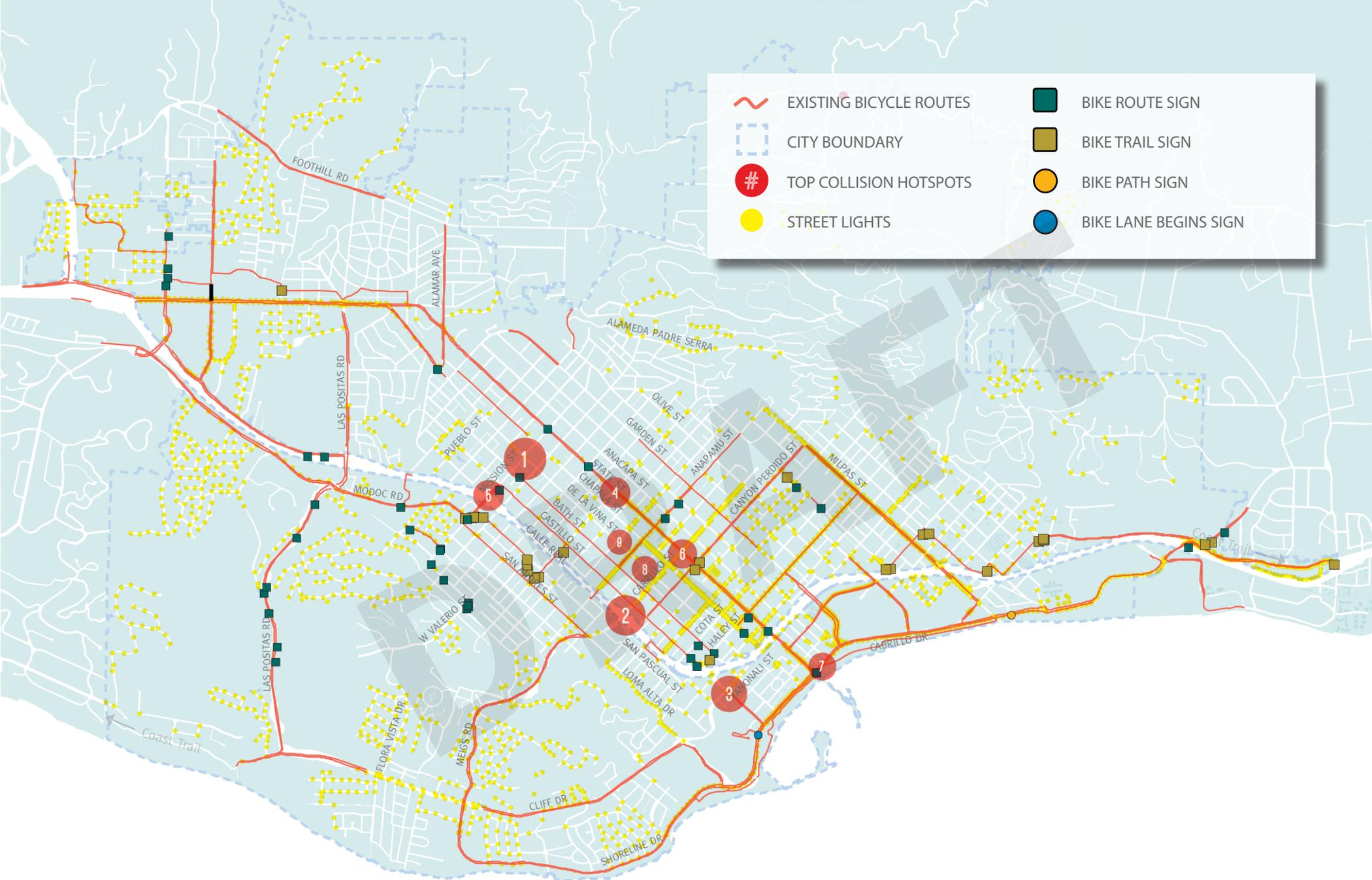


FIGURE 1.11: EXISTING LIGHTING, SIGNAGE, AND TOP COLLISIONS MAP FOR THE CITY OF SANTA BARBARA

\*This information does not exist for the Santa Barbara Municipal Airport area

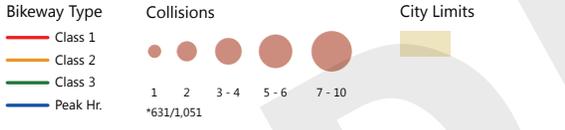
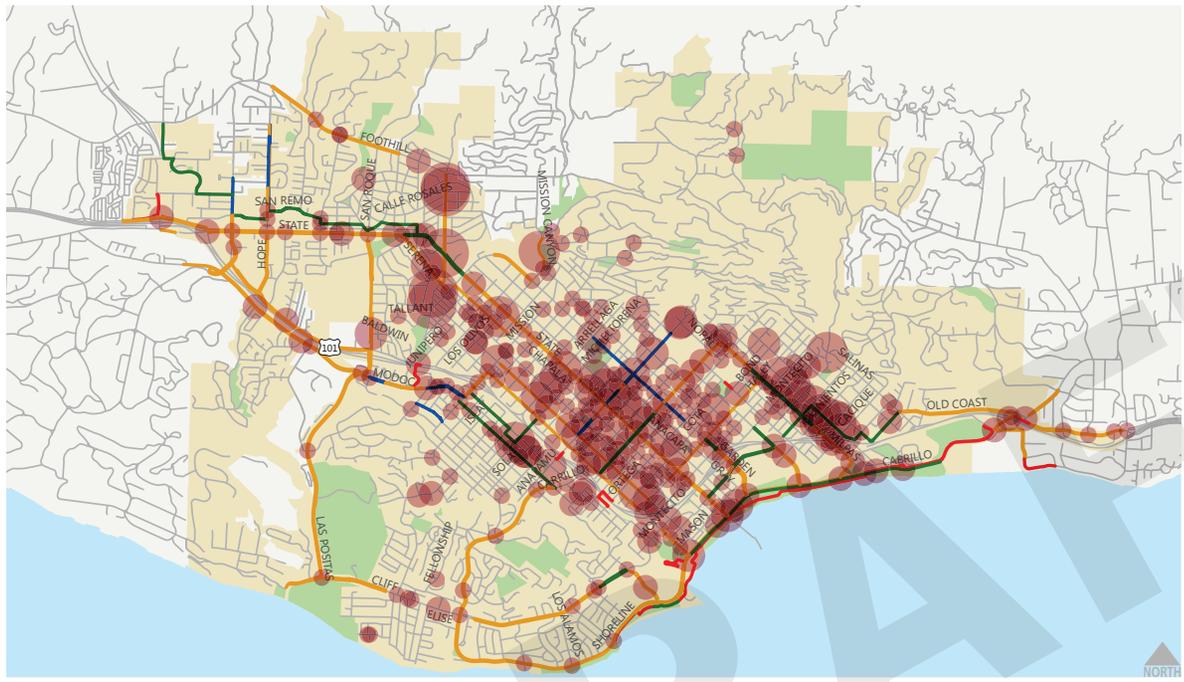


FIGURE 1.12: MAP OF ALL BICYCLE-INVOLVED COLLISIONS BETWEEN 2004 AND 2013

### All Bicycle-Involved Collisions

Figure 1.12 shows all bicycle-involved collisions regardless of collision type. In total, 1,051 bicycle-related collisions were reported in the City of Santa Barbara between 2004 and 2013; 631 occurred at or within 75 feet of an intersection and were mapped. The citywide locations with the highest concentrations of collisions are shown in the table below. Each location experienced six or more bicycle-related collisions between 2004 and 2013. Many of these top-collision locations are near freeway ramps or along principal routes between freeways and major activity centers (e.g. Downtown or Santa Barbara City College [SBCC]).

The suggested actions, facilities, and implementation strategies outlined throughout this document are based on key takeaways from the safety analysis. In summary, high collisions occurring at intersections and along key commuting streets such as State Street and Alisos Street, have directly influenced the recommendation of a heightened facilities on these streets. A comprehensive list of recommended facilities can be found in Chapter 7: Recommended Bike Projects. Additional programmatic recommendations have also been developed to enhance and increase traffic law enforcement throughout town (see Chapter 3: Safety For All Road Users).

#### Top 10 Collision Locations

- De La Vina Street & Mission Street
- Carrillo Street & Highway 101
- Castillo Street & Montecito Street
- Micheltorena Street & State Street
- Mission Street & Highway 101
- Carrillo Street & State Street
- Cabrillo Boulevard & Helena Avenue
- De La Vina Street & Figueroa Street
- De La Vina Street & Victoria Street

#### Key Corridors to Consider

- State Street
- Anapamu Street
- Alisos Street
- De La Vina Street
- Haley/Cota Street
- Cabrillo Street
- 101 Crossings

#### Possible Solutions

- Note: This does not encompass all recommended facilities. Additional facility recommendations can be found in Chapter 7)*
- State Street Green Lanes
  - Anapamu Green-Backed Sharrows
  - Alisos Bike Boulevard
  - De La Vina Road Diet
  - Haley/Cota Green Lanes
  - Cabrillo Bike Lanes and Sharrows
  - Enhanced Intersections

## EXISTING SAFETY PROGRAMS

### Education

There are several existing adult bicycle education programs in Santa Barbara. The Santa Barbara Bicycle Coalition (SB Bike) offers a Street Skills clinic in both Spanish and English, teaching the basic rules of the road when bicycling. SB Bike and Traffic Solutions have also hosted Lunch and Learn sessions teaching bicycle safety at workplaces and community groups. SB Bike's Bici Centro, a local community bicycle shop, offers workshops called Learn Your Bike which cover the full range of beginner to intermediate level bicycle mechanics, along with week long clinics for students during the summer. Bici Centro also offers Do-It-Yourself bicycle repair with their parts, tools, and guidance. Lastly, online training resources are also available to anyone at California Bicycle Coalition's [www.BikeSafeCalifornia.org](http://www.BikeSafeCalifornia.org).

The City of Santa Barbara and the Santa Barbara Bicycle Coalition have also started the "Give Respect Get Respect" public service message campaigns to improve bicyclist and driver behavior and adherence to traffic safety laws. The idea is to give respect to all users of the road with the mutual understanding that everyone has interest in a safe Santa Barbara.

There are several educational programs for Santa Barbara's youth as well. SB Bike and Coalition for Sustainable Transportation (COAST), has a Safe Routes to School Program which is discussed in more detail below. The City of Santa Barbara, Santa Barbara County Association of Governments, the City of Goleta, City of Carpinteria, and other cities sponsor COAST's Safe Routes to School Programs. Bici Centro also hosts the Earn-A-Bike / Pedal Power program

where youth participants learn bike mechanics, bike handling skills, signage, and go on field trips with other participants. SB Bike and COAST also work with local schools to host Cycling Camps and BICI Familia for youth which are taught by certified League Cycling Instructors.

### Enforcement

One of the ways the City of Santa Barbara is reducing bicycle-related collisions and promote safe bicycling is by better enforcing rules and regulations against bicyclists. With a grant from the California Office of Traffic Safety, the Santa Barbara Police Department, in coordination with the Santa Barbara Bicycle Coalition, conducts regular targeted enforcement efforts throughout the city.

### Evaluation

#### *Safe Routes to School*

Santa Barbara's Safe Routes to School (SR2S) programs seek to make walking and bicycling to and from school safe, convenient, and attractive transportation choices for students and parents. SR2S is a multifaceted approach that includes four primary components:

- Education: Teaching traffic safety skills to students and parents



POLICE OFFICER ENFORCING TRAFFIC RULES

- Encouragement: Promoting bicycling through events and creating incentives to bike or walk to school
- Enforcement: Ensuring proper enforcement of traffic laws around school areas
- Engineering: Making safety improvements to infrastructure, such as protected bike lanes, enhanced crosswalks, and other measures to improve bicycle and pedestrian safety

This is accomplished by collaborating with schools to provide safety education to students, identifying safety conditions around school areas, incorporating stricter law enforcement, and improving roadway designs that encourage pedestrian and bicycle safety. Refer to Chapter 3 and the Santa Barbara Pedestrian Plan for more information on SR2S.

An example of a successful SR2S is La Colina Junior High School which has the Walk and Roll challenge, a partnership led by Traffic Solutions (SBCAG) with the Community Environment Council, SB Bike, and the Santa Barbara Air Pollution Control District designed to increase biking, walking, carpooling and transit use in coordination with the COAST's Safe Routes to School Program.



COAST SAFE ROUTES TO SCHOOL PROGRAM

## MULTI-MODAL CONVENIENCE

### Points of Interest

Santa Barbara has many popular destinations that serve both local and regional needs. Limited accessibility to these destinations may generate an increased number of automobile trips, which can cause traffic congestion for all users of the road. Providing a range of safe and convenient mobility options with well-connected routes can help to reduce traffic congestion. Figure 1.13 shows key points of interest, including educational, commercial, community, recreational, transportation, and public open space destinations. The existing bicycle network can be enhanced and expanded to increase the bicycle connectivity to these destinations.

## PARKING AND OTHER END-OF-TRIP FACILITIES

### What is the City Doing?

At the end of a trip, bicyclists need a secure and convenient place to leave their bicycle. The number of places to lock a bicycle has expanded by an estimated 2,000 locations in the public realm and in new commercial and multi-family developments since 1998. The hitching post bicycle rack was developed by the city to address the issue of short-term bicycle parking. The city has also begun to install several bicycle corrals, or in-street bicycle parking areas that typically replace one or two automobile spaces in commercial areas where a significant number of bicycle trips are present. Long-term parking solutions are also being addressed with the completion of two Bike Stations, which provide secure indoor bicycle parking with one location providing lockers, tools, workstands, bicycle and

public transit information, vending machines, valet bike repairs, security cameras, air pumps, restrooms, changing rooms, and members-only showers. The Bike Stations are conveniently located at or near areas of multimodal transit use or pedestrian activity. The City plans to continue enhancing end-of-trip facilities, such as the bike corral program, to allow for more strategically-placed parking, storage, and changing facilities.

## EXISTING PROMOTION PROGRAMS AND SERVICES

### Encouragement

#### *Traffic Solutions: Bike Challenge*

Traffic Solutions, a division of the Santa Barbara County Association of Governments, hosts a friendly competition with five-member teams that make round-trips by bicycle instead of by car. The Team Bike Challenge is open to anyone who lives or works in Santa Barbara County, as well as local businesses. Teams log each day they bicycle and at the end of the competition, teams who rank the highest earn charitable contributions for organizations in Santa Barbara County.

#### *Bike Month*

CycleMAYnia, a program of Traffic Solutions, is a month-long celebration throughout the month of May attracting thousands of bicyclists and community members. Local organizations, City agencies, businesses, and community volunteers in Santa Barbara County collaborate to organize these popular bicycling events.

#### *County and City Bicycle Pools*

Community members in Santa Barbara have scheduled coordinated bike commute rides so that new riders experience safety in numbers.

#### *Employee Encouragement Campaigns*

As of January 1, 2009, bicycle commuters are eligible for a monthly \$20 reimbursement from participating employers, equating to \$240 a year to be applied toward the costs of commuting by bicycle. Many local businesses have already started to participate in this encouragement program, some even offering to buy their employees bicycles.

#### *Bike Share (2016 to 2021)*

Bike Share is a service in which bicycles are made available on an hour-by-hour rental basis for shared use and can be returned at multiple locations around the city. Bike Share would increase the convenience of bicycling at a low-cost for tourists and locals alike. Bike Share implementation is a recommended component of this Plan.

### Tourism Services

#### *Hotels that Provide Bicycles*

Many hotels have started accommodating bicyclists by renting bicycles out to their guests, providing secure bicycle storage, and providing information to bicycle-friendly destinations.

#### *Bicycle Rental Businesses*

There are several bicycle rental businesses located throughout the city. Support and coordination with these businesses may help to promote bicycling beyond just recreational use.

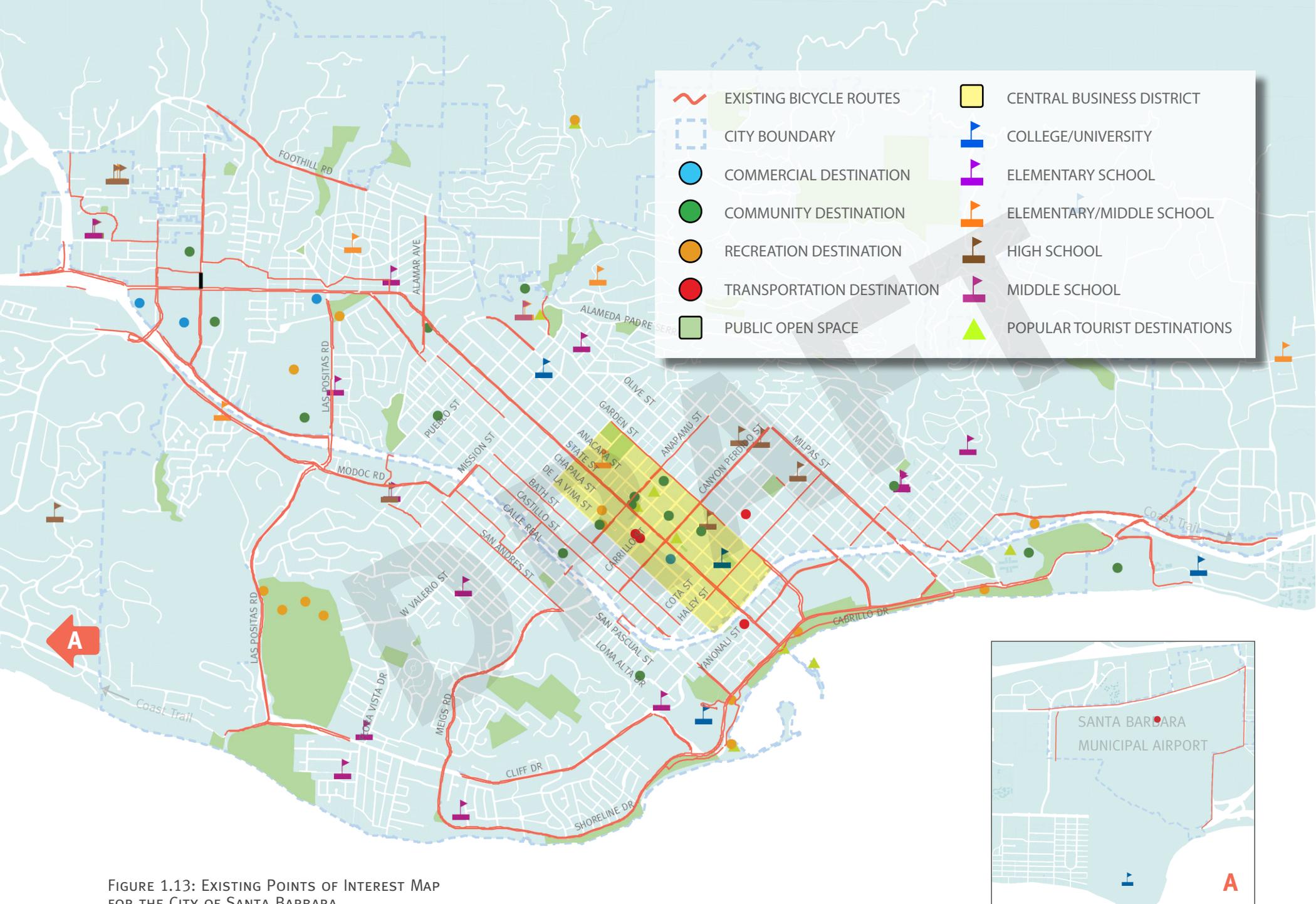


FIGURE 1.13: EXISTING POINTS OF INTEREST MAP FOR THE CITY OF SANTA BARBARA



2

**COMMUNITY  
ENGAGEMENT**

---

**Community Engagement Vision:**

*The objective of the community engagement strategy was to proactively frame discussion among residents about the SB BMP to invite a wide spectrum of viewpoints and input. In this way, the 2015 SB BMP is a document driven as much by community desires and readiness for improvement as by technical feasibility and state of the practice in multi-modal transportation systems.*

---

## COMMUNITY ENGAGEMENT STRATEGY

A primary focus of the of 2015 Santa Barbara Bicycle Master Plan process was to engage the community, generating meaningful input from a wide range of key organizations and individuals throughout the City. The development of the BMP was unique in that it involved a high-quality media and technology interface, allowing various avenues for community members to provide input and stay connected to the SB BMP update throughout plan development. City staff and elected officials were keen on listening to the community's preferences. The following chapter outlines the comprehensive outreach and media strategy that guided the Plan's generation.

The goals of the outreach effort were to identify bicycle network deficiencies, gauge community commitment to bicycling now and in the future, promote mutual respect between road users, and generate a Plan that reflects the community's input.

A wide range of outreach materials were employed to ensure that community members were given ample opportunities to participate. This chapter showcases findings from some of the key events and platforms used during the planning phase of this project. These include a project website with an interactive online mapping component; five neighborhood summits held in the Downtown, Uptown, Eastside, Westside, and Mesa neighborhoods; a series of outreach roadshows describing the intent of this Plan to existing community groups; two community open houses regarding parking impacts; three sets of meetings with the Downtown Parking Committee, City's Planning Commission, Transportation and Circulation Committee, and City Council; a meeting with the Neighborhood Advisory Council; a comprehensive social media campaign; and a short-term pop-up installment of a Bicycle Boulevard. A detailed report of all outreach findings can be found in the Appendix B.

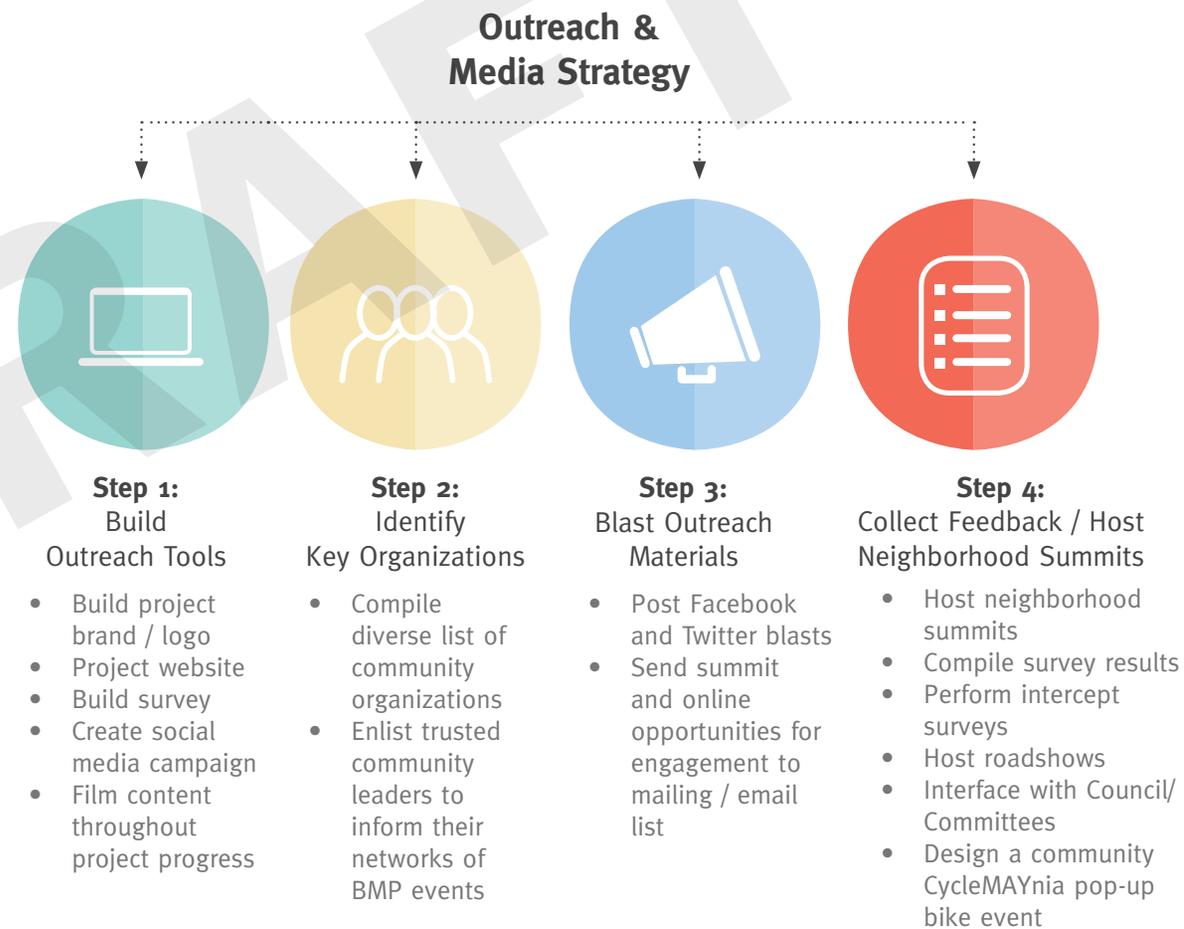




## OUTREACH STRATEGY

The diagram below depicts the SB BMP's comprehensive community outreach process. A robust on-the-ground community engagement campaign was launched, in addition to a series of innovative online platforms for Santa Barbarans

to directly impact the outcome of the 2015 SB BMP. The community outreach process provided a variety of opportunities for community members to voice their opinions and find out more about the project process.



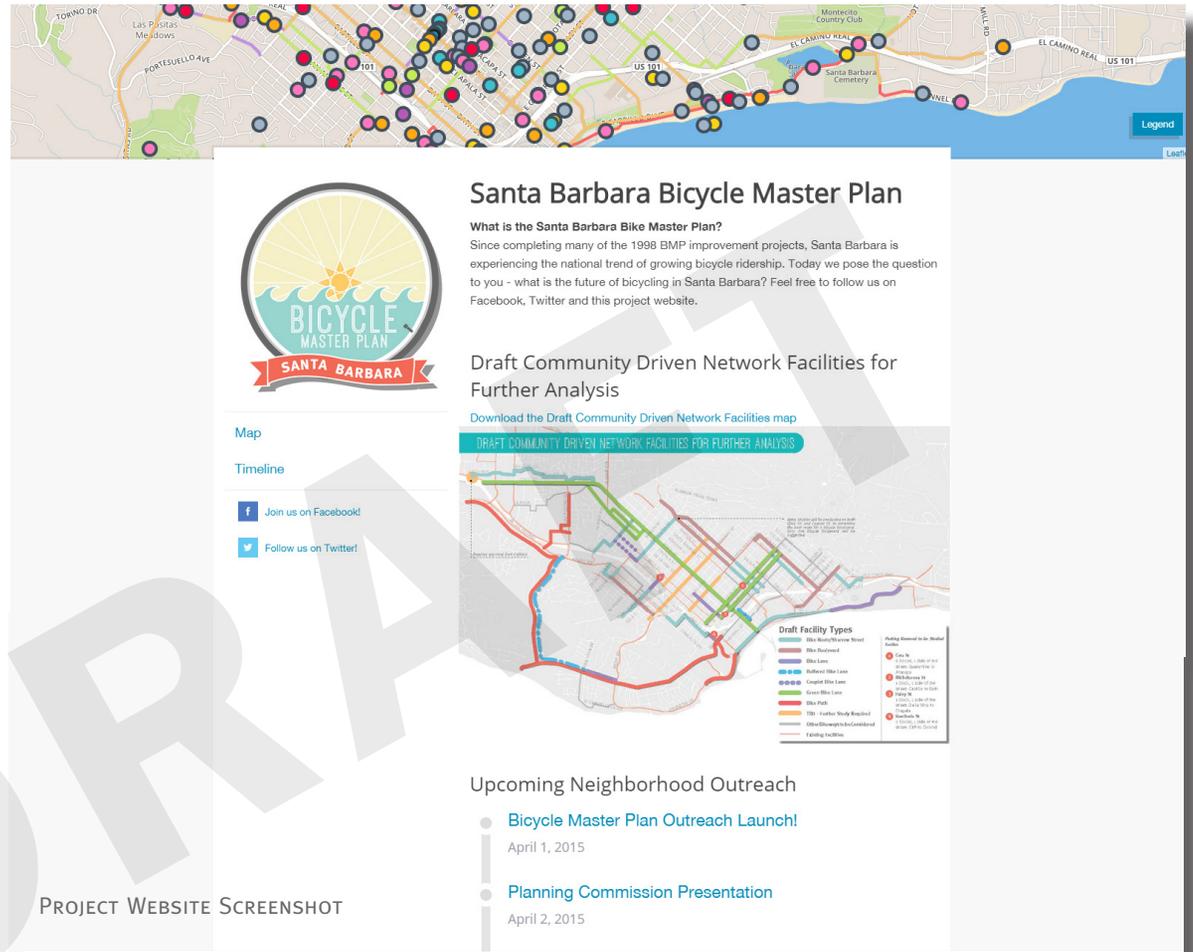
# OUTREACH MATERIAL COMPONENTS

## Project Website

To encourage project transparency during and following the adoption of the SB BMP, an interactive, and dynamic website utilized the latest software tools to support greater community involvement in decision making and governance. The interactive website included a question that prompted visitors to geolocate transportation issue areas throughout the City. Additionally, the website hosted an introductory question-framing video that further described the intent of the project, and oriented page visitors quickly to the project. The website also included a project timeline, a link to the formal online survey, information regarding upcoming events, and links to all other social media accounts.

Website URL: [www.santabarbaraca.gov/BMP](http://www.santabarbaraca.gov/BMP)

SB BMP Logo



PROJECT WEBSITE SCREENSHOT

## Online Survey

An online survey was conducted from April - June 2015 to build an understanding of community sentiment towards bicycling in the city. The survey was posted on the project website and elicited 1,440 responses from key organizations and individuals to better understand preferences for the final Bicycle Master Plan through the use

of visuals, and graphics. Links to the survey were also posted to stakeholder listservs and websites of local schools, businesses, and neighborhood groups. Hard copies of the survey were also provided to city staff and the project team to hand out at Roadshow Outreach meetings and other events to ensure a comprehensive response from Santa Barbarans.

# OUTREACH MATERIAL COMPONENTS (CONT.)

## SB BMP Facebook Page

The SB BMP Facebook page allowed the project team to post information about project progress and events, and to provide information regarding critical avenues for community input. The Facebook page was largely a virtual area for the posting of flyers and updates, and also directed visitors to the official project website.

BMP Facebook URL:

<https://www.facebook.com/BMPSB>

## Twitter

Preceding large-scale public outreach events during the BMP planning process, weekly twitter blasts were administered by the City of Santa Barbara Twitter handle @sbcity.

## Video

Videography and documentation of the outreach process were also central to the project. This tool was used in the information-gathering phase, and during the outreach campaign to ensure that a diverse representation of Santa Barbara residents were participating in the project outreach process.

- **Question framing video.** Video shown online on the public survey and at Neighborhood Summits.

- **Mini-film documentary.** Brief film narrating the public outreach process; highlighting viewpoints of key contributors in the community.

## Flying

Bilingual flying and outreach for the event were used to announce public workshops, online engagement, and various community avenues for participation. The majority of the flyers were distributed through the Santa Barbara Unified School District. Examples of the outreach flyers are shown below.

## City Council Meetings

In addition to public meetings, regular interfaces were held with the Santa Barbara City Council, Planning Commission, and the Transportation and Circulation Committee with information regarding project progress.

## ENGLISH AND SPANISH OUTREACH FLYERS



PROJECT WEBSITE SCREENSHOT

### Roadshow Outreach

Roadshow Outreach consisted of a number of small-scale drop-ins with existing Santa Barbara organizations and other interested groups. There were six organizations (approximately 155 people in total) and two radio interviews where city staff gave a presentation and answered questions regarding the SB BMP.

### Neighborhood Summits

The project team facilitated five neighborhood summits, each individualized for a specific neighborhood of the city. The summits incorporated creative and interactive activities, such as an analog-version of the geolocating issue mapping as found on the website, and an interactive photobooth that captured individual responses to the question "What is the future of bicycling in Santa Barbara?" Videography and documentation was also available for some of the neighborhood summits, and the footage was used in project materials.

Two of the five neighborhood summits were offered in Spanish (in the Eastside and Westside neighborhoods). 39 people attended the Eastside and Westside meetings, while 151 community members attended the Uptown, Downtown, and Mesa meetings.

### Open Houses

Following the neighborhood summits and early interface with city committees, the project team held two open houses to discuss the potential removal of on-street parking to add bike lanes. Residents and property owners were invited to provide insight and feedback.

### Pop Up Alisos

Based on what the City heard from Eastside residents during the Eastside Neighborhood Transportation Planning Effort, a pop-up Bike Blvd was installed on Alisos Street between Cacique Street and Haley Street. During this CycleMAYnia sponsored event, neighborhood residents were invited to ride along the route, which included a series of temporary elements including stop signs, bicycle signage, and a vehicle diverter. The Pop- Up Alisos event was well received and encouraged residents to find out more about the

project process. The image to the right displays a group of enthusiastic participants riding along the temporary Alisos Street Bike Boulevard installation.

### Intercept Surveys

Intercept surveys were taken over the course of a Saturday in February 2015. Local residents were asked to participate in a video-taped dialogue regarding key transportation concerns in the City of Santa Barbara. These intercept surveys were included in the project documentary video.



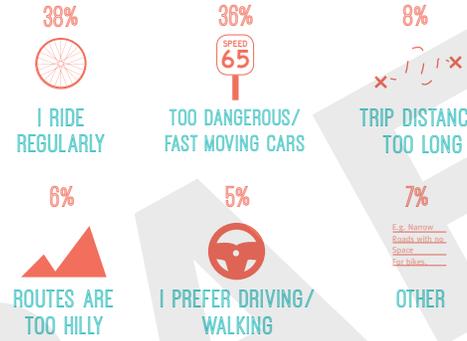
# SURVEY RESULTS

The Bicycle Master Plan survey proved helpful in gathering and quantifying community preferences regarding the future of bicycling in Santa Barbara. The survey was self-selected, online, and had a high rate of participation (1440 responses). While useful and informative, as a result of the online format, it is not a random selection of the entire population of Santa Barbara. However, the results do show a diversity of Santa Barbara road users, businesses, and age groups. Additionally, the survey findings are indicative of a strong community desire to enhance existing bicycle facilities and safety for all road users in Santa Barbara. The following pages outline the findings from the survey.

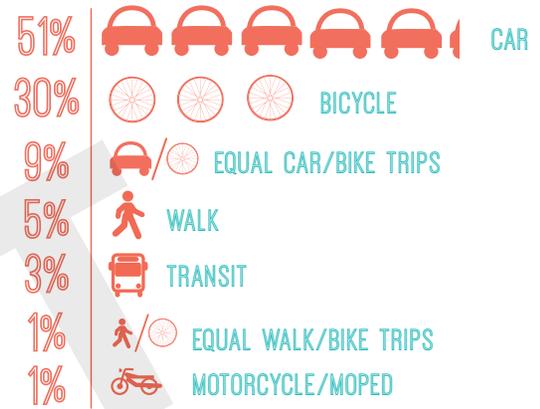
## WHO WERE THE RESPONDENTS?



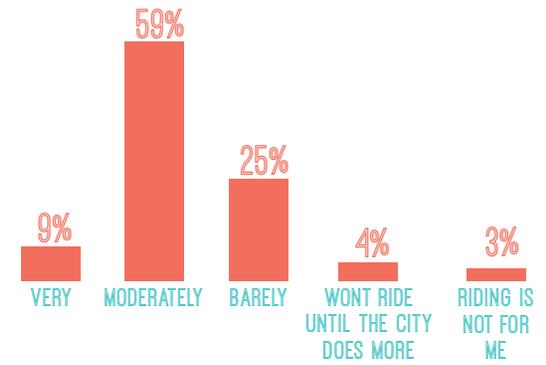
## WHAT MOST PROHIBITS YOU FROM RIDING A BIKE IN SB?



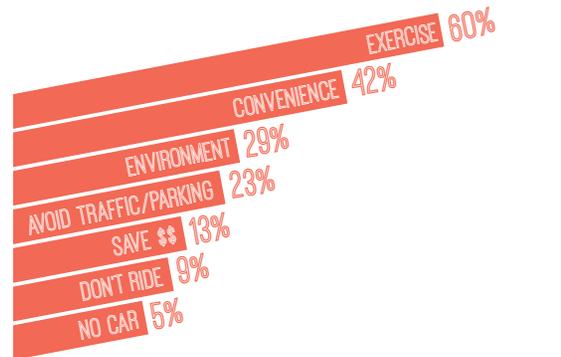
## WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION?



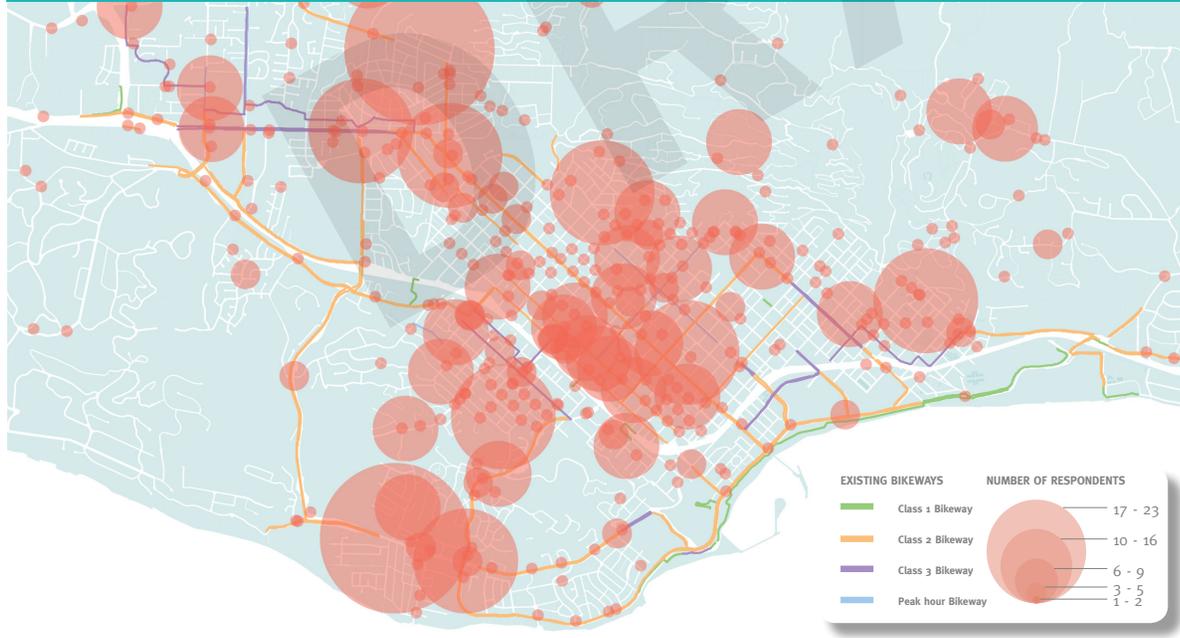
## DO YOU THINK SB IS A SAFE PLACE TO RIDE A BIKE?



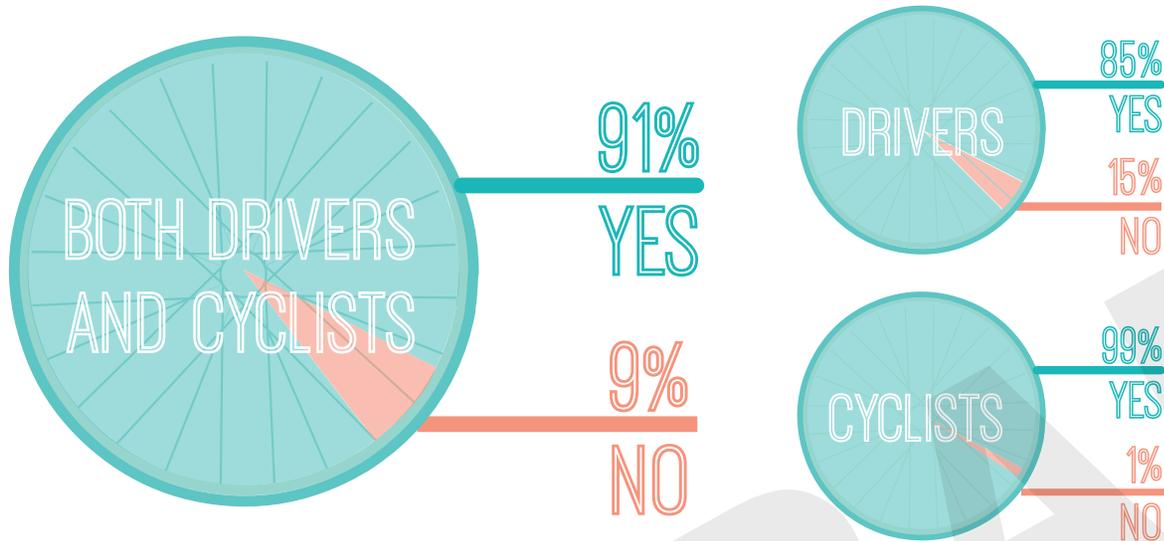
## WHY DO YOU RIDE A BIKE?



## WHAT IS THE NEAREST INTERSECTION TO WHERE YOU LIVE?

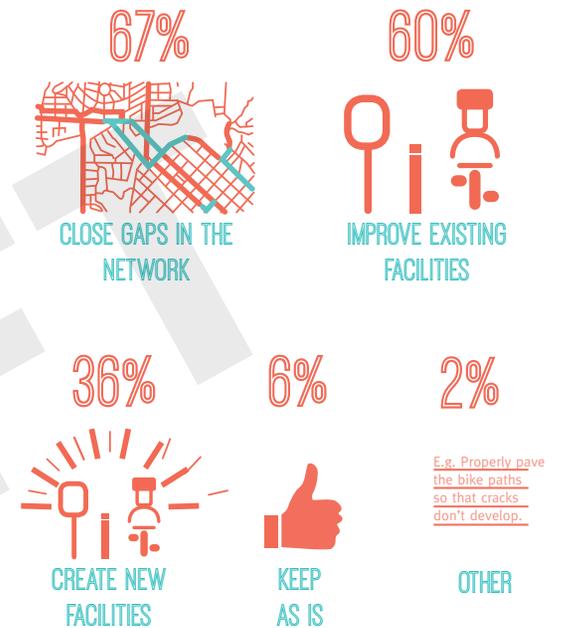


**DO YOU THINK IT SHOULD BE A GOAL TO ACCOMMODATE MORE PEOPLE TO RIDE BIKES FOR WORK AND RECREATIONAL TRIPS?**



Of all respondents, 91% think it should be a goal to accommodate more people to ride bikes for work and recreational trips. Of those that stated that they used a vehicle as a primary mode of transportation in the last 7 days, 85% voted yes to this question. Of those that stated that they used a bicycle as a primary mode of transportation in the last 7 days, 99% voted yes to this question.

**WHAT ARE YOUR PRIORITIES FOR THE SB BIKE PLAN? (RESPONDENTS CHOSE TOP 2 - ANSWERS DON'T EQUAL 100%)**



**WHAT TYPES OF BIKE FACILITIES WOULD YOU LIKE TO SEE MORE OF IN SANTA BARBARA? (RESPONDENTS CHOSE TOP 3 - ANSWERS DON'T EQUAL 100%)**



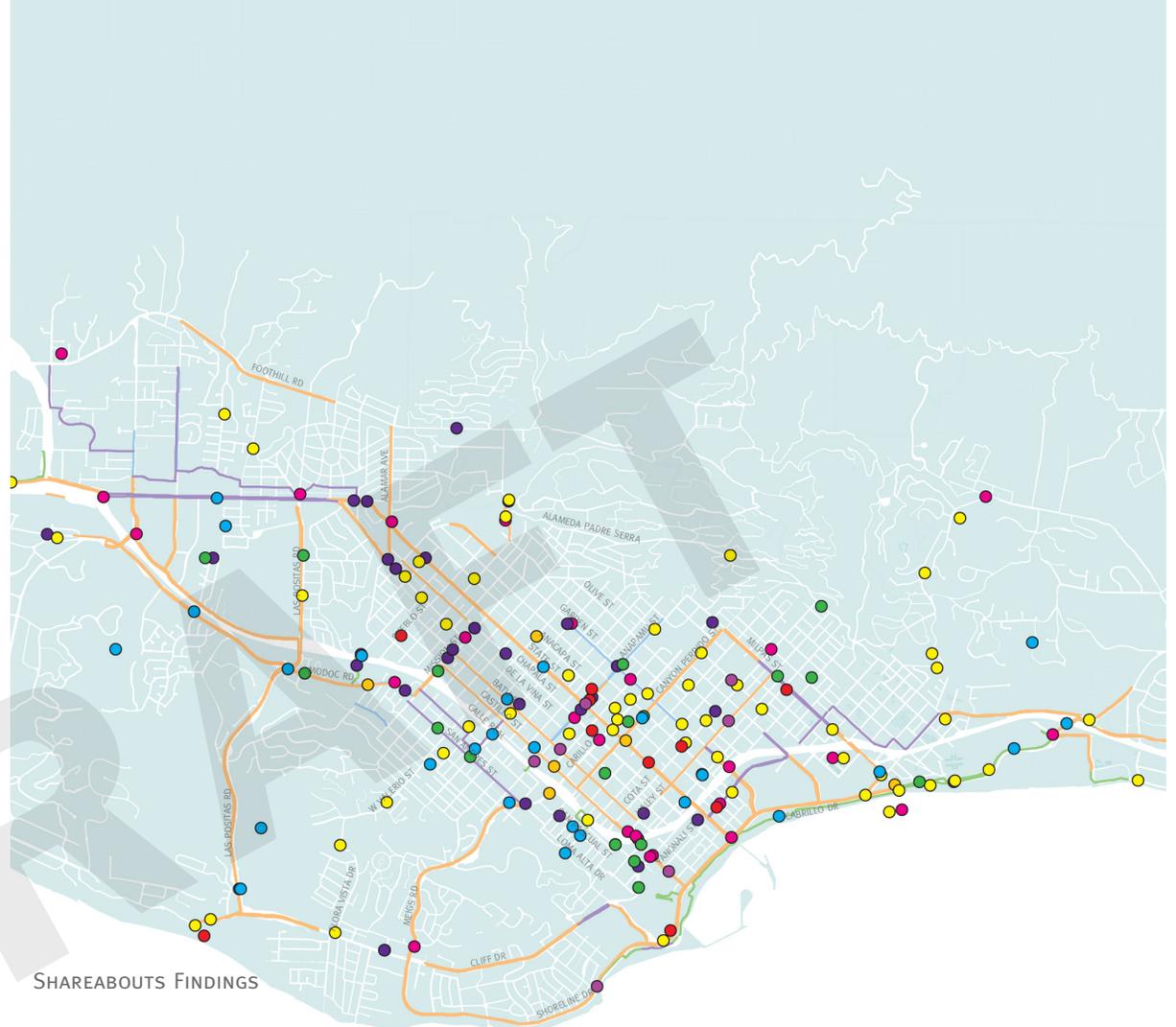
**WHAT ARE YOUR TRANSPORTATION PRIORITIES FOR SB? (RESPONDENTS CHOSE TOP 3 - ANSWERS DON'T EQUAL 100%)**



# INTERACTIVE MAPPING RESULTS

On the SB BMP project website, an interactive map prompted visitors to geolocate issue areas with regards to cycling in Santa Barbara. The activity allowed community members to analyze existing bikeways and conditions of bicycling throughout the City of Santa Barbara. Participants were able to choose one of seven phrases (e.g., "Maintain Route As Is, Difficult Intersection, and Bike Facility Needed) to identify areas of concern related to bicycling. Participants were also able to propose ideas for additional improvements that could be made for cyclists. Additionally, participants were able to "like", discuss, and comment on previously submitted comments. 179 participants submitted individual comments, while an additional 200+ participants commented on previously submitted responses.

Of all responses, "gaps in the network" and "bicycle facilities needed" were identified as top areas of concern. Responses were mapped throughout the City, and they provided key insights into the conditions of bicycling in Santa Barbara. Specific details of the findings can be found in the comprehensive outreach summary in Appendix B.



SHAREABOUTS FINDINGS

- |   |                                     |   |                             |
|---|-------------------------------------|---|-----------------------------|
|  | <b>MAINTAIN ROUTE AS IS</b>         |  | <b>BIKE PARKING NEEDED</b>  |
|  | <b>UNDESIRABLE BIKE ROUTE</b>       |  | <b>BIKE FACILITY NEEDED</b> |
|  | <b>DIFFICULT INTERSECTION</b>       |  | <b>GAP IN THE NETWORK</b>   |
|  | <b>IMPROVED TRAFFIC FLOW NEEDED</b> |  | <b>OTHER</b>                |

# NEIGHBORHOOD SUMMITS

Five neighborhood summits that took place in different neighborhoods in the City of Santa Barbara (Uptown, Downtown, Mesa, Eastside, and Westside) from May 16th to May 20th, 2015. The purpose of the neighborhood summits was to gain direction from the community regarding the future of bicycling in Santa Barbara. Each summit covered the same materials, yet focused on neighborhood-specific bike routes that were chosen based on preliminary survey findings, project goals, roadshows, intercept surveys, and safety analysis, and were then tested and vetted with participants at each neighborhood summit. In order to better engage the community, the workshops were highly interactive and held in Spanish or English depending on those in attendance (with translators available). Of the two Spanish language summits, one was held in English. The addition of a photo booth also made the summit fun for attendees of all ages. Overall, 190 participants signed into the neighborhood summits, and located their place of residence on a map (Figure 2.2).

## Community Take-Aways

In addition to identifying routes and intersections that needed improvement, community members also helped guide the development of the goals and standards for the SB BMP. These goals were refined and clarified in conjunction with the goals identified in the community survey. The goals are depicted in Figure 2.1, and reflect the following priorities: enhanced safety for all road users, close gaps in the [bicycle] network, improve existing facilities, improve conditions across 101 Freeway, create strong east/west connectors, create better connections to schools, and enhance safety at intersections.

FIGURE 2.1: CONSOLIDATED GOALS (FROM NEIGHBORHOOD SUMMITS AND COMMUNITY SURVEY)

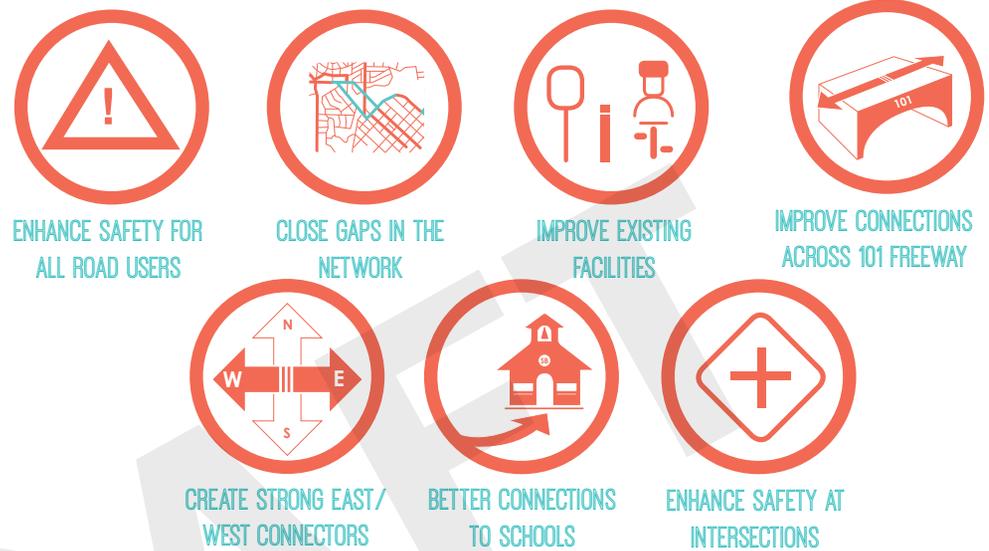


FIGURE 2.2: NEIGHBORHOOD SUMMIT PARTICIPANT MAP



NEIGHBORHOOD SUMMIT IMAGES

DRAFT

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# 3

GOAL 1:

**SAFETY FOR  
ALL ROAD  
USERS**



# GOAL 1: SAFETY FOR ALL ROAD USERS

**Make Santa Barbara a safe place for all road users through coordinated efforts to educate community members, enforce rules of the road and strategically address unsafe conditions.**

- **Goal:** A broad statement of purpose that supports community-developed priorities. Each goal provides an organizational structure for polices and implementation strategies.
- **Measurement of Success:** A quantifiable measure that can be used to evaluate the achievement of a goal.
- **Policy:** A specific principle that guides implementation of the Bicycle Master Plan.
- **Implementation Strategy:** An action or set of actions that can be considered for implementation.

During the community engagement process, Santa Barbara residents chose safety concerns as the key factor prohibiting them from riding a bicycle in Santa Barbara. Many of today’s safety problems exist because of confusion about the appropriate use of the bicycle on City streets, and because of conflicts resulting from existing roadway design that does not fully address the safety needs of all road users, including bicyclists, pedestrians, and motorists.

The implementation of the 2015 BMP will address safety through improved education and awareness, increased enforcement of traffic laws, improved evaluation of safety measures, and the development of enhanced bicycle facilities such as protected bike lanes and bike-friendly streets. The

policies and implementation strategies presented on the following pages encompass the five “E’s” introduced on page 5: Education, Enforcement, Evaluation, Encouragement, and Engineering.

## Goal 1: Key Measurements of Success

- 1 Reduce bicycle collision rates by 25% from 2012 levels by 2020, and eliminate bicycle fatalities completely by 2030.
- 2 Create at least two new funding sources for multi-modal safety improvements within the next five years.



# POLICY 1.1 ROADWAY DESIGN & MAINTENANCE



The City shall integrate the safety needs of people bicycling into all City roadway projects.

## Implementation Strategies

- 1.1.1: Ensure Access on All Roads.** Because people bicycling have the right to use all roads, require that all road construction and repair projects (rather than just those containing enhanced bicycle facilities) address bicycle safety needs and adhere to minimum safety standards.
- 1.1.2: Best Practices.** Incorporate the most up-to-date best practices for safe bicycle facilities into applicable road projects. (See Policy 4.1 “Design of Bicycle Facilities”)
- 1.1.3: Loading Zones.** Plan and locate commercial vehicle loading zones that minimize conflicts with people riding bicycles.
- 1.1.4: Construction Detours.** Enhance bicycle access or provide on-street detour information during construction affecting roadways (BMP 2.2.3)
- 1.1.5: Inspection and Repair.** Continue to refine and implement procedures for roadway and bicycle facility inspection, maintenance, and repair (See Policy 4.2 “Maintenance of Bicycle Facilities”)

# POLICY 1.2 SAFETY EVALUATION AND MONITORING

The City shall conduct City-wide evaluation and monitoring of collisions involving bicyclists and pedestrians. (Expanded BMP 2.4.3)

## Implementation Strategies

- 1.2.1: Collision Report.** Work with the Police Department on a better collision reporting template to make sure all major variables are included on collision reports.
- 1.2.2: Monitor Collisions.** Develop a comprehensive monitoring program for bi-annual review and analysis of bicycle- and pedestrian-related collisions, in order to identify and implement safety strategies and priority projects.
- 1.2.3: Monitor Safety.** Monitor safety metrics such as vehicle speeds and change in collisions, before and after bicycle facility implementation.

The City shall utilize education, training, and outreach efforts to instruct road users about rules of the road and laws that pertain to the use of bicycles. (Rephrased and broadened BMP Policy 1.1; CE1997 4.5.4).

## POLICY 1.3 SAFETY EDUCATION

### Implementation Strategies

#### *Safety Awareness for the General Public*

-  **1.3.1: Third-Party Bike Education.** Continue to support and encourage third-party bicycle education programs, such as Street Skills clinics and employee workshops, while also continuing to work in coordination with regional, state and national organizations such as the Santa Barbara Bicycle Coalition, Traffic Solutions, and Coalition for Sustainable Transportation (COAST), and the League of American Bicyclists.
-  **1.3.2: Distribution of Materials.** Work with bicycle retailers to display and/or distribute educational materials to patrons and people purchasing new bicycles. (Expanded BMP 1.1.4)
-  **1.3.3 Tourism.** Encourage tourist-oriented organizations and businesses (especially bike rental businesses) to provide tourists with City of Santa Barbara developed bike safety information, by placing safety basics on contracts, and distributing handouts and destination maps. (Expanded CE1997 4.5.1)
-  **1.3.4: Business Incentives.** Support Traffic Solutions efforts to incentivize employers and Business Improvement Districts (BIDs) to provide bicycle safety training workshops, and utilize existing resources such as Traffic Solutions training workshops.
-  **1.3.5: Ongoing Outreach.** Collaborate with bicycle organizations, relevant agencies, community groups, schools, and other stakeholders to develop an ongoing multi-lingual outreach program that utilizes print, social media, and broadcast (e.g. public safety video, public service announcements, etc.). The program should provide consistent messages to road users about how to “share the road” and act safely and responsibly, and the campaign should be well-branded in order to provide an intriguing and coordinated theme across all media types. (Revised BMP 1.1.1 and 1.1.9)

#### PEDESTRIAN AND BICYCLIST SAFETY GO HAND-IN-HAND.

Safety outreach and training efforts should consider integrating all active transportation modes – including walking, rolling (e.g. rollerblading, using a scooter or wheelchair, etc.), and bicycling.

Many of the bicycle safety-oriented policies and implementation strategies presented here mirror those included in the 2006 Pedestrian Master Plan. Policies from both plans, working in tandem, provide a broader framework for people using any active transportation mode.

## SAFE ROUTES TO SCHOOL IMPLEMENTATION STRATEGIES

The Santa Barbara Pedestrian Master Plan (PMP), completed in 2006, provides several implementation strategies related to establishing and enhancing Safe Routes to School (SR2S) programs. Because SR2S programs promote safety for both walking *and* bicycling, it is not necessary to create new SR2S policies and strategies for inclusion in the Bicycle Master Plan.

The following strategies were included in the 2006 Pedestrian Master Plan and also support the goals and objectives of the Bicycle Master Plan:

- *Provide Coordination between local organizations, schools, the community, parents, neighborhoods, and City departments (PMP Strategy 2.1.1)*
- *Implement citywide and school specific education and encouragement programs (PMP Strategy 2.1.2)*
- *Implement enforcement, operational, and engineering measures as feasible on identified routes (PMP Strategy 2.1.3)*
- *Identify and develop education and encouragement projects working with the school community through the Safe Routes to School program (PMP Strategy 2.3.1)*
- *Apply for Safe Routes to School state funding and other grants to construct and implement educational and encouragement programs and capital improvements (PMP Strategy 2.3.3)*

### Safety Programs in Schools



**1.3.6: Fund Safe Routes to School and Bicycle Education.** Identify and fund programs and improvements that will make it safer and more attractive for students to walk and bike to school. This may be implemented through annual safety hazard assessments for each Santa Barbara school. Support, encourage and coordinate efforts to instruct students in public and private schools and educational institutions about proper motorist, bicyclist, and pedestrian behavior. In addition to in-classroom education, the bicycling curriculum should include on-road training, bicycle repair, bicycle economics and environmental awareness. (Expanded 2006 SB Ped Plan and CE 2011 C6.6)



**1.3.7: Giveaway Program.** Continue to provide giveaway programs that provide Santa Barbara students with safety helmets and bicycle lights.



**1.3.8: Bicycle Maps.** Develop and distribute maps to students and parents that identify suggested routes for walking and bicycling.

### Professional Driver Training



**1.3.9: Transit Driver Training.** Work with the Santa Barbara Metropolitan Transit District (MTD), SBCAG, SBBIKE, and other transit providers to ensure ongoing training for transit vehicle drivers, and on-demand transportation driver training about bicycle safety issues and sharing the road with bicyclists. Encourage the state legislature to require bike safety training as part of truck driving schools.



Source: SBBIKE



Source: SBBIKE

The City shall ensure consistent enforcement of the rules of the road and decrease bicyclist and motorist traffic law violations. (Revised BMP 1.1.7 and 1.1.8)

## POLICY 1.4 RULES ENFORCEMENT

### Implementation Strategies

#### Traffic Enforcement

**1.4.1: Targeted Patrol for Bicyclists, Pedestrians and Motorists.** Continue to fund targeted patrol assignments that pay particular attention to bicyclist and motorist vehicle code violations that most commonly cause injuries or deaths, including, but not limited to:

- running stop signs and stop lights
- riding in the wrong direction on a street
- riding under the influence of alcohol
- riding at night without proper lighting and reflectors,
- riding without a helmet (for children under 18). (Revised BMP 1.1.7)
- speeding
- unsafe turning
- improper signaling
- opening the driver side door into traffic
- parking/unloading in bicycle lanes

#### Law Department Officer Training

**1.4.2: SBPD Training.** Work with the Santa Barbara Police Department to provide training programs for effective traffic law enforcement practices that support safe conditions for people bicycling.

**1.4.3: Targeted Enforcement.** Seek outside grants to enhance patrol and traffic law enforcement. (Expanded BMP 1.1.14)

**1.4.4: Bicycle Police.** Increase the number of police on motorcycles and bicycles. (BMP 1.1.20)

**1.4.5: Additional Enforcement.** Develop more resources to enforce laws that prohibit cars and trucks from parking and unloading in bike lanes and along red curbs. (BMP 2.3.6)



#### COLLABORATION & COORDINATION

The strategies included here are collaborative in nature, affording the City opportunities to partner with a wide variety of Santa Barbara area organizations and agencies to provide education about proper bicyclist and motorist behavior. The City can support and encourage the growth of existing third-party safety awareness programs, and it can help coordinate these efforts in order to provide a streamlined and comprehensive approach to road safety education.



4

**GOAL 2:**

**CLOSING GAPS  
IN THE BICYCLE  
NETWORK**

## GOAL 2: CLOSING THE GAPS IN THE BICYCLE NETWORK

**Make bicycling an accessible and convenient mode of transportation by developing a continuous network of safe bikeways that connect communities and destinations.**

- **Goal:** A broad statement of purpose that supports community-developed priorities. Each goal provides an organizational structure for polices and implementation strategies.
- **Measurement of Success:** A quantifiable measure that can be used to evaluate the achievement of a goal.
- **Policy:** A specific principle that guides implementation of the Bicycle Master Plan.
- **Implementation Strategy:** An action or set of actions that can be considered for implementation.

Throughout the outreach process, closing the gaps in the network was a key priority for the community. In response, existing gaps in the bicycle network were analyzed and mapped, influencing many of bicycle facilities recommended in this chapter.

Closing gaps in the network may refer to either closing physical gaps in the bicycle infrastructure, or enhancing existing facilities to better connect and increase utilization of existing routes. The recommended bicycle network can be found on Figure 4.1. Specific information regarding each facility recommended here is also detailed in Chapter 7: 20 Bicycle Projects.

### Goal 2: Key Measurements of Success

- 1 Increase mileage of bikeways by 35 miles by 2030 (as was done in the 1998 BMP).
- 2 Successfully secure grant funds by 2020 to implement all Phase 1 projects.



# POLICY 2.1

## NETWORK EXPANSION AND GAP CLOSURES

**IMPLEMENTATION STRATEGY CATEGORIES**

**The 5 E's**

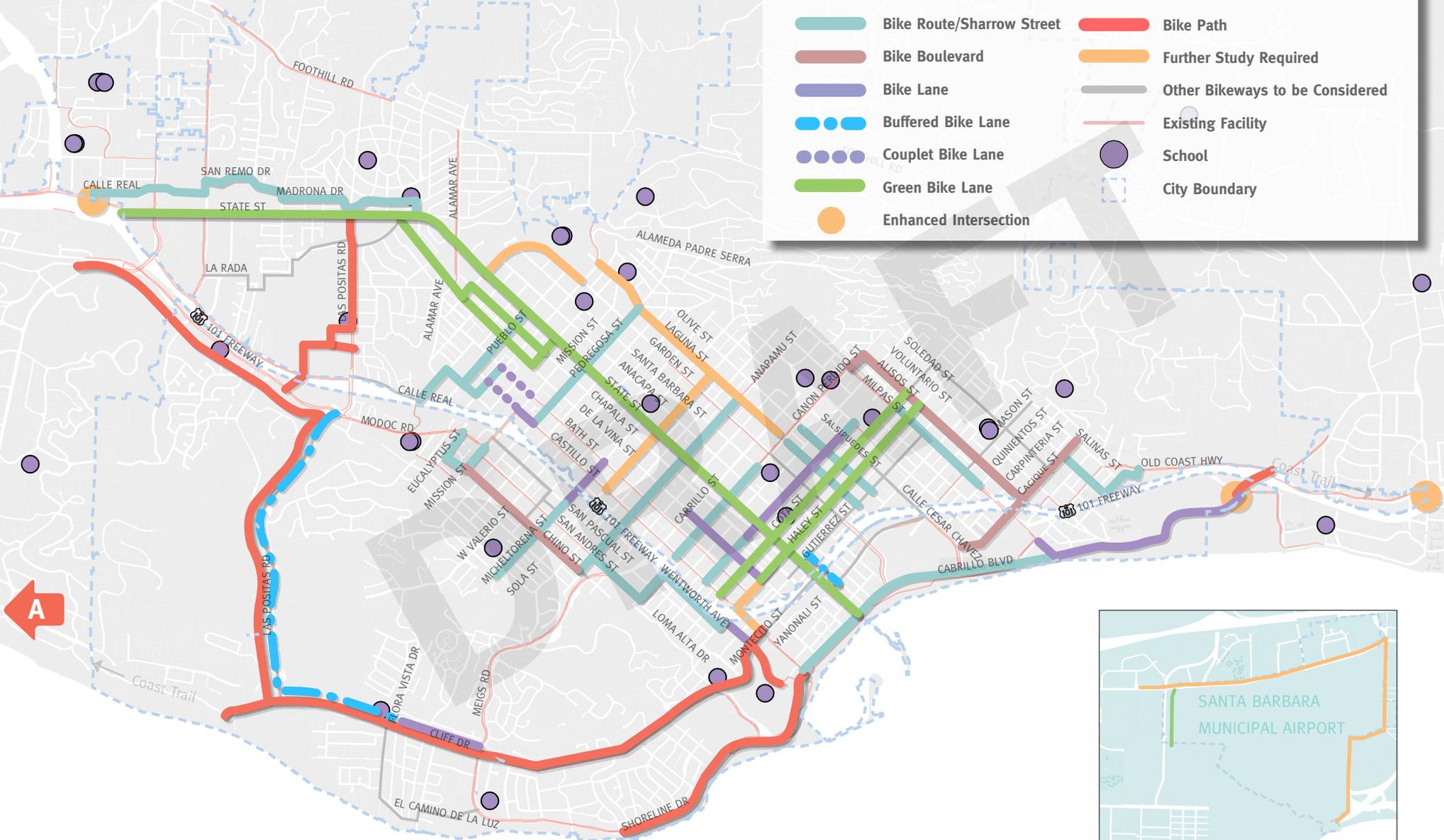
-  **Engineering**
-  **Education**
-  **Encouragement**
-  **Enforcement**
-  **Evaluation**
-  **Funding**

Through implementation of the Bicycle Master Plan, the City shall expand the bikeway network and close gaps in the existing system. (Expanded BMP 2.1)

### Implementation Strategies

-  **2.1.1: Network Expansion.** Implement network facility improvements presented in this Plan, beginning with those presented as high-priority and attainable. (See Figure 2.1 for the full proposed Bicycle Network Plan)
-  **2.1.2: Facilities Near Points of Interest.** Provide bike lanes to serve major areas of attraction, such as shopping centers, public buildings, parks, places of employment, schools, the Waterfront, and the airport. (Expanded BMP 2.1.5; CE1997 4.2.1)
-  **2.1.3: Coastal Trail and Access.** Work with local and state agencies to enhance the California Coastal Trail and coastal access facilities (SBCAG ATP 2015)
-  **2.1.4: Regional Network Collaboration.** Improve coordination between the City, County, other South Coast Cities, SBCAG, and other relevant entities to work toward an integrated regional bikeway network such as Calle Real and Coast Village Road. (Consolidated BMP 2.1.7; CE 2011 C2)
-  **2.1.5: City Department Coordination.** Establish defined roles and responsibilities for relevant City departments in the implementation of the BMP, including the planning, funding, construction, and maintenance of bicycle facilities.
-  **2.1.6: Coordination with Schools.** Work cooperatively with schools and school districts to identify needs related to connecting with surrounding neighborhoods via active transportation modes. (2015 ATP Policy 2.1)
-  **2.1.7: Community Input.** Create a community process for expanding the bikeway network that encourages input into the scheduling of the on-street projects and flexibility with respect to the timing of the implementation. (BMP 2.1.1)

# FIGURE 2.1: PROPOSED BICYCLE NETWORK



### Facility Types

|  |                           |  |                                 |
|--|---------------------------|--|---------------------------------|
|  | Bike Route/Sharrow Street |  | Bike Path                       |
|  | Bike Boulevard            |  | Further Study Required          |
|  | Bike Lane                 |  | Other Bikeways to be Considered |
|  | Buffered Bike Lane        |  | Existing Facility               |
|  | Couplet Bike Lane         |  | School                          |
|  | Green Bike Lane           |  | City Boundary                   |
|  | Enhanced Intersection     |  |                                 |

**A**

Note: More information regarding each facility shown here is available in chapter 7: recommended bicycle facilities



**A**

## POLICY 2.2 FUNDING

The City shall seek and allocate adequate funding to enhance the bicycle network.

### Implementation Strategies

 **2.2.1: General Fund Transportation Allocation.** Create new funding sources for multi-modal safety improvements, education, and infrastructure.

 **2.2.2: Capital Improvement Program.** Ensure that BMP and future projects are components of the CIP.

  **2.2.3: Development Review.** Require bicycle travel and parking facilities during the review of new development, reconstruction or construction projects. Bicycle facilities can be achieved through:

- Purchase, dedication, and other means of property acquisition;
- Conditions of approval;
- Enforcement of the Santa Barbara Municipal Code, Parking Section. (BMP 2.1.9 and CE 1997 4.2.3)
- Bicycle parking development standards update

 **2.2.4: Grant Funding.** Seek bicycle project funding through local, (e.g. Measure A) state (e.g. Active Transportation Program), and federal grant programs. (Rephrased BMP 2.1.12)

 **2.2.5: Mobility Coordinator.** Ensure continued funding for the Mobility Coordinator Position (CE1997 4.3)

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GOAL 3:

**COMPLETE STREETS  
& MULTI-MODAL  
ACCESS**



# GOAL 3: COMPLETE STREETS & MULTI-MODAL ACCESS

**Create a more integrated multi-modal transportation system to connect people, places, goods, and services. Make bicycling in Santa Barbara an attractive and convenient choice, through inter-modal connectivity and support facilities that encourage bicycling. (Expanded CE 2011 Intro Goal)**

- **Goal:** A broad statement of purpose that supports community-developed priorities. Each goal provides an organizational structure for polices and implementation strategies.
- **Measurement of Success:** A quantifiable measure that can be used to evaluate the achievement of a goal.
- **Policy:** A specific principle that guides implementation of the Bicycle Master Plan.
- **Implementation Strategy:** An action or set of actions that can be considered for implementation.

Including more comprehensive solutions for all modes can be instrumental in preserving the transportation system carrying capacity. Integrating the bicycle facilities (parking, bikeshare, etc.) with existing and proposed bicycle networks, commercial corridors, existing transit stations, and other points of interest provide support for travelers upon arrival to their destinations.

Complete streets are streets that are made accessible for people of all ages and abilities. When considering multi-modal access, complete streets ensure equitable access for people riding a bicycle, motorcycle, driving a car, walking, or taking transit.

## Goal 3: Key Measurements of Success

- 1 Increase bike commute mode share to 10% by 2020, 15% by 2030
- 2 Achieve League of American Bicyclist Gold Status by 2020
- 3 Reduce predicted future congestion levels.
- 4 Promote availability of parking downtown by increasing the number of people traveling by bike to downtown for work/commercial/social trips (reducing downtown auto parking demand by 1,000 spaces by 2020).



## POLICY 3.1 CONNECTIONS



**The City shall work with transit providers to enhance bicycle-transit integration. (BMP 3.4; CE2011 1.3; CE1997 4.2.4)**

### Implementation Strategies

-  **3.1.1: Inter-modal Connections.** Improve inter-modal connections for public transit, car pools, car-share or bikeshare programs, bicycle, and pedestrian routes. Provide inter-modal connectivity at transit accessible centers, such as the train and bus depots, to support sustainable commute options such as feeder shuttles, bicycle storage facilities, bike-sharing, and car-sharing. (CE2011 1.3)
-  **3.1.2: Bicycle Transport.** Ensure that transit vehicles continue to provide racks for the transport of bicycles and increase capacity as demand increases and rack design improves. (Revised BMP 3.4.7 and CE1997 4.2.4)
-  **3.1.3: Bicycle Parking at Transit Facilities.** Provide safe, secure, short-term bicycle parking and bike lockers at all transit facilities, bus stops, park and ride lots, passenger rail stations, and the Santa Barbara Airport. Continue to add enhanced parking facilities such as outdoor bike shelters and secure indoor parking facilities, especially at high-volume transit facilities (e.g., Santa Barbara Amtrak Station). (Expanded BMP 3.4.8; CE1997 4.2.6)

## POLICY 3.2

## BICYCLE END-OF-TRIP FACILITIES IN PUBLIC PLACES

**The City shall increase the number of secure, convenient, and accessible bicycle parking on public property. (BMP 3.2)**

### Implementation Strategies

-  **3.2.1: Design.** Continue to refine design guidelines for on-street and off-street short- and long-term parking facilities. Upgrade bike racks with one point of securement to racks with two points of securement. (E.g. U-racks in place of current SB-style hitching posts)
-  **3.2.2: Rack Replacement.** Replace substandard racks with high-quality bicycle racks at public buildings, popular destinations, and City parks. (BMP 3.2.2)
-  **3.2.3: Location.** Locate bicycle racks so that they are visible and easily accessed. (Rephrased BMP, 3.2.3)
- 3.2.4: In-Street Bicycle Parking (Bike Corrals).** Develop a formalized City process for businesses or neighborhood groups to request and assist in the funding and installation of a bike corral.

-  **3.2.5: Schools and Institutions.** Work with local public and private schools and institutions to ensure the provision of high-volume, safe and secure bicycle parking. Encourage the development of enhanced facilities such as bike shelters and indoor parking.
-  **3.2.6: Bicycle Parking at Events.** The City should continue to work with local nonprofits to provide bicycle parking services, such as monitored parking, at public events.
-  **3.2.7: Maintenance.** Develop a procedure to inspect and maintenance of bicycle parking in order to keep parking facilities in good condition and well maintained (Consolidated BMP 3.2.1 and 2.4.1)
-  **3.2.8: Monitoring.** Monitor the use of bicycle parking facilities in order to measure the effectiveness of their location and design, and to help gauge where additional bicycle parking facilities are needed. (Revised BMP 3.2.7)
-  **3.2.9: Additional Amenities.** Ensure increased use of full service bike stations, which provide maintenance services, secure bicycle parking, storage lockers, restrooms, showers and changing rooms.

**Bicycle parking and other end-of-trip facilities shall be required in private development, construction, or reconstruction projects, as appropriate. (BMP combined and expanded Policies 3.1 and 3.3)**

### Implementation Strategies

-  **3.3.1: Bicycle Parking.** Enhance regulations and continue to encourage businesses, employers, residential property owners and others to provide safe and secure short- and long-term bicycle parking such as racks or bike lockers in front of businesses (off of the sidewalk) or replacing one or two parking spaces with grouped bicycle parking. Rack design should adhere to the City of Santa Barbara Standards for Bicycle Parking Design.
-  **3.3.2: Minimum Parking Requirements.** Update and improve minimum bicycle parking requirements as defined in the Santa Barbara Municipal Code, and consider further expansion as demand increases.
-  **3.3.3: Local Business.** Involve local business and Traffic Solutions in development of bicycle programs such as “guaranteed rides home” in case of emergency and provision of changing, showering, and storage areas for bicycle commuters, as appropriate. (BMP 3.3.1)

Existing Santa Barbara Bicycle Corrals



## POLICY 3.3

### BICYCLE PARKING ON PRIVATE PROPERTY

## POLICY 3.4 PROMOTION & OUTREACH

The City shall promote Santa Barbara as a world-class bicycling destination and a Bicycle-Friendly community, and utilize tools such as publically accessible bike share to achieve this policy.

### Implementation Strategies

#### *Encouragement and Promotion Programs*

-  **3.4.1: Public Outreach Campaign.** Coordinate with Santa Barbara Metropolitan Transit District (MTD), SBCAG, other agencies, organizations, community groups, schools, and other stakeholders to develop an ongoing multi-lingual outreach program that promotes bicycling as a convenient, healthy, attractive transportation choice.
-  **3.4.2: Transportation Demand Management Programs.** Work with local and regional transportation demand management services, such as Traffic Solutions, to actively promote the advantages and cost savings of bicycling. (BMP 1.3.1)
-  **3.4.3: Encouragement Programs in Schools and Educational Institutions.** Integrate with safety programs. (See Goal 1)
-  **3.4.4: Provide Practical Information.** Support Traffic Solutions on bilingual efforts to provide information and/or maps with bicycle routes, location of parking and other end-of-trip facilities, taking bicycles on public transit. Revise City-wide bicycle maps every five years.
-  **3.4.5: Commuter Services.** Continue to be a leader in employee commute services and trip planning tools.
-  **3.4.6: Coordination.** Encouragement campaigns should be coordinated with safety programs and campaigns, when applicable.

#### *Bike Sharing*

-  **3.4.7: Public Bike Share Program.** In partnership with the private sector, pursue the development of a citywide bike share program that serves key destinations
-  **3.4.8: Private Sector Employee Bike Share Program.** Support Traffic Solutions efforts to encourage employers to provide shared bicycles to employees for local errands and deliveries.
-  **3.4.9: Bike Sharing for City Employees.** Continue to provide communal bicycles for City employees at City office locations, such as City Hall and the Community Development / Public Works Building. (CE1997 4.3.10)
-  **3.4.10: Bicycle Couriers.** Encourage local businesses to use bicycle couriers for deliveries. (CE 1997 4.5.3)





Images: CycleMAYnia/Flickr

## POLICY 3.5 EQUITABLE ACCESS

### Events

- 
**3.4.11: Citywide Bicycle Events.** Continue to support and encourage collaborative efforts such as CycleMAYnia bike month, which is supported by collaboration between organizations, agencies, businesses, and community members.
- 
**3.4.12: Open Street Events.** Continue to support “SB Open Streets ¡Calles Vivas!” and support the expansion of the program to occur more frequently throughout the year.
- 
**3.4.13: Privately-led Bicycle Events.** Work with bicycle groups and non-profit organizations to ensure ongoing promotion of local events such as “fun rides”, family events, and bicycle races.

### Promote a Bicycle-Friendly Santa Barbara

- 
**3.4.14: Bicycle Friendly Image.** Work with the Convention and Visitor’s Bureau, the Chamber of Commerce, and the Santa Barbara Downtown Organization to promote a bicycle friendly image of the City to residents and tourists. (BMP 1.2.7 and CE 1997 4.5.1)
- 
**3.4.15: Bicycle Friendly Community.** Maintain the City’s award status in the national Bicycle Friendly Community program, and, as bicycle enhancements continue throughout the City, seek to improve upon the current silver-level designation to Platinum level by 2030.
- 
**3.4.16: Promotional Signage.** Install signage at the City’s gateways and regional bike routes and in strategic locations throughout the City announcing Santa Barbara as a bike-friendly city that supports and promotes bicycle use. (Revised BMP 1.2.9)

**The City shall ensure equitable access to the bikeway network for all Santa Barbara residents, and facilitate strategies supporting bicycling as an attractive, convenient transportation choice for all demographic groups.**

### Implementation Strategies

- 
**3.5.1: Multi-Lingual.** Public engagement and outreach programs should be multi-lingual, paying particular attention to communities with higher rates of English as a second language.
- 
**3.5.2: Equal Access and Maintenance.** The planning, operation, and maintenance of bicycle facilities should ensure that all demographic groups, in particular disadvantaged and low-income groups, have equal access to transportation facilities and services. (Based on ATP SBCAG 2015)

The City shall enhance the bikeway network through the continued integration and expansion of its established bicycle wayfinding system. (Expanded BMP 2.3.4)

## POLICY 3.6 WAYFINDING

### Implementation Strategies

-  **3.6.1: Wayfinding Signage (General).** Continue to integrate, expand, and maintain a comprehensive and coordinated signage program to provide bicyclists with route guidance and directions to destinations – especially in conjunction with tourism and cross-town linkages. Consider including distance and/or travel times to destinations.
-  **3.6.2: Wayfinding Signage (In Pavement):** Incorporate the wayfinding into pavement markings (e.g. green lanes, greenback sharrows, arrows for left turns). (Expanded CE1997 4.2.5)

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GOAL 4:

**SANTA  
BARBARA STYLE  
INFRASTRUCTURE**

## GOAL 4: SANTA BARBARA STYLE INFRASTRUCTURE

**Make Santa Barbara a model for innovative roadway and bikeway design that is both leading-edge and responsive to the local community.**

- **Goal:** A broad statement of purpose that supports community-developed priorities. Each goal provides an organizational structure for polices and implementation strategies.
- **Measurement of Success:** A quantifiable measure that can be used to evaluate the achievement of a goal.
- **Policy:** A specific principle that guides implementation of the Bicycle Master Plan.
- **Implementation Strategy:** An action or set of actions that can be considered for implementation.

Santa Barbara residents are more likely to choose bicycling for travel if they feel safer and more comfortable bicycling on City streets. In addition to the convenience of a safe, complete bicycle network (Chapter 4) and streets that are designed using Complete Streets principles (Chapter 5), decisions to ride or not to ride are heavily influenced by what is “on the ground”, namely bicycle facilities and street infrastructure. A safe bicycle network is composed of high-quality bicycle and roadway infrastructure that emphasizes the safety and comfort of *all* users of the street, including cyclists. The infrastructural components of the bicycle network (e.g., bike lanes, intersection enhancements, and traffic-calming treatments), as well as proper maintenance of bicycle facilities, are integral to achieving this goal.

Santa Barbara has a unique feel and “flavor”, and that uniqueness can be integrated into the physical components of bikeway infrastructure, including elements such as pavement materials, pavement markings, street signage, and wayfinding signage.

### Goal 4: Key Measurements of Success

- 1 Construct up to five Santa Barbara BMP Bicycle Improvements by 2020.



# POLICY 4.1

## DESIGNING BICYCLE FACILITIES



The City shall utilize leading-edge practices in Bikeway Facility Design, while also considering context-sensitive design appropriate for Santa Barbara.

### Implementation Strategies

-  **4.1.1: Complete Streets.** Incorporate Complete Streets design principles into all street improvement projects.
-  **4.1.2: Roadway Projects.** Continue to ensure that the City addresses the operational and safety needs of bicyclists in all road construction, repair and reconfiguration projects (e.g., repaving, lane configuration, turning movements, removing peak-hour curbside parking, and signal timing).
-  **4.1.3: Facility Design.** Design all bicycle facilities to meet or exceed the latest federal, state and local guidelines, and utilize existing resources such as the NACTO Bikeway Design Guide, AASHTO Guide for the Development of Bicycle Facilities, and the FHWA Separated Bike Lane Planning and Design Guide.
-  **4.1.4: “Best Practices” and Innovation.** Incorporate the latest “best practices” that are both leading-edge and appropriate for bicycle facility design, when and where they are relevant contextually and operationally. Current best practices for bicycle facilities (see illustrations on pages 56-60) include:
  - a] Buffered bicycle lanes
  - b] Colored bicycle lanes
  - c] Cycle tracks
  - d] Green-backed bicycle shared lane markings (sharrows)
  - e] Green cat-track conflict zone markings at and approaching intersections, and where bicycle lanes pass mid-block driveways or alley entrances
  - f] Turning enhancements such as bicycle boxes and two-stage turn queue boxes
  - g] Median refuge islands and diverters
  - h] Multi-use off-street esplanades and trails
  - i] Bicycle Boulevards and Neighborhood Greenways
  - j] Bicycle signals and signal detection
-  **4.1.5: Interim Treatments.** Consider less-costly interim treatments (such as painted buffers or plastic delineators to provide vertical bicycle lane buffers) as a step before permanent installation, and for use in pilot/temporary projects

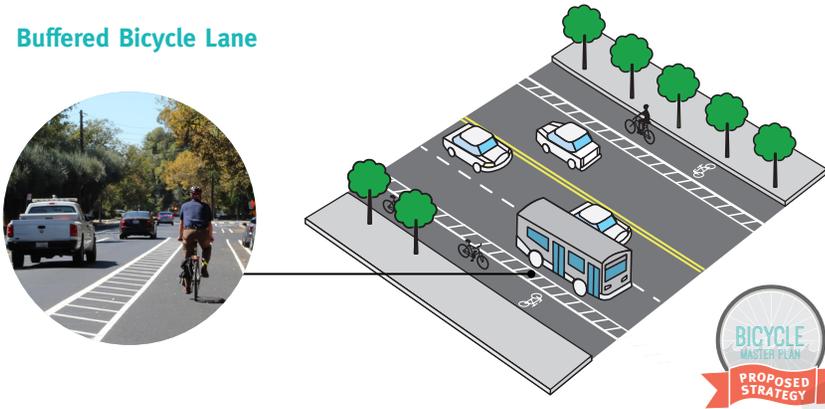
 **4.1.6: Signalization.** Enhance bicycle detection (e.g. camera detection) at all actuated traffic signals along the bicycle network. Where loop detectors are used, install pavement markings to show bicyclists where to stop to ensure detection. Continue to improve the sensitivity of signals to bicyclists. (Expanded BMP 2.3.8; CE1997 4.2.8)

 **4.1.7: Intersection Control.** Promote the installation of leading-edge intersection controls that do not require a complete stop for bicyclists, allowing them to maintain momentum through the intersection. Intersection control types include roundabouts, mini traffic circles, and enhanced signalization prioritized for bicyclists (e.g., synchronization, phasing and timing).

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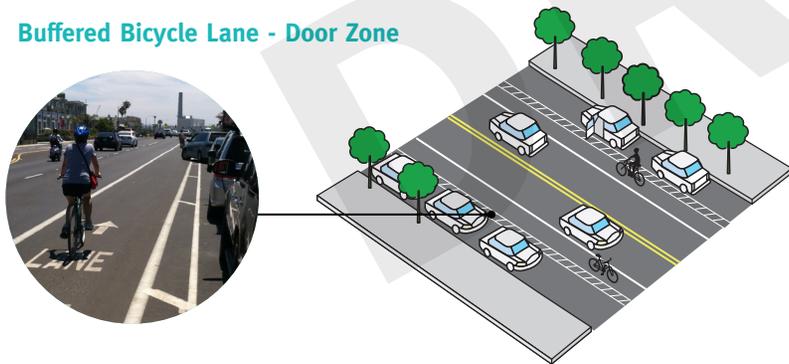
## 4.1.5: Best Practices Defined: Bicycle Lanes

### Buffered Bicycle Lane



Buffered bicycle lanes are separated from adjacent vehicle travel lanes by a painted buffer. By providing space between the bicyclist and vehicular traffic, they can improve cyclists' comfort and their perception of safety. They are especially valuable on streets where vehicle speeds and/or volumes are high. (E.g: Las Positas Rd)

### Buffered Bicycle Lane - Door Zone

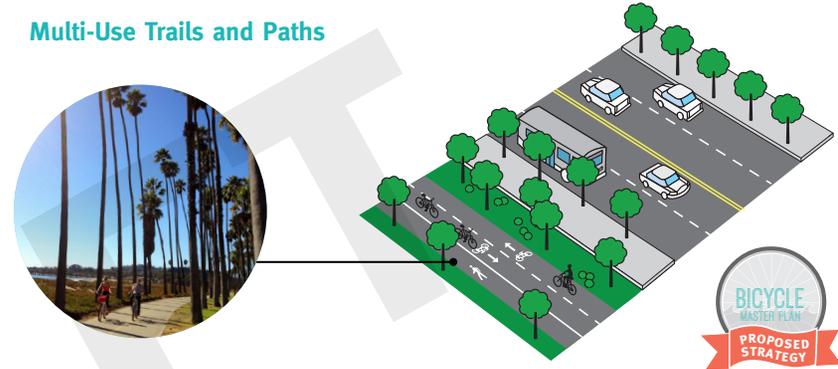


Although not currently a standard or proposed practice in Santa Barbara, a painted buffer between the bicycle pathway and parked vehicles guides cyclists to ride outside of the “door zone”, which is the area roughly 3' away from parked vehicles where an open (or opening) vehicle door can lead to a dangerous collision. Door zone buffers can be used in conjunction with painted buffers on the travel lane side to form a dual-buffered bicycle lane. (E.g: Cliff, Las Positas, Castillo/Bath)



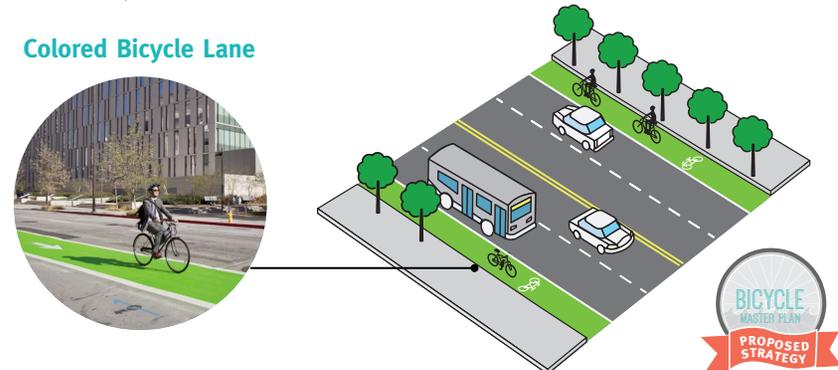
This icon indicates design strategies proposed in one or more of the recommended bicycle projects presented in Chapter 7. Strategies without this icon – although not specifically proposed in this Plan – are examples of other best practices to consider in developing leading-edge facilities in Santa Barbara.

### Multi-Use Trails and Paths



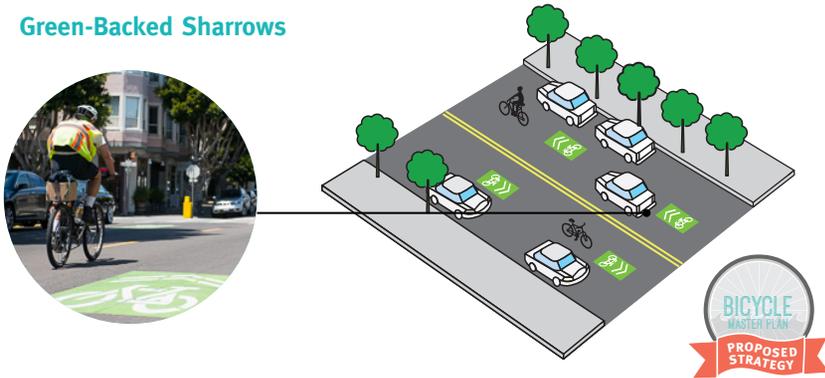
Multi-Use Trails and Paths provide dedicated rights-of-way for non-vehicular uses including bicycling, walking, jogging, skating, etc. They are often integrated into a natural environment, and may be considered in locations where there is sufficient land next to a roadway, especially where on-street bicycle facilities are less desirable. (E.g Beachway extension)

### Colored Bicycle Lane



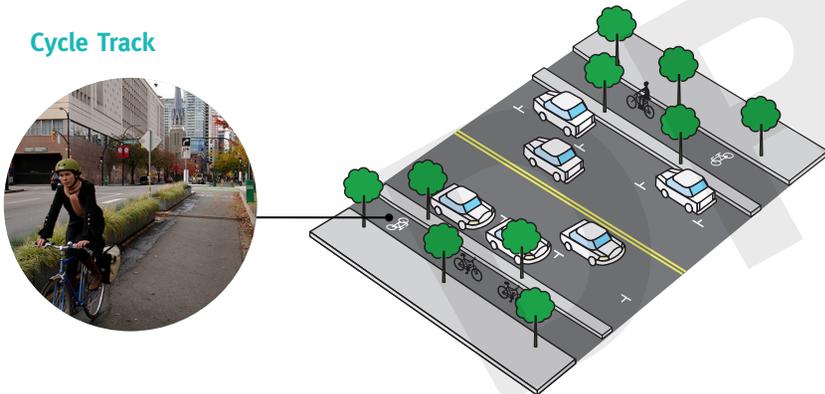
A colored bicycle lane is a conventional bicycle lane that is visually demarcated by painted pavement, colored paving materials, or highlighted conflict striping. Coloration provides motorists with enhanced visual recognition compared to standard bicycle lanes demarcated only by striping, and deter motorists from blocking the bicycle lane. While green is becoming the standard color choice, a color that harmonizes with Santa Barbara's unique style could be selected. (E.g: State Street)

### Green-Backed Sharrows



Green-backed sharrows provide an enhanced visual cue for motorists and bicyclists to “share the road”, supporting the rights of bicyclists to use the travel lane. Green-backed sharrows provide a recommended travel path for bicyclists that is separated from parked cars, limiting instances of “dooring”. The green background provides an enhanced visual compared to standard sharrows with no green backing. All sharrows proposed in this Plan are green-backed. (E.g. Pedregosa , Canon Perdido)

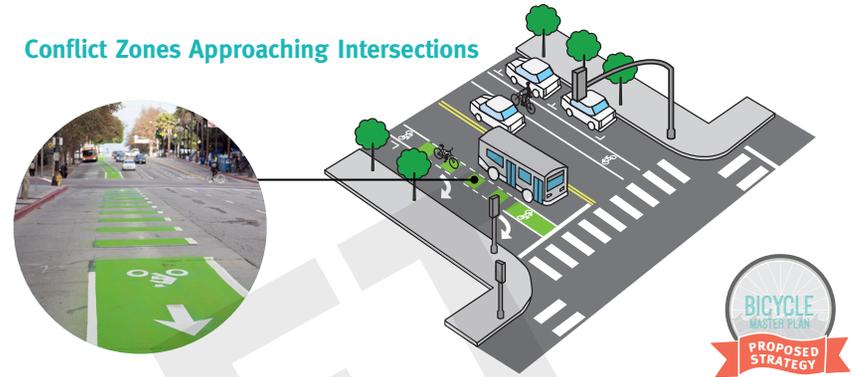
### Cycle Track



A cycle track is a dedicated bicycle facility separated from vehicle lanes by a physical barrier, typically a raised median or bollards. A cycle track can be additionally protected from moving vehicles by a vehicle parking lane. Cycle tracks can be at roadway level, sidewalk level, or somewhere in between, and they may be one-way or two-way, depending on street characteristics and context. They work best on streets with sufficient road width and limited mid-block conflict areas (e.g., alleys, driveways, and commercial loading areas). The design of a physically-separated bicycle facility requires special considerations at intersections, mid-block crossings/driveways, and transit stops. (E.g Long-term improvement on Cliff Drive between Hendry's Beach and Castillo Street)

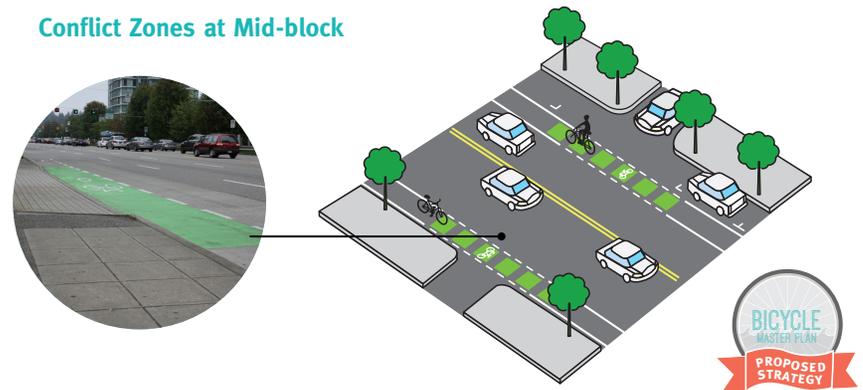
## 4.1.5: Best Practices Defined: Conflict Zone Treatments

### Conflict Zones Approaching Intersections



Approaches to intersections are hot-spots for conflicts between motorists and bicyclists traveling through the “mixing zone”, where vehicles may cross or merge into the bicycle lane in order to make a right turn. Pavement striping, with or without colored paint, signifies an appropriate location for motorists to safely merge across the bicycle path into the right-turn lane. This treatment heightens visibility and awareness between motorists and bicyclists, and designates the continuation of the bicycle path, safely guiding bicyclists through the conflict zone. (E.g. State Street, Haley Street, Cota Street)

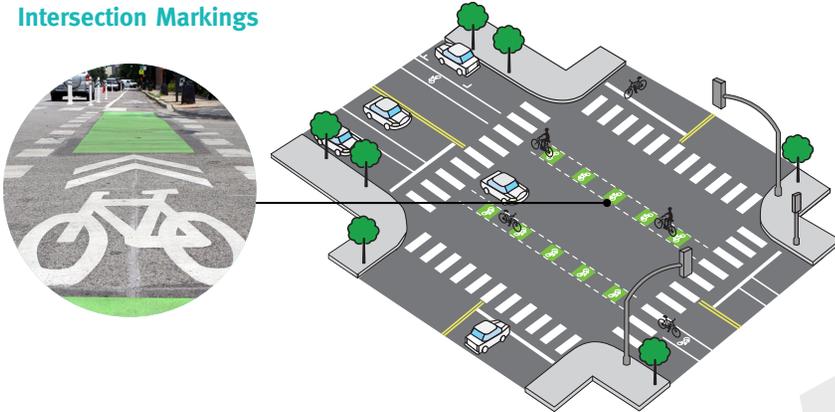
### Conflict Zones at Mid-block



Vehicles entering and exiting mid-block alleyways and driveways create another conflict for people bicycling. Striping and colored pavement can highlight the conflict zone for both motorists and bicyclists, and alert motorists of the presence of bicyclists. (E.g: Lower Street, Cota, and Haley)

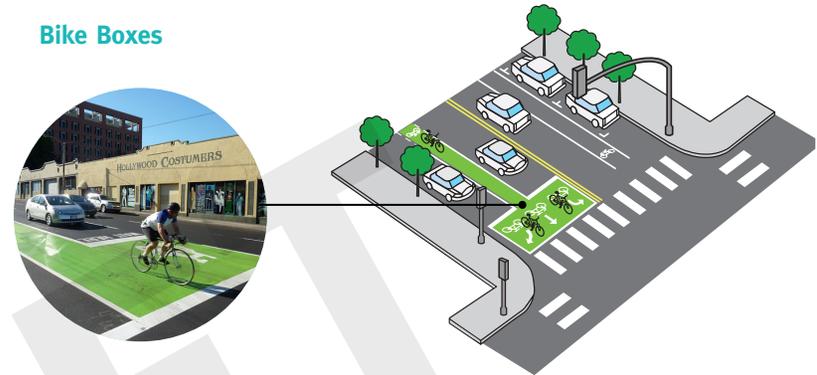
## 4.1.5: Best Practices Defined: Conflict Zone Treatments (Continued)

### Intersection Markings



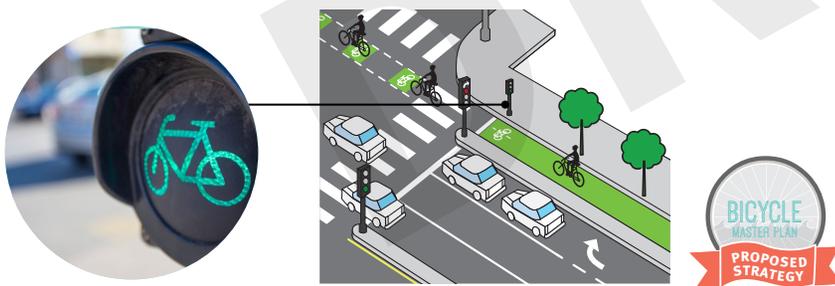
Markings through intersections guide bicyclists to safely and directly pass through intersections. They also provide a visual cue to motorists entering the intersection from either direction of the presence of people bicycling. (E.g. Lower State Street)

### Bike Boxes



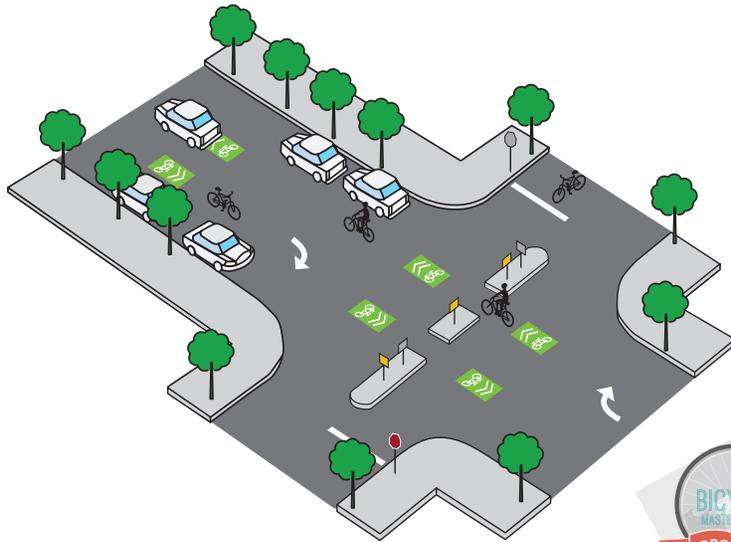
A bike box is a designated space in front of the vehicle stop line that allows a platoon of bicyclists to situate themselves safely in front of vehicular traffic (and out of the merge zone) during a red signal phase. Bicyclists can get a “head start” at the start of the green signal phase. When extending to the center line of the street (as shown above), bike boxes also help facilitate left turns by bicyclists.

### Bicycle Signals & Detection



Bicycle signals direct bicyclists to cross safely. As shown above, they can be an integral part of a cycle track by providing a dedicated bicycle phase, used in conjunction with vehicle traffic signals that restrict right turns. Bicycles are often not detected by existing vehicle detectors embedded in the pavement. As shown above, a bicycle loop detector, marked by pavement markings and signage, can trigger a green light for a bicyclist. (E.g. Former State Route 225)

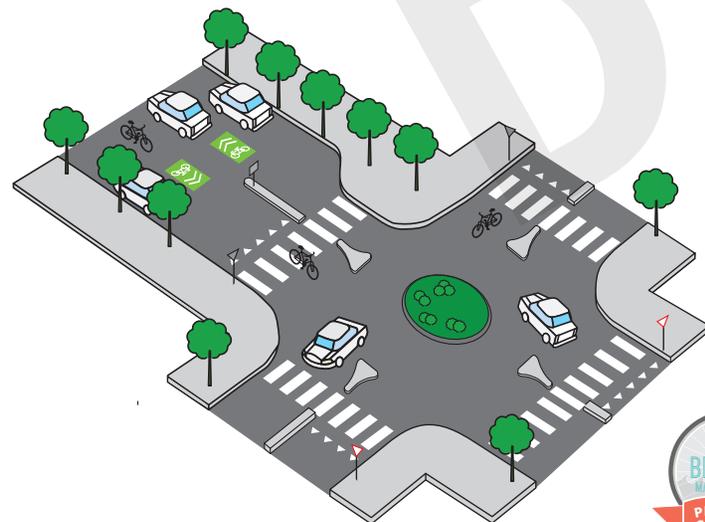
## 4.1.5: Best Practices Defined: Street Design and Configuration



### Bicycle Boulevard



A bicycle boulevard improves safety for all road users and enhances neighborhoods by calming vehicular traffic. A bicycle boulevard gives priority to bicyclists and pedestrians over vehicular traffic by utilizing a variety of measures to discourage through trips by vehicles. Bicycle Boulevards are typically designed on local streets with low existing vehicular traffic speeds and volumes. In the figure to the left, median diverters prevent vehicular through traffic at the intersection, and bicyclists are able to move through the intersection without coming to a stop. (E.g. Alisos, Chino, Cacique)

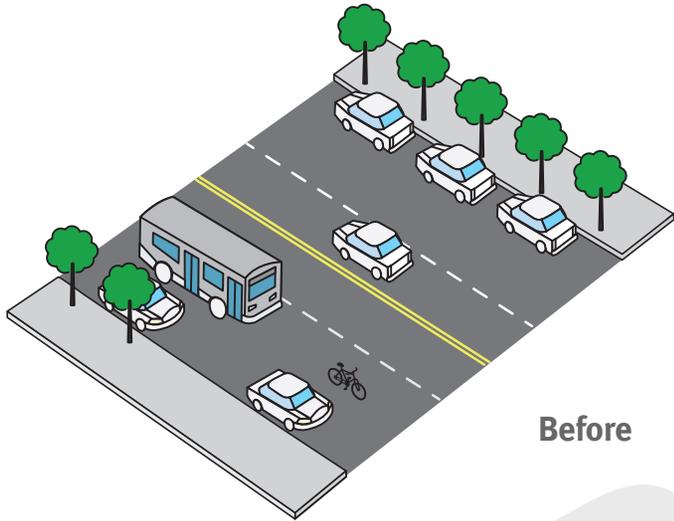


### Bicycle-Friendly Street

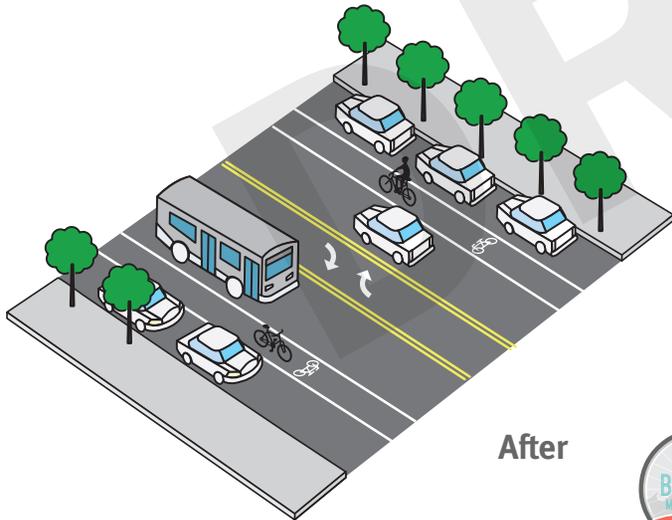


A bicycle-friendly street incorporates a variety of strategies to establish quieter, safer streets. Elements of neighborhood-friendly streets include curb extensions, speed bumps, traffic circles, enhanced crosswalks, and bicycle facilities. (E.g. Sola, Pedregosa)

#### 4.1.5: Best Practices Defined: Street Design and Configuration



Before



After



#### Road Diet



A road diet reconfigures vehicle travel lanes in order to ensure safe driving speeds and to provide room for bicycle and pedestrian infrastructure on low volume streets, while promoting sufficient vehicular flow. A road diet configuration often incorporates a center turn lane, which promotes safer mid-block turning movements and smoother traffic flow; these are significant advantages over regular directional travel lanes which are often blocked by vehicles waiting to turn. (E.g. Cabrillo, Cliff, and De la Vina)

The City shall ensure that bicycle facilities are properly maintained for safety. (Expanded BMP 2.2 and 2015 ATP Plan).

## POLICY 4.2 MAINTAINING BICYCLE FACILITIES



### Implementation Strategies

**4.2.1: Maintenance Standards.** Adopt bicycle-oriented standards and maintenance schedules (when applicable) for:

- Maintaining a smooth roadway surface, including filling potholes and ruts, resurfacing, and repairing pavement joints when needed (giving priority to the right-hand portion of the roadway).
- Sweeping streets with bike lanes regularly.
- Providing anti-skid treatment on pavement markings, green lanes, and exposed metal services.
- Removing weeds from shoulders and bike lanes, and trimming overhanging and encroaching vegetation. (Revised BMP 2.2.1)



**4.2.2: Restriping and Restenciling.** Create a regular schedule for restriping bicycle lanes, restenciling shared-lane markings, and repainting green-backed sharrows and green lanes.



**4.2.3: Maintenance Funding.** Increase funding for bike lane maintenance to encourage use and maximize safety.

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**RECOMMENDED  
BICYCLE PROJECTS**

## RECOMMENDED BICYCLE PROJECTS

This Chapter provides more information regarding the top 28 recommended facilities from the larger bicycle network facilities map (as referred to in Chapter 4). Each bicycle facility that has been detailed in this chapter was a direct outcome of the community outreach process and high-level screening with the Santa Barbara City Traffic Engineer and transportation planners. The facilities contained in this chapter have also been prioritized, based on a level-of-service impact study, cost-benefit analysis, and qualitative analysis. A matrix summarizing each of the bicycle facilities are included, detailing a project description, location of the recommended facility, mileage, timing, and a high-

level cost estimate. Additional projects with detailed narratives also provide more information for the top-recommended bicycle facilities. Each cut sheet that follows focuses on a single facility. A brief description of the recommended bicycle facility is included, along with a description of how the project relates to established community-driven goals, and a detailed explanation of the benefits and future considerations to engineer the proposed facility.



## Recommended Bicycle Facilities

| RANK | PROJECT                            | PROJECT DESCRIPTION   | LOCATION  | LENGTH  |
|------|------------------------------------|---|---|---------|
| 1    | State Street                       | Add pavement coloring (green lanes) to existing bike lanes on State Street.   | State (Stearns Wharf-Mission)   | 1.94 mi |
| 2    | Cota Street / Haley Street         | Add pavement coloring (green lanes) bike lanes on existing lanes and convert Cota facility with colored pavement bike lanes                   | Cota (Alisos-Castillo)<br>Haley (Alisos-De La Vina)   | 2.59 mi |
| 3    | Canon Perdido Sharrows             | Add green-backed sharrows along route   | Canon Perdido (Santa Barbara-Castillo)  | .60 mi  |
| 4    | Cliff Drive Class II Gap Closure   | Bike lanes between Flora Vista Dr and Meigs Rd  | Cliff (Flora Vista-Meigs)   | .47 mi  |
| 5    | Cacique Bike Boulevard             | Extend Cacique bike boulevard from Calle Cesar Chavez to Quarantina   | Cacique (Quarantina-Salinas)<br>Cacique (Quarantina-Calle Cesar Chavez)   | .82 mi  |
| 6    | Alisos Bike Boulevard              | Create a bicycle boulevard along Alisos St  | Alisos (Cacique-Canon Perdido)<br>Canon Perdido (Milpas-Alisos)   | 1.17 mi |
| 7    | Cabrillo/De La Vina Road Diets     | Cabrillo: Green-backed sharrows, bike lane, and bike path (see map) De La Vina one-way southbound bike lane                                   | Cabrillo (Castillo-Milpas)<br>Milpas (Cabrillo-Calle Puerto Vallarta)<br>Cabrillo (Los Patos-Crosstown)<br>Cabrillo (Milpas-Los Patos)<br>De La Vina (Carrillo-Haley) | 2.4 mi  |
| 8    | Micheltorena Street                | Addition of green-backed sharrows between Clearview and San Pascual, and addition of colored pavement treatment along existing bike lanes.    | Micheltorena (Clearview-Bath)   | .78 mi  |
| 9    | Ortega Bike Lanes                  | Addition of a mix of green-backed sharrows and bike lanes. See map.   | Ortega (Castillo-Quarantina)  | 1.07 mi |
| 10   | Chino Bike Boulevard               | Create a bicycle boulevard along Chino St   | Chino (Mission-Anapamu)   | .77 mi  |
| 11   | Las Positas Class I Multi-Use Path | Create bike path along the Arroyo Burro Creek alignment   | Las Positas Rd (Cliff-Modoc)<br>Modoc (Las Positas-Obern Tr)  | 3.67 mi |
| 12   | Anapamu Street                     | Add green-backed sharrows along route   | Anapamu (Laguna-Chino)  | 1.17 mi |
| 13   | Pedregosa/Castillo Street          | Add a contraflow bike lane (northbound only) between Pedregosa St and Mission St. Add green-backed sharrows between Castillo St and Laguna St | Pedregosa (Laguna-Castillo)<br>Castillo (Pedregosa-Mission)   | .88 mi  |

## Recommended Bicycle Facilities (Continued)

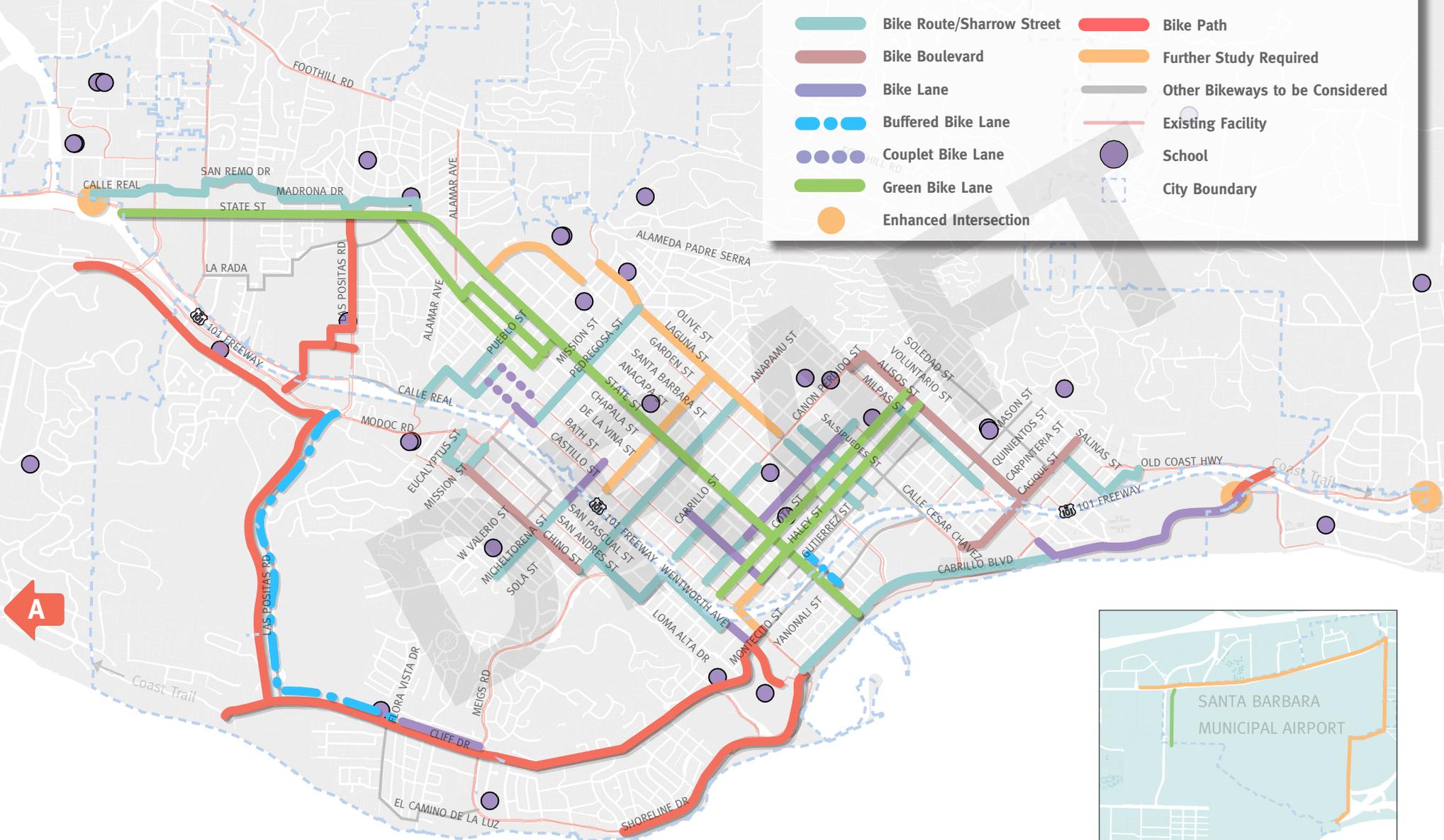
| RANK | PROJECT                           | PROJECT DESCRIPTION  | LOCATION   | LENGTH  |
|------|-----------------------------------|--|--|---------|
| 14   | Foothill Route                    | Add green-backed sharrows along the Foothill route   | Meandering route (Calle Real-Calle Laureles)   | 1.99    |
| 15   | Shoreline Drive                   | Add bike path along Shoreline Dr beginning on the west end of Leadbetter Beach parking lot to Castillo St          | Shoreline (Leadbetter Beach parking lot -Castillo)   | 1.46    |
| 16   | Bath/Castillo Couplet Extension   | Extension of existing Bath and Castillo couplet system between Pueblo St and Mission St                            | Bath & Castillo (Los Olivos-Mission)<br>Oak Park Lane (Pueblo-Bath)  | .69 mi  |
| 17   | Chapala/De La Vina Green Lanes    | Add green bike lanes on Chapala and De La Vina Street to connect to State Street Green lanes                       | Chapala (Constance-Padre)<br>De La Vina (State-Padre)<br>Padre (De La Vina-Chapala)<br>Constance (De La Vina-Chapala)  |         |
| 18   | Westside Sharrow Connections      | Add green-backed sharrows along route  | San Andres (Carillo-Canon Perdido); Canon Perdido (San Andres-Wentworth); Wentworth (Canon Perdido-Coronel); Coronel (Wentworth-Rancheria) Rancheria (Coronel-Montecito)<br>Pershing Park Path (Rancheria-top of horseshoe in existing path) | 1.27 mi |
| 19   | Laguna Street                     | TBD  | Laguna (Los Olivos-Gutierrez)  |         |
| 20   | San Roque - Modoc Road Connection | Add bike path along Las Positas Rd and adjacent to Adams Elementary School. Add bike bridge across 101 onto Modoc. | Las Positas (Adams School-State)<br>Additional segment is along unnamed streets. See map.  | 1.27 mi |
| 21   | Sola Street                       | Facility TBD   | Facility TBD   | TBD     |
| 22   | Castillo US 101-Haley Crossing    | Enhanced Crossing Treatment at Castillo US 101/Haley Crossing  | Enhancements TBD   | TBD     |
| 23   | Milpas Street                     | Add green-backed sharrows along Milpas St  | Milpas (Cota-Quinientos)   | .50 mi  |
| 24   | Pueblo/Oak Park Lane/Junipero     | Add green-backed sharrows along route  | Pueblo (State-Oak Park)<br>Oak Park (Pueblo-Junipero)<br>Junipero (Oak Park-Calle RL)  | .79 mi  |
| 25   | State/Calle Real 154              | Enhanced Crossing Treatment at State St/Calle Real Crossing  | Enhancements TBD   | TBD     |
| 26   | Cliff Drive Class I/Cycle Track   | Add a Class I bike path along Cliff Dr between Hendry's Beach and Castillo St                                      | Cliff (Hendry's Beach-Castillo)  | 3.00 mi |
| 27   | Eucalyptus/Chino/Mission          | Add green-backed sharrows along route  | Eucalyptus (Chino-Modoc) Chino St (Eucalyptus-Mission)<br>Mission (Chino-Modoc)  | .48 mi  |

## How Does Each Facility Proposed Respond to the Community-Takeaways?

| PROJECT                           | ENHANCE SAFETY FOR ALL ROAD USERS | CLOSE THE GAPS IN THE NETWORK | IMPROVE EXISTING FACILITIES | CREATE STRONG EAST / WEST CONNECTORS | BETTER CONNECTIONS TO SCHOOLS | ENHANCE SAFETY AT INTERSECTIONS | IMPROVE CONNECTIONS ACROSS 101 FREEWAY |
|-----------------------------------|-----------------------------------|-------------------------------|-----------------------------|--------------------------------------|-------------------------------|---------------------------------|--|
| State Street                      | X                                 | X                             | X                           |                                      |                               |                                 |  |
| Cota Street / Haley Street        | X                                 |                               |                             | X                                    | X                             |                                 |  |
| Canon Perdido Sharrows            | X                                 | X                             |                             |                                      | X                             |                                 |  |
| Cliff Drive Class II Gap Closure  | X                                 | X                             |                             | X                                    |                               |                                 |  |
| Cacique Bike Boulevard            | X                                 |                               |                             | X                                    |                               |                                 | X                                      |
| Alisos Bike Boulevard             | X                                 |                               |                             |                                      | X                             | X                               |  |
| Cabrillo/De La Vina Road Diets    | X                                 | X                             | X                           | X                                    |                               |                                 |  |
| Micheltorena Street               | X                                 |                               |                             |                                      |                               |                                 |  |
| Ortega Bike Lanes                 | X                                 |                               |                             | X                                    |                               |                                 |  |
| Chino Bike Boulevard              | X                                 | X                             |                             |                                      |                               | X                               |  |
| Las Positas Class I Multiuse Path | X                                 |                               |                             |                                      |                               |                                 |  |
| Anapamu Street                    | X                                 |                               |                             | X                                    |                               |                                 | X                                      |
| Pedregosa/Castillo Street         | X                                 | X                             |                             | X                                    |                               |                                 |  |
| Foothill Route                    | X                                 |                               |                             |                                      | X                             | X                               |  |
| Shoreline Drive                   | X                                 |                               |                             |                                      | X                             |                                 |  |
| Bath/Castillo Couplet Extension   | X                                 |                               | X                           |                                      |                               |                                 |  |
| Chapala/De La Vina Green Lanes    | X                                 | X                             |                             |                                      |                               |                                 |  |
| Westside Sharrow Connections      | X                                 | X                             |                             |                                      | X                             |                                 |  |
| Laguna Street                     | X                                 | X                             |                             |                                      |                               |                                 |  |
| San Roque - Modoc Connection      | X                                 |                               |                             |                                      |                               |                                 | X                                      |
| Sola Street                       | X                                 |                               |                             | X                                    |                               |                                 |  |
| Castillo US 101 - Haley Crossing  | X                                 |                               |                             |                                      |                               | X                               | X                                      |
| Milpas Street                     | X                                 |                               | X                           |                                      |                               |                                 |  |
| Pueblo/Oak Park Lane/Junipero     | X                                 | X                             |                             | X                                    |                               |                                 | X                                      |
| State/Calle Real/154              | X                                 |                               |                             |                                      |                               | X                               |  |
| Cliff Drive Class I/Cycle Track   | X                                 | X                             | X                           | X                                    | X                             |                                 |  |
| Eucalyptus/Chino/Mission          | X                                 | X                             |                             |                                      |                               | X                               |  |

## Facility Types

- Bike Route/Sharrow Street
- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Couplet Bike Lane
- Green Bike Lane
- Enhanced Intersection
- Bike Path
- Further Study Required
- Other Bikeways to be Considered
- Existing Facility
- School
- City Boundary



**A**



**A**

HIGHLIGHTED FACILITY

# STATE STREET

**Description of Segment**

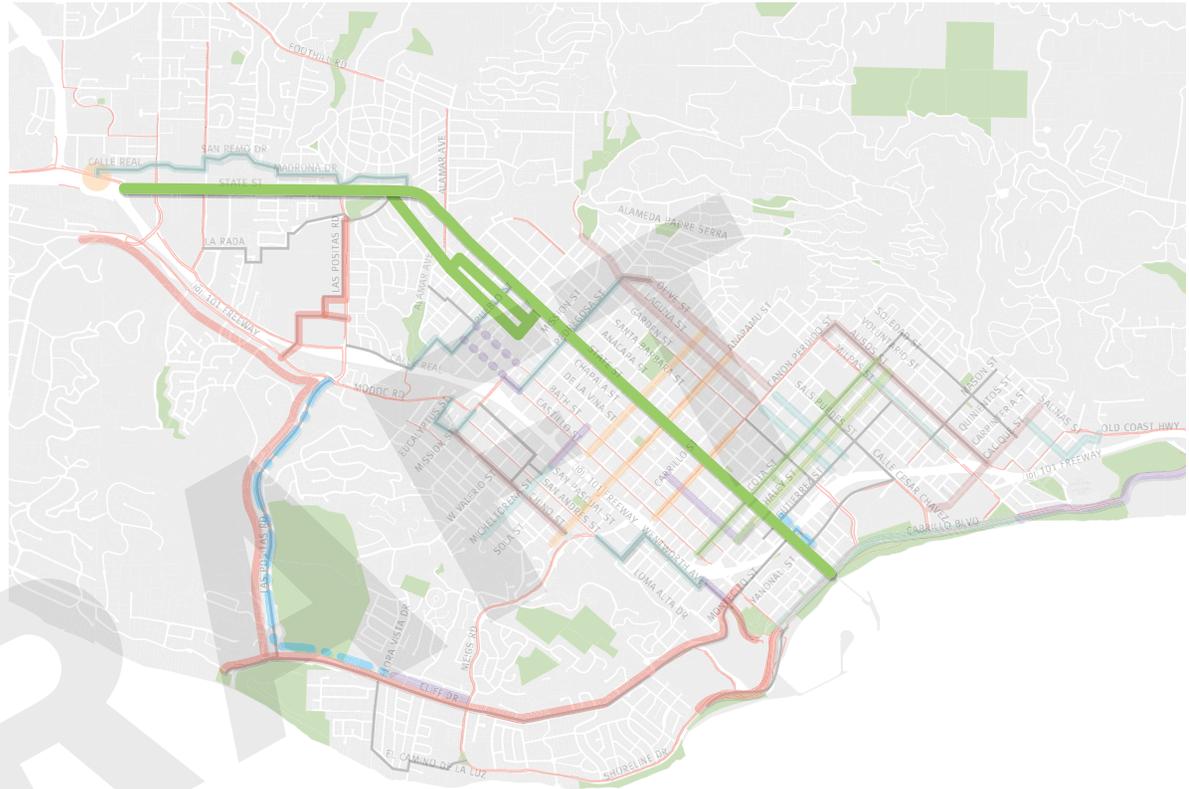
State Street serves as a key connecting north/south spine through Santa Barbara, connecting the Uptown, Downtown, and Mesa neighborhoods. The State Street project involves adding pavement coloring to the existing bicycle facilities along State. In the future, new bike lanes may also be added along State Street between Constance Avenue and Calle Palo Colorado where the bike lane currently ends.

**Benefits of Segment**

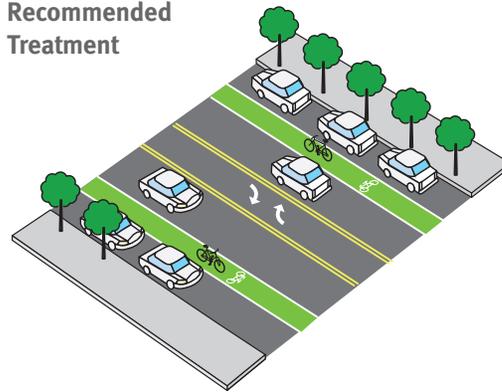
Colored lane pavement add visibility and enhance safety to bike lanes.

**Response to Community**

The project improves existing facilities, an important goal as requested by the community. Given the centrality of State Street, a colored bicycle facility would benefit both locals and tourists alike.



**Recommended Treatment**



| Quick Facts: State Street Green Lanes |  |
|---------------------------------------|--|
| Total Mileage                         | 1.94   |
| Key Connections                       | North/South connection to Uptown, Downtown, and Mesa |
| Cost                                  | \$303,120  |

HIGHLIGHTED FACILITY

# COTA/HALEY STREET

## Description of Segment

The Cota Street project entails converting one parking lane on Cota Street to a westbound bicycle lane, completing a bicycle couplet system with Haley Street. The segment envisioned would span from Castillo Street to Alisos Street. This project would require continued community outreach as it will require removal of parking.

Two improvements are recommended along Haley Street. It is recommended that the existing Haley Street bike lanes are colored to increase visibility of the bicycle facility. Coupled with the recommend Cota Street bicycle facility, both Cota Street and Haley Street will act as a couplet facility, similar to the City’s existing bicycle couplets on Bath Street and Castillo Street.

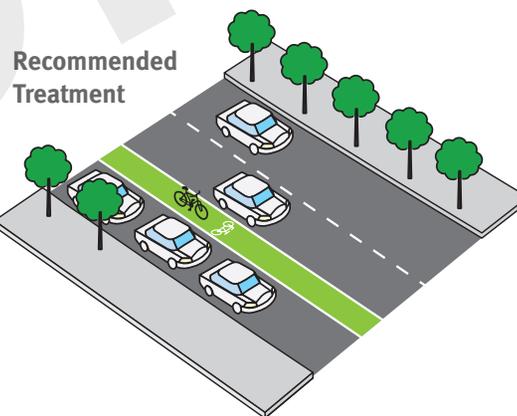
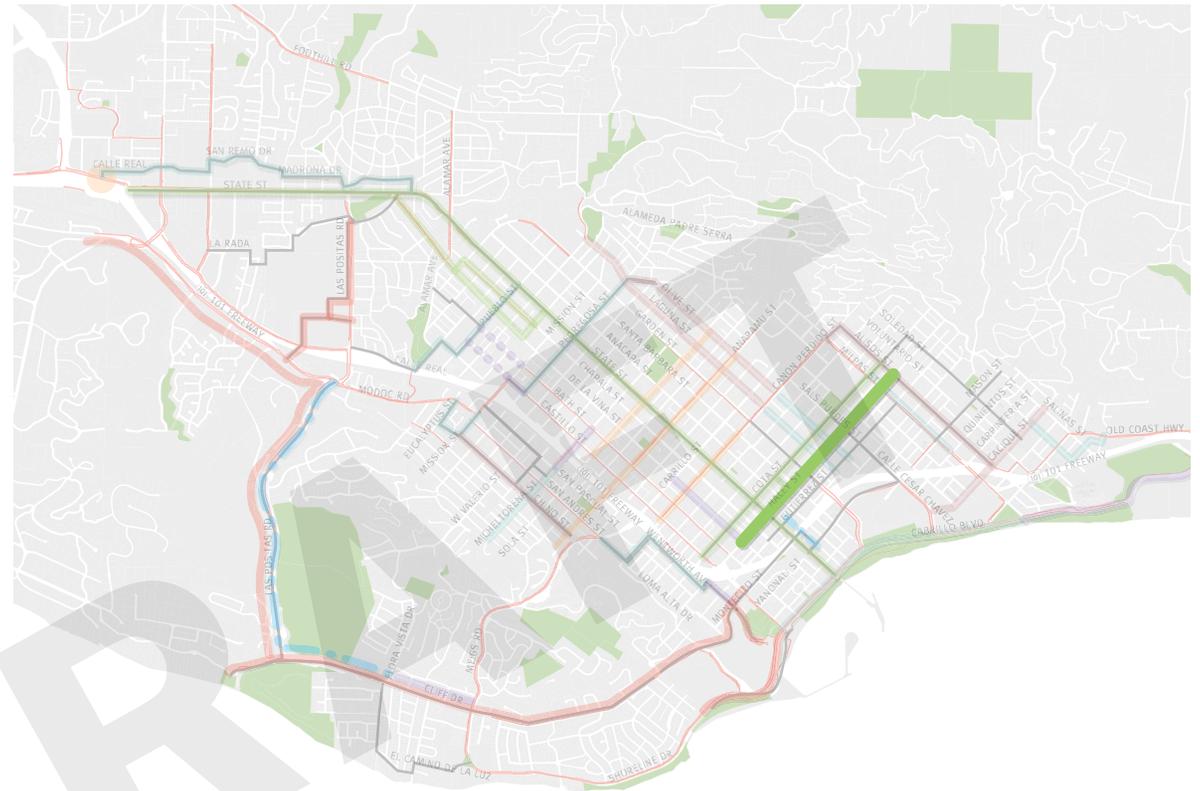
Additionally recommended for Haley Street is an extension of the bicycle facility from Chapala Street to De La Vina Street.

## Benefits of Segment

Currently, the Haley Street bike lanes only provide a connection for eastbound travelers. Westbound travelers do not have a dedicated bicycle facility, and Cota Street would provide a dedicated route for these western movements. Additionally, adding a bicycle facility would enhance connections for those riding to or from Santa Barbara Junior High School, which is located at the intersection of Cota Street and Quarantina Street.

## Response to Community

The Cota/Haley Street project would enhance safety for all road users, create a strong east/west route, and would better connect to schools along the route.



| Quick Facts: Cota/Haley Street Green Lanes |  |
|--|--|
| Total Mileage                              | 2.59 miles                                   |
| Key Connections                            | Connects Downtown and Eastside neighborhoods |
| Cost                                       | \$200,000                                    |

HIGHLIGHTED FACILITY

# CANON PERDIDO STREET

### Description of Segment

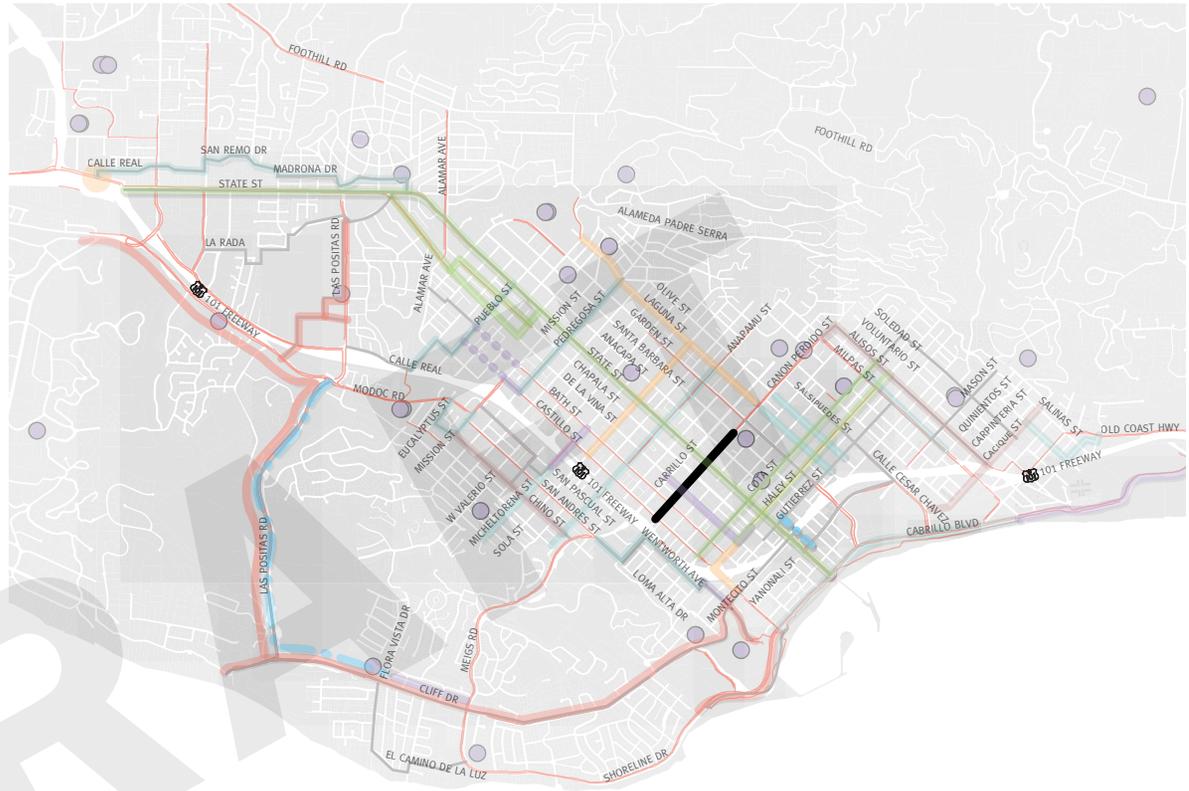
The Canon Perdido project includes green-backed shared lane markings from Santa Barbara Street to Castillo Street. The

### Benefits of Segment

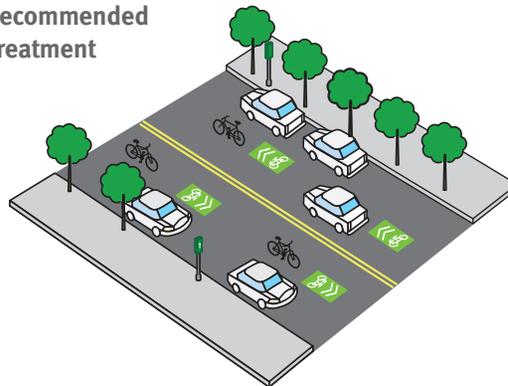
The Canon Perdido street project will connect the Westside, Downtown, and Eastside neighborhoods. The Canon Perdido project will connect to other facilities

### Response to Community

During the public outreach process, community members requested increased east-west access through Santa Barbara, along with heightened visibility for cyclists.



### Recommended Treatment



### Quick Facts: Canon Perdido Street Sharrows

|                 |  |
|-----------------|--|
| Total Mileage   | 0.60 miles   |
| Key Connections | Connects Westside, Downtown & Eastside Neighborhoods |
| Cost Estimate   | \$36,000.00  |

HIGHLIGHTED FACILITY

# MICHELTORENA STREET

### Description of Segment

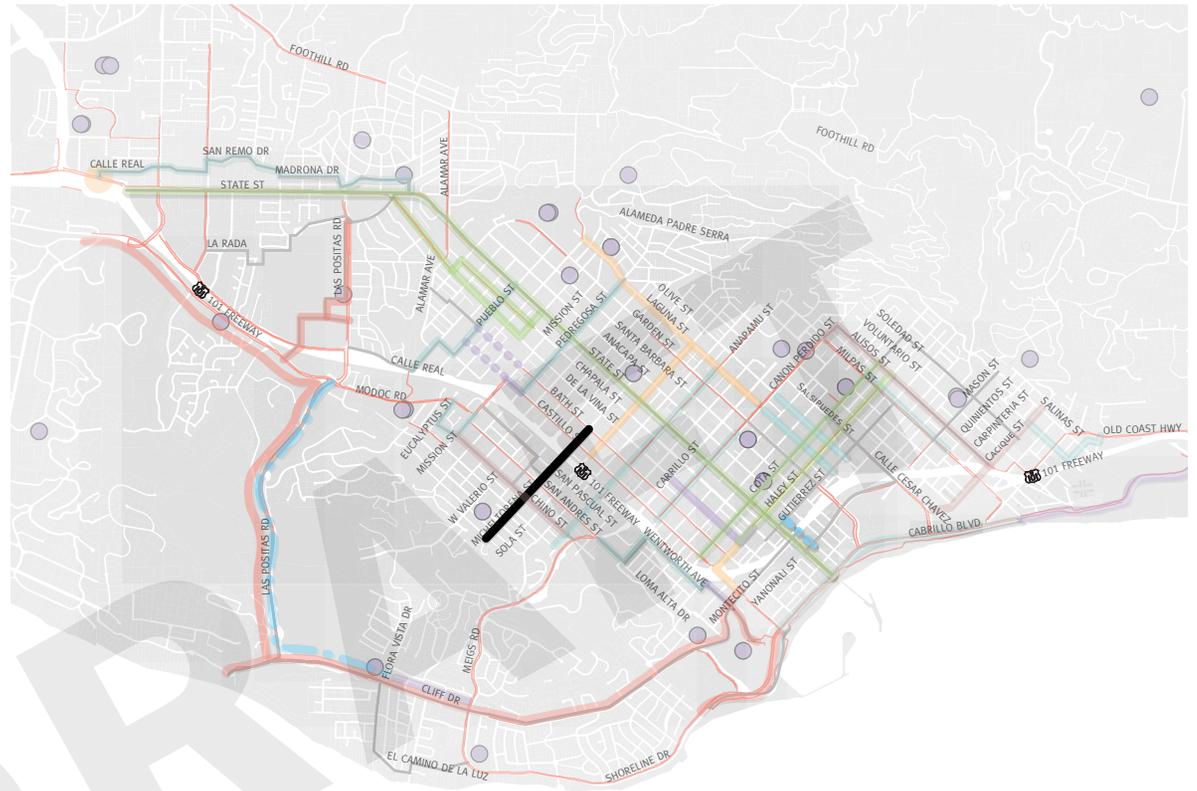
The Micheltorena Street project includes green-backed shared lane markings, along Micheltorena east of San Pascual Street to Clearview Road. Additionally a highlighted, colored pavement treatment is recommended on Micheltorena Street between San Pascual Street and Bath Street. Used in tandem with the recommended Sola Street improvements, bicyclists will be able to jog one block to connect to another east/west facility when the Micheltorena Street facility terminates at Bath Street.

### Benefits of Segment

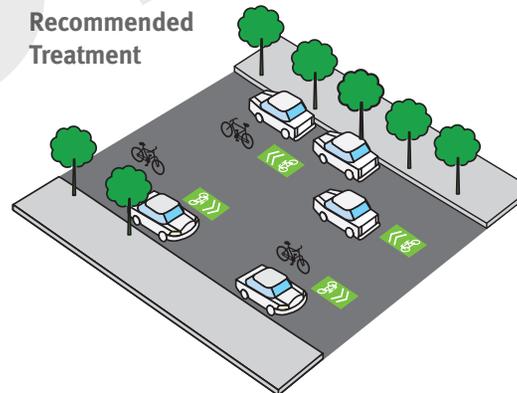
This recommended project will highlight a key 101 Freeway crossing. While a bike lane currently exists between this San Pascual Street and Bath Street segment, because of the volumes on this road, conditions are tight along the freeway crossing. Adding colored pavement along the existing route, will enhance the safety for those using this east/west street.

### Response to Community

Community members agreed that 101 Freeway crossings should be prioritized in this Plan. However, community members also suggested that instead of removing parking on eastern Micheltorena Street, the Plan should consider another nearby, low-stress street such as Sola Street. When these two projects are completed, a community members will have access to a safe east/west facility that spans the City of Santa Barbara.



Recommended Treatment



### Quick Facts: Micheltorena Green-Backed Sharrows and Green Bike Lanes

|                 |  |
|-----------------|--|
| Total Mileage   | 0.78 miles   |
| Key Connections | Connects Westside, Downtown & Eastside Neighborhoods |
| Cost Estimate   | \$57,870.00  |



8

MAKING IT  
HAPPEN

## MAKING IT HAPPEN

The community-driven 2015 Santa Barbara Bicycle Master Plan presents 28 proposed bikeway projects (including the 7 Recommended Projects discussed in the previous chapter) that will help create a continuous bicycle network and enhance safety. While each project is integral to reaching these goals, it is helpful to prioritize them in order to guide the phasing of project implementation. A cost-benefit analysis was completed that prioritizes network improvements based on BMP goals as well as ease and cost of implementation.

The 28 proposed bikeway projects for the SB BMP are made up of many segments, which range in length, existing conditions, and proposed bikeway type. These diversifying aspects have been translated into scores for each project in order to help determine project phasing and prioritization.

Each project was given a score of 0 to 3 for each of the following five categories: 1) potential for safety enhancement, 2) connectivity/gap closure, 3) potential impact on auto traffic, 4) bikeway quality, and 5) community input. Safety enhancement was calculated using the number of reported bicycle-related traffic collisions, giving higher scores to segments where a bikeway improvement might have the largest potential to reduce collisions. Connectivity/gap closure

looked at how many existing bicycle facilities the new segments would touch, thereby adding connections and closing gaps in the network. Traffic impact was studied with the City's traffic model at the citywide level and at key intersections. The model can only study bike projects where a vehicle lane is removed or converted to one-way operation. Therefore, this analysis was only applicable for a few streets. Of these corridors, segments with lower potential traffic impacts received higher scores. Bikeway types were quantified based on level of comfort for the bike rider. Bikeways where there is less bicyclist-motorist interaction received higher scores. Finally, a score based on community input received at the neighborhood summits were inputted.

Each bikeway segment was given a score, which was then averaged for each overall project. Scores for safety enhancement, connectivity/gap closure, traffic impact, and bikeway quality were totaled for each project and then divided by the project's total estimated cost. Projects are ranked by this benefit-cost score, so projects with the best ratio of cost to positive impact are at the top of the priority/phasing list, while those with a relative higher cost to their positive impact are lower down on the list.



## 2016 BMP Implementation Summary

| BY 2020 | CAPITAL INFRASTRUCTURE           | Costs     | EDUCATION AND ENFORCEMENT PROGRAMS | Costs     |
|---------|----------------------------------|-----------|------------------------------------|-----------|
|         | State Street                     | \$303,120 | Safe Routes to School              | \$30,000  |
|         | Cota/Haley Green Lanes           | \$200,000 | Enhance Police Enforcement         | \$500,000 |
|         | Canon Perdido Sharrows           | \$36,000  | Sharrows and Share the Road        | \$50,000  |
|         | Cliff Drive Class II gap closure | \$69,090  | Bicycle Traffic School Programs    | \$100,000 |
|         | Cacique Bike Boulevard           | \$270,000 | Public Service Announcements       | \$50,000  |
|         | Alisos Bike Boulevard            | \$500,000 |                                    |           |
|         | Cabrillo/De La Vina Road Diets   | \$511,180 |                                    |           |
|         | Micheltorena Street              | \$57,870  |                                    |           |
|         | Ortega Bike Lanes                | \$123,360 |                                    |           |

**ADDITIONAL GOALS**

Increase the number of people bicycling to work to 10% of all commuters from the 2015 figure of 6.1%.

Reduce bicycle-related collisions by 25% from the 2015 figure of 1,050 collisions over a 10-year period.

| BY 2025 | CAPITAL INFRASTRUCTURE            | Costs        | EDUCATION AND ENFORCEMENT PROGRAMS | Costs |
|---------|-----------------------------------|--------------|------------------------------------|-------|
|         | Chino Bike Boulevard              | \$500,000    | TBD                                | TBD   |
|         | Las Positas Class I Multiuse Path | \$12,000,000 |                                    |       |
|         | Anapamu Street                    | \$70,200     |                                    |       |
|         | Pedregosa/Castillo Street         | \$500,000    |                                    |       |
|         | Foothill Route                    | \$119,400    |                                    |       |
|         | Shoreline Drive                   | \$1,752,000  |                                    |       |
|         | Bath/Castillo Couplet Extension   | \$46,600     |                                    |       |
|         | Chapala/De La Vina Green Lanes    | \$368,070    |                                    |       |
|         | Westside sharrow connections      | \$320,730    |                                    |       |

**ADDITIONAL GOALS**

Increase the number of people bicycling to work to 13% of all commuters from the 2015 figure of 6.1%.

Reduce bicycle-related collisions by 50% from the 2015 figure of 1,050 collisions over a 10-year period.

**BY 2030**

| CAPITAL INFRASTRUCTURE          | Costs        | EDUCATION AND ENFORCEMENT PROGRAMS | Costs |
|---------------------------------|--------------|------------------------------------|-------|
| Laguna Street                   | \$500,000    | TBD                                | TBD   |
| San Roque- Modoc Connection     | \$1,956,000  |                                    |       |
| Sola Street                     | TBD          |                                    |       |
| Castillo US 101-Haley Crossing  | TBD          |                                    |       |
| Milpas Street                   | \$30,000     |                                    |       |
| Pueblo/Oak Park Lane/ Junipero  | \$47,400     |                                    |       |
| State/Calle Real/154            | TBD          |                                    |       |
| Cliff Drive Class I/Cycle Track | \$15,000,000 |                                    |       |
| Eucalyptus/Chino/Mission        | \$28,800     |                                    |       |

**ADDITIONAL GOALS**

Increase the number of people bicycling to work to 15% of all commuters from the 2015 figure of 6.1%.

Eliminate bicycle-related collisions

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