

Exhibit A
2003 Supplement to the 1998 Bicycle Master Plan
City of Santa Barbara (City)

Background

The California Department of Transportation (Caltrans) requires that local jurisdictions update their Bicycle Master Plans periodically to remain eligible for Bicycle Transportation Account funds. This update may be comprehensive, build on the existing Bicycle Master Plan, or consist of Council re-adoption of the existing plan by Resolution.

Update Process

Since the City's Bicycle Master Plan (Plan) was written in 1998 as a twenty-year vision to encourage and develop more bicycling as transportation in Santa Barbara, it still functions to provide guidance to the development of the physical bicycle system as well as education, promotion, enforcement, public policy, and information distribution. The existing Plan remains compliant with Section 891.2 of the Streets and Highways Code. As the State requires no more than re-adoption by resolution of the existing document by the current Council, staff considered readopting the Plan with no changes.

However, upon review, staff determined that minor revisions to the document would more accurately reflect the accomplishments of the first five years of implementation as well as continued plans for further implementation of existing policies. The 1998 Plan was submitted to the Santa Barbara Bicycle Coalition for review of its adequacy. A representative of the Coalition submitted comments that were considered, with many incorporated into this Supplement to the 1998 Bicycle Master Plan (Supplement). Because the Plan's policies and strategies were found still to be consistent with the vision of the Coalition and the Circulation Element of the General Plan, extensive public input was not solicited.

Recommendation

Staff recommends that the 1998 Plan be amended with this Supplement attached hereto as Exhibit A. The Supplement is organized according to the requirements of Section 891.2 of the Streets and Highways Code. Satisfaction of these requirements allows the City of Santa Barbara to remain eligible for receipt of future Bicycle Transportation Account funds. The Supplement will be inserted behind the cover of the remaining copies.

Subsequent to submittal to City Council for adoption, the Plan will be submitted to the Santa Barbara County Association of Governments for their review, and for anticipated approval by Caltrans.

Outline of Legislative Requirements

Minor revisions to the document are sufficient to reflect the accomplishments of the first five years of implementation. This document serves to outline those accomplishments as they pertain to the legislative requirements. Compliance with the Streets and

Highways Code Section 891.2 is the yardstick by which Caltrans staff determines the sufficiency of the Plan. Listed below are individual subsections under Section 891.2 of the Streets and Highway Code followed by an explanation under each subsection of what has been accomplished thus far.

Section 891.2 of the Streets and Highways Code:

- (a) Requires estimate of number of existing bicycle commuters in the plan area and estimated increase in number resulting from implementation of the plan.

On page 36, the existing Plan reflects the City's goal to double the number of bicycle commuters who both live and work in Santa Barbara during the life of the planning document to 1,800. This figure represents a 4% mode share for bicycle journeys to work, which remains our goal, as the population increases. Recent evidence from the 2000 Census indicates that bicycling among all Santa Barbara residents regardless of place of work is on the increase. While other County locations saw a decline in cycling between 1990 and 2000, the City saw an increase. In relative terms, the rate of bicycling decreased from 4.8% to 2.7% countywide while it increased from 3.1% to 3.4% in Santa Barbara.

The 10% increase (from 1,465 bicycle commuters to 1,612) came not only amidst a decline in bicycling countywide, but also despite a decrease in the number of people both living and working in the City. With more people who live in the City working outside of the City, we would have expected longer commute distances and therefore fewer people riding and walking to work. Despite this fact, we experienced real gains in bicycle use for commuting. As a result, bicycling remains a small but noticeable fraction of the journey to work trip.

Additional data collection is conducted annually by the Santa Barbara Bicycle Coalition. These mid-June pm peak hour counts reflect a slight decrease in bicycling in 2003 as compared to the previous six-year average. However, upon closer analysis, it appears that the decrease can be attributed to weather conditions.

The City's goal remains unchanged.

- (b) Requires a map and description of existing and proposed land use and settlement patterns, including but not limited to shopping centers, schools, residential neighborhoods, public buildings, and major employment centers.

This map can be found on page 17 of the Bicycle Master Plan.

- (c) Requires a map and description of existing and proposed bikeways.

The revised map and description of existing and proposed bikeways is attached.

- (d) Requires a map and description of existing and proposed end-of-trip bicycle parking facilities, including but not limited to parking at schools, shopping centers, public buildings, and major employment centers.

See section (f).

- (e) Requires a map and description of existing and proposed intermodal bike facilities (parking, transport) including but not limited to parking facilities at transit stops, rail and transit facilities, park and ride lots, and provisions for transporting bicycles on transit or rail.

See section (f).

- (f) Requires a map and description of existing and proposed facilities for changing and storing clothes and equipment, including but not limited to locker, restroom and shower facilities near bicycle parking facilities.

Existing and proposed bicycle parking facilities, intermodal bike facilities, and facilities for changing and storing clothes and equipment are described and mapped on pages 63 through 71. The installation of short-term hitching post style parking within the areas outlined in the map is an ongoing project Citywide. Additionally, short-term bicycle parking has been installed at the Railroad Depot, although a goal for long-term parking there has not yet been realized. A Bikestation for long-term parking is planned as a component of the future Granada Garage parking structure project.

- (g) Requires a description of bicycle safety and education programs conducted in the area, efforts by the law enforcement agency to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

These goals, policies, and programs describing the City's efforts with respect to this provision are clearly outlined on pages 43 to 49. It has not been possible to determine the resulting effect of City education outreach on accidents involving bicyclists.

- (h) Requires a description of the extent of citizen and community involvement in plan development, including but not limited to letters of support.

A representative from the Santa Barbara Bicycle Coalition reviewed the 1998 document and recommended revisions, which have been considered in the adoption of the 2003 document. Extensive community input for the twenty-year vision that this Plan implements is described on pages 11 through 15. Because the Plan policies and strategies were found still to be consistent with the vision of the Coalition and the Circulation Element of the General Plan, extensive public input was not solicited.

- (i) Requires a description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality or energy conservation plans.

This requirement is met on pages 1 through 4 of the 1998 Bicycle Master Plan.

- (j) Requires a description of the proposed projects and list of priorities for implementation.

The proposed projects, including (a) are described on pages 51 through 62. In cooperation with the Transportation and Circulation Advisory Committee and City Council, prioritization of the projects is accomplished through review of the number of purposes the project will achieve, the cost of the project, and the coordination of other street maintenance activities. Those projects that have been completed or are underway include: the Cabrillo Boulevard bike lanes, the Garden Street bike lanes, the connection between Shoreline Park and Ledbetter Beach along Shoreline Drive, the Carrillo Hill bike lanes, and the Milpas Street bike lanes. The plan directs the addition of projects as opportunities become available. The attached map describes a list of proposed projects new to the plan as well as updating projects completed since the Plan update in 1998.

- (k) Requires a description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Since 1998, approximately \$520,000 has been expended to improve safety and convenience for bicycle commuters in the plan area. Future financial needs in 1998 dollars are described on page 60.