

Exhibit B
2008 Supplement to the 2003 Master Plan
City of Santa Barbara (City)

Background

The California Department of Transportation (Caltrans) requires that the local jurisdictions update their Bicycle Master Plans every five years 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.

Since the City's Plan was originally written in 1998 as a twenty-year vision to encourage and develop additional bicycling utilized as transportation in Santa Barbara, the Plan 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 Plan and its bicycle facility map were last updated by Council in 2003. The attached Plan remains compliant with Section 891.2 of the Streets and Highways Code.

This 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. This Supplement is intended to be inserted behind the cover of the remaining copies.

Outline of Legislative Requirements

Minor revisions to the document are sufficient to reflect the accomplishments of the last 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 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) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters 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. Recent 2008 bicycle counts show that at 6 of the busiest intersection at peak hour show that bike commuting is up 14% from 2000.

The City's goal remains unchanged.

- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

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

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

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

- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

See section (f)

- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

See section (f)

- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be 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. In 2007 a Bikestation for long-term parking was incorporated into the Granada Garage parking structure project. The Bikestation is located in a walkable distance from the downtown Transit

Center and provides showers, changing facilities, storage for clothes and equipment, as well as, tools for repairs.

- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area 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) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

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) 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, including, but not limited to, programs that provide incentives for bicycle commuting.

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

- (j) A description of the projects proposed in the plan and a listing of their 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 Garden Street bike lanes, the Mission Street bikelanes, Milpas street sharrows, the connection from Ledbetter Beach to the Harbor and neighborhood connection to City College and the beach through Pershing Park. 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 2003.

- (k) 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.

City of Santa Barbara
2008 Bicycle Master Plan

Since 2003, approximately \$3,500,000 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.

City of Santa Barbara Existing and Proposed Bicycle Routes

Legend

Bikeways

- Class 1
- Class 2
- Class 3
- Peak Hour Only
- Proposed Class 1
- Proposed Class 2
- Proposed Class 3

101 Over/Undercrossings

- EXISTING
- PROPOSED

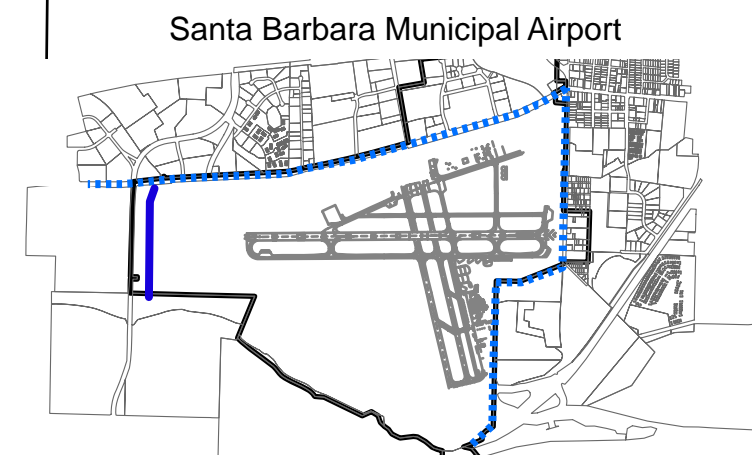
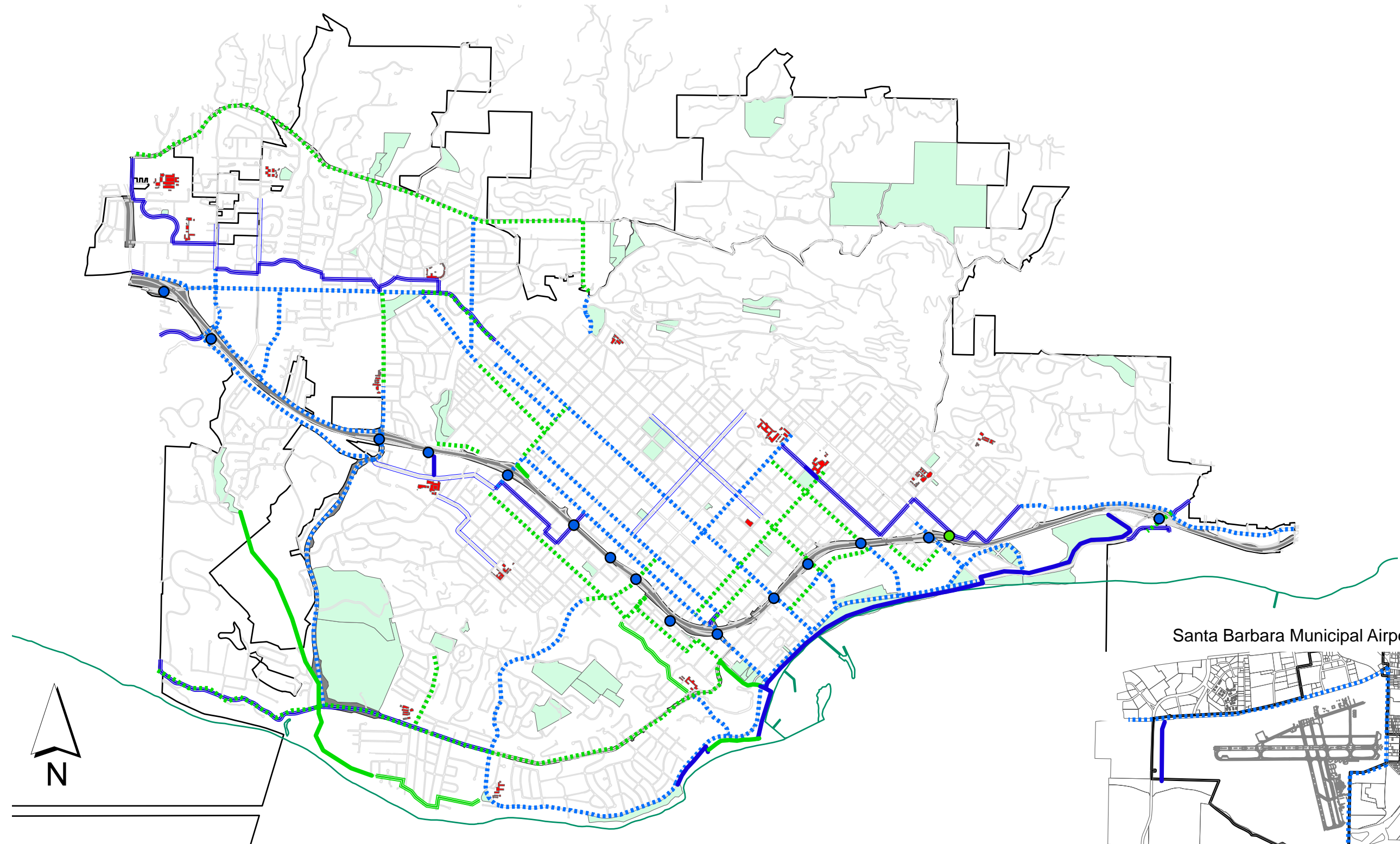
roads

Public School Buildings

Parks

state highways

City Limit



0 0.375 0.75 1.5 2.25 3 Miles

0 2,750 5,500 Feet