



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: February 23, 2016

TO: Mayor and Councilmembers

FROM: Transportation Division, Public Works Department

SUBJECT: Adoption Of The 2016 Santa Barbara Bicycle Master Plan

RECOMMENDATION: That Council:

- A. Adopt by reading of title only, A Resolution of the Council of the City of Santa Barbara Adopting the 2016 Santa Barbara Bicycle Master Plan, with the Exception of the Chino Bicycle Boulevard, and Direct the City Administrator to Seek Grant Funding Opportunities to Implement the Bicycle Master Plan; and
- B. Adopt by reading of title only, A Resolution of the Council of the City of Santa Barbara Amending the 2016 Santa Barbara Bicycle Master Plan to Include the Chino Bicycle Boulevard as a Project.

EXECUTIVE SUMMARY:

The Public Works Department has completed the Draft 2016 Bicycle Master Plan (BMP) and is bringing it to Council for approval. Two resolutions for adoption are presented in order to ensure that conflicts of interest which exist for Mayor Schneider and Councilmember Murillo are avoided through disqualification and disclosure. Based on Council's direction, the new BMP has been developed with extensive community participation. It focuses on improving safety for all road users, closing the gaps in the existing bike network, and managing the transportation system to minimize congestion for drivers. Improving the multimodal transportation system is one of the few remaining tools to alleviate traffic congestion for automobile travelers. If the BMP is successfully implemented, incremental increases in bicycle trips will likely assist in mitigating peak parking demand and traffic congestion.

Implementing the 2016 BMP is dependent on grant funding. The BMP will position Santa Barbara to compete well for regional, state and federal active transportation grant sources. Several near-term projects can be completed within two years, involving re-striping of roadways and new signage using City streets operational funds. Most projects, however, will only be implemented if staff can secure competitive grants.

All new bicycle projects have been prioritized based on safety (through their ability to reduce injury-related collisions), community desires, cost/benefit analyses and coordination with other transportation-related improvements such as painting and roadway maintenance. Overall, the consultant team has completed a cost/benefit analysis for all projects and, under the direction of the Planning Commission (PC) and Transportation and Circulation Committee (TCC), placed them into three categories based on implementation dates: Projects or Programs with a goal for implementation by 2020, 2025, or 2030.

Staff has distributed hard copies of the Draft 2016 BMP, along with its Appendices, to all Council members. Electronic copies of the BMP are available online (www.santabarbaraca.gov/bmp) and a hard copy is available for viewing in the City Clerk's Office. The Attachment is a Summary and User's Guide for the BMP. It contains the most pertinent components of the BMP and is also available online. Hard copies of the BMP Summary are available for the public at 630 Garden Street.

For improved readability, the word "Street" in the street names themselves is often omitted in the remainder of this document. For example, Cota Street is referred to as "Cota" below.

BACKGROUND

There were over 2,000 interactions from a wide variety of stakeholders, neighborhood residents, summit attendees, survey takers, business owners and, in some cases, Santa Barbara residents who will experience loss of on-street parking on City streets. Staff held ten meetings with interested organizations, five neighborhood summits, and three open houses regarding potential on-street parking removals. Some disagreed with on-street parking removal. Others felt as though a few projects were not located in the best locations, were not needed, or would have negative impacts on people who depend on automobile travel or parking availability. However, the vast majority of the participants in the online survey, neighborhood summits, six meetings with the TCC, and three meetings with the PC, expressed strong support for the projects, goals, policies, and implementation strategies of the BMP.

The need to improve safety for all road users, close gaps in the existing bicycle network, and create a leading-edge bike plan was a resounding and repeated message throughout the year-long BMP development process. It should be noted that one particular project, the Micheltorena Green Lanes, remains contentious and does not have a consensus of support from the community. Installing new Green Lanes on Micheltorena Street, from Castillo to State Street, requires the removal of four blocks of on-street parking and is discussed below.

The BMP identifies five additional locations where on-street parking is recommended to be removed for a few blocks in order to improve safety and close gaps in the bicycle network. These locations did not generate as much controversy as Micheltorena:

1. Cota (4 blocks, Salsipuedes to Santa Barbara), one side of the street.
2. Micheltorena (1 block, Bath to Castillo), both sides of the street.
3. Haley (1 block, De La Vina to Chapala), one side of the street.
4. Rancheria (2 blocks, Cliff Drive to Coronel Place), one side of the street.
5. Castillo (1 block, Pedregosa to Mission), one side of the street.

Two community open houses were held to discuss these projects. Community members reviewed concepts for the above locations and provided feedback to staff. For the above locations, attendees supported the benefits of bikes over parking removal. Staff will be working to maximize adjacent on-street parking opportunities, and use appropriate curbside time restrictions to improve automobile access to area residences and businesses.

Micheltorena Green Lanes

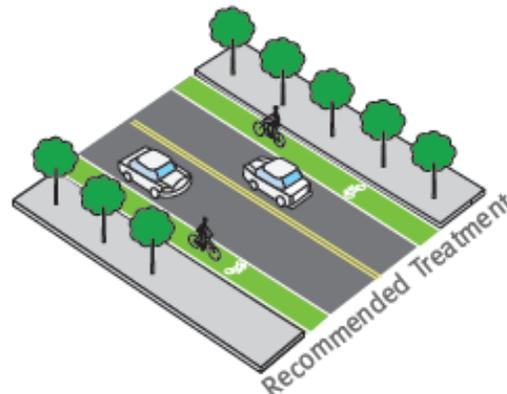
The proposal to remove on-street parking for four blocks on Micheltorena to create green lanes between Castillo and State can be categorized as controversial and lacking neighborhood consensus. It is perceived by a majority of business owners and residents that live or work on Micheltorena as having local costs that outweigh the benefits provided to bicyclists seeking to ride safely and directly between the Westside and Downtown. Conversely, members of the bicycling community and especially Westside residents who bicycle contend that the project is a critical safety improvement and gap closure that is low cost and can be implemented immediately. Below is a detailed description of the project, as well as four options for Council to consider when adopting the BMP.

MICHELTORENA STREET (WESTSIDE - STATE)

The Micheltorena Street project includes green Class II lanes between San Andres and State Street. Additional green-backed shared lane markings, along Micheltorena between San Andres and Clearview Road are recommended. The project requires the removal of approximately 85 parking spaces between Castillo Street and State Street and some intersection widening.

This recommended project will connect the Westside neighborhood to the State Street spine. While a bike lane currently exists across the Micheltorena Street bridge, there is not a direct connection to State Street. Adding bike lanes along the existing route will enhance the safety for those using this east/west street.

When this project is completed, Westside residents will have access to a safe east/west bike route to Downtown and to the Cottage Hospital area.



Quick Facts: Micheltorena Street Green Lanes and Enhanced Route	
Total Mileage	1.17 miles
Key Connections	Connects Westside, Downtown & Eastside Neighborhoods
Cost Estimate	\$350,000
Gap Closure	Yes

Option 1: Planning Commission/Transportation and Circulation Committee Recommendation: Implement the Micheltorena Green Lane Project

In July 2015, Council reviewed the preliminary list of projects identified for possible inclusion in the BMP and gave direction on which projects to study further. At that meeting, staff received direction to proceed with plan development but to minimize parking removals. Staff was also directed to eliminate further consideration of one-way couplets proposed for the Westside on Chino and San Andres. Since Micheltorena was the location where the most parking removal was proposed and since it was specifically mentioned by Council, staff removed that project from the Draft BMP.

Subsequently, at the October 30, 2015 joint meeting with the PC and TCC, over 30 public speakers expressed support for a strong BMP that closes gaps and includes the previously envisioned Micheltorena project. Additionally, both the PC and TCC felt that the Micheltorena Green Lane Project should be included in the BMP and, in October, voted unanimously to include the project in the Draft BMP.

As a result of that direction, staff mailed letters to all of the residents and owners of property along Micheltorena and, on November 30, 2015, met with interested parties at an open house event to make them aware of the proposal.

About eighty people attended that open house and most of them recorded their preferences on working maps of the project area: 26 people supported the project, 42 opposed, and 17 made additional BMP comments. At the following, well-attended TCC and PC meetings on December 10, 2015, each body voted 5-1 to recommend that Council adopt the plan as currently written, despite neighborhood opposition. At that meeting, a local business owner submitted a petition with 91 signatures opposing the Micheltonera proposal. The petition also suggested that bike lanes be instead considered on Sola, Arrellaga or that one-way couplets be explored. Staff has included the petition along with comments from each member of the PC and TCC prior to their actions regarding the Micheltonera Green Lane proposal (including the dissenting members) in the Council reading file.

The following is a summary of the pros and cons of the Micheltonera Green Lane Project.

Pros

- Provides a visible, direct, safe green-lane bike connection from the Westside to Downtown
- Bike lanes can be added immediately with minimal slurry paving, striping and signage, while green lanes may be grant-fund dependent
- Closes a gap in the existing network
- Relatively low-cost, high benefit project
- Connection achieves the most community-expressed needs of any other plan project (check boxes on page 14 of BMP Summary)
- Completes a project foreseen in both the City's 1974 and 1998 BMP

Cons

- Removes approximately 85 on-street spaces on both sides of Micheltonera, between Castillo and State, which averages 75 percent occupancy on weekdays (an average of 64 autos are parked on the four blocks). Drivers will have to park farther away to access businesses, the majority of which are located on the block between Chapala and State, where parking turnover rates are higher than in the residential zones
- Residents who are accustomed to parking on Micheltonera will also have to either park on cross or parallel streets, or use their driveways/garages that aren't currently used for parking. (According to a recent windshield survey, 55 lots exist along the four-block corridor; 46 have driveways and off-street parking, while 9 do not. Of those 9 lots, 4 are businesses and 4 are multifamily developments, and 1 is a single family resident.)

Option 2: Pursue a Sola Bicycle Boulevard

After the July 2015 Council meeting, and prior to the advisory bodies' recommendation of the Micheltorena Green Lane Project, staff included a bike boulevard on Sola Street as a substitute project. While not the preferred alternative, a Sola Bike Boulevard remains a potential connection from Downtown to the Micheltorena Bridge and the Westside neighborhood. Signals may need to be installed at its intersections with De La Vina and Chapala to facilitate and encourage Sola as an alternative to Micheltorena, particularly in order to attract new cyclists. Cyclists would use the vehicle lane and vehicle through- moments along Sola would be prevented to keep traffic volumes low. On-street parking spaces would remain. With traffic signals, the Sola Bike Boulevard would be dependent on successful grant funding.

Pros

- Maintains all of the parking on Micheltorena, except for one block between Bath and Castillo that would be converted to bike lanes in order to connect bicyclists to the existing and well-used Bath/Castillo bike lanes

Cons

- Does not provide a direct or visible connection to the Westside from State, and may not result in similar mode shifts or ridership as the Micheltorena option.
- Because signals may be needed to cross De La Vina and Chapala, the cost is about twice as high as the Micheltorena option
- Many other projects in the BMP would have higher benefit/cost ratios than a Sola Bike Boulevard
- May not compete well for grant funding

Option 3: Provide bike lanes from the Micheltorena Bridge to the existing Castillo/ Bath Bike Lanes, but do not improve Sola Street for bicycles

Similar to Option 2, this alternative would add Micheltorena bike lanes for one block between Castillo and Bath in order to provide a connection to the existing bike lanes on these streets. Option 3, however, provides no bicycle improvements on Sola. Castillo and Bath Bike Lanes are currently heavily used south and north of Micheltorena to Downtown and the Cottage Hospital/Upper De la Vina areas. This option improves the existing condition for Downtown commuters who are traveling to the Westside or Micheltorena Bridge and are currently forced to choose between riding illegally on the sidewalk or in the busy Micheltorena traffic lanes to get to/from Bath bike lanes.

Pros

- Minimized parking removal
- Closes a one block gap in the existing bike network

Cons

- Does not meet community desires to improve East-West connections
- Does not implement projects envisioned in previous bike plans (1974 and 1998)

Option 4: Status Quo along Micheltorena and Sola

Unlike Option 2 or 3, Option 4 keeps parking on both sides of Micheltorena on the one block between Bath and Castillo. This amounts to preserving about 23 on-street parking spaces in the residential area of the corridor. Recent vacancy studies conducted on eight different occasions, showed that during typical weekday business hours, about 50 percent of the spaces were occupied (50 percent vacancy rate). The evening vacancies are closer to around 4 spaces, or 83 percent occupied.

Pros

- Maintains all of the parking on Micheltorena Street

Cons

- Does not meet BMP Goal 1: Safety for All Road Users
- Does not meet BMP Goal 2: Close Gaps in the Bike Network
- Does not meet BMP Goal 3: Complete streets and multimodal access.

Currently, the Draft BMP includes Option 1 for Micheltorena, which has the green lanes with parking removal from Castillo to State. Staff is looking for direction from Council regarding the appropriate option for Micheltorena.

BUDGET/FINANCIAL INFORMATION:

The City received a Measure A regional grant totaling \$170,000 to create a new plan and is providing a 20 percent match with Transportation Development Act Funds designated for bicycle improvements, for a total contract amount of \$208,470. By adopting the BMP, Council puts the City in a strong position to compete for regional, state, and federal active transportation grant programs. In most cases, local matching funds will be required to leverage outside funding. The total costs of all projects in the BMP is nearly \$50 million, with about \$37 million being estimated for 5 large projects alone. Three of those projects are new or enhanced bicycle and pedestrian crossings over US 101 and will require Caltrans funding, cooperation, and separate environmental review. However, most BMP projects are low-cost, with high safety and ridership benefits.

SUSTAINABILITY IMPACT:

Adoption and implementation of the 2016 BMP will have a positive impact on Santa Barbara's sustainability goals. The BMP has the potential to reduce the City's greenhouse gas emissions and implements many of the Circulation Element policies to provide complete streets and options to the single occupant vehicle for short trips. One of the primary goals of the plan is to improve sustainable transportation infrastructure, while public safety and public health will also experience positive outcomes as a result of the plan adoption.

ADDITIONAL MATERIALS:

The Petition Opposing the Micheltorena Green Lane Project, Comments from the Planning Commission and Transportation and Circulation Committee meetings regarding the BMP, and the Draft 2016 Bicycle Master Plan have been placed in the Mayor and Council Office's Reading File and are available for public review in the City Clerk's Office.

ATTACHMENT: BMP Summary Document (User's Guide)

PREPARED BY: Robert J. Dayton, Principal Transportation Planner/PB/mj

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office

A USER GUIDE TO:



SANTA BARBARA





CONTENTS

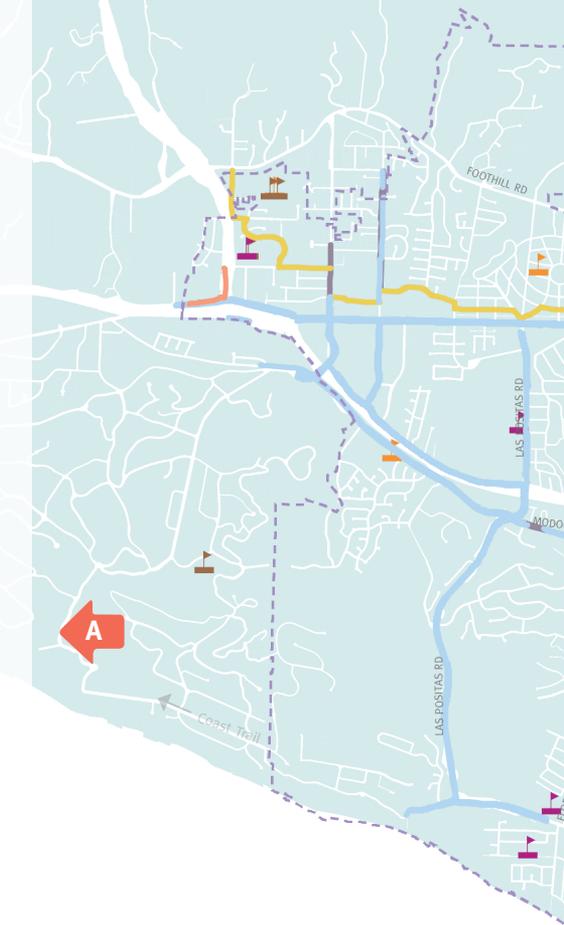
- 4** Introduction
- 6** Safety Analysis
- 8** Vision and Goals
- 10** Policy Recommendations
- 12** Bicycle Facilities

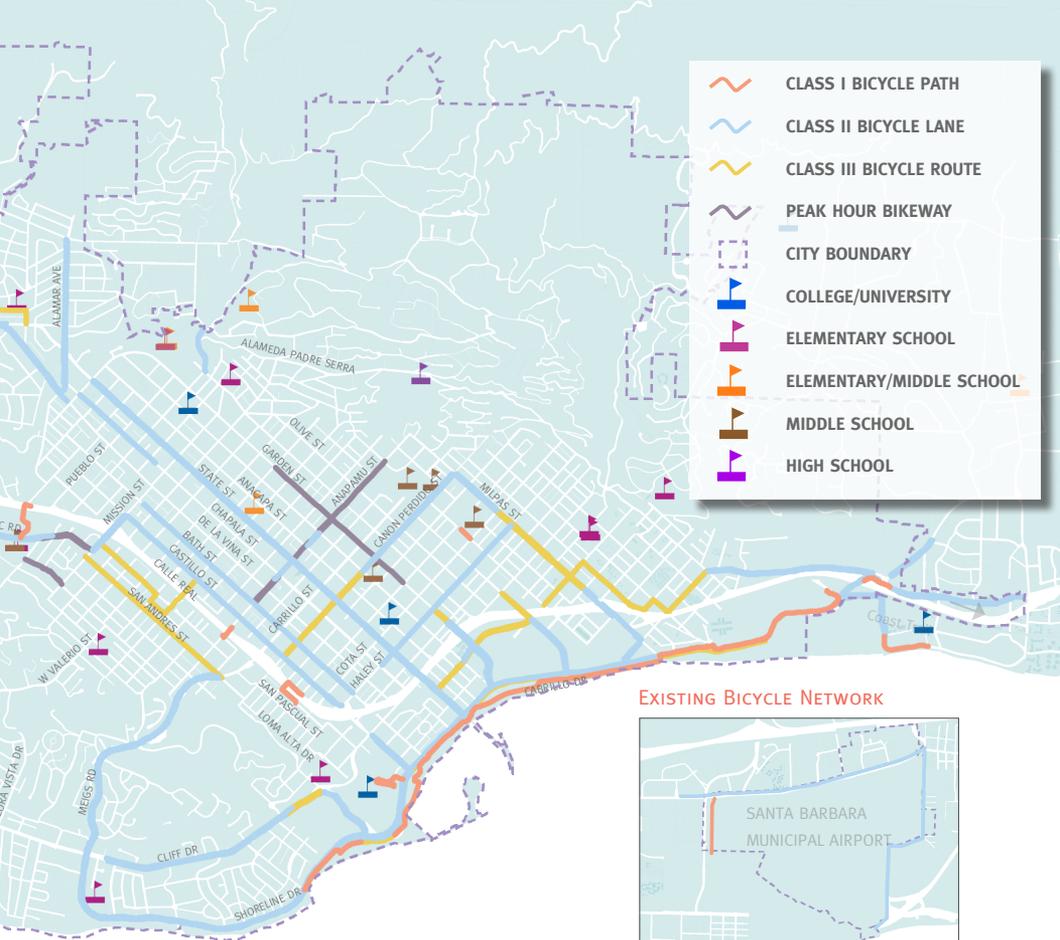
INTRODUCTION

This User Guide is a companion document to introduce the 2016 Santa Barbara Bicycle Master Plan (also referred to as the SB BMP throughout this guide). It is meant to outline the key elements of the SB BMP, and the action-oriented facilities and programs that were adopted by City Council in 2016. For more information, please see the full Bicycle Master Plan, available at www.santabarbaraca.gov/bmp.

The community-driven 2016 SB BMP outlines the goals, policies, and implementation strategies that will improve bicycle safety, convenience, facilities, and infrastructure in the City of Santa Barbara over the next fifteen to twenty years. The Plan will also enhance and preserve Santa Barbara's circulation system for all road users by increasing the number of trips taken by bicycle; reducing future traffic congestion levels and parking demand.

As the City of Santa Barbara continues to invest in sustainable transportation infrastructure, it requires a thoughtful implementation plan that considers the unique and historic context of the City. The SB BMP was founded on strong community involvement, attention to reducing bicycle-related collisions, sound transportation practices, the leadership of boards and commissions, and overall support of other Santa Barbara goals and policies.





Existing Bicycle Network

The map above 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
- **Class II:** bicycle lanes alongside automobile travel lanes, demarcated by striping (and sometimes by painted buffers)
- **Class III:** bicycle routes without a designated bicycle lane, where cyclists and motorists have shared use of the roadway
- **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). Enforcement of parked cars is difficult and many riders desire use outside of peak hour.

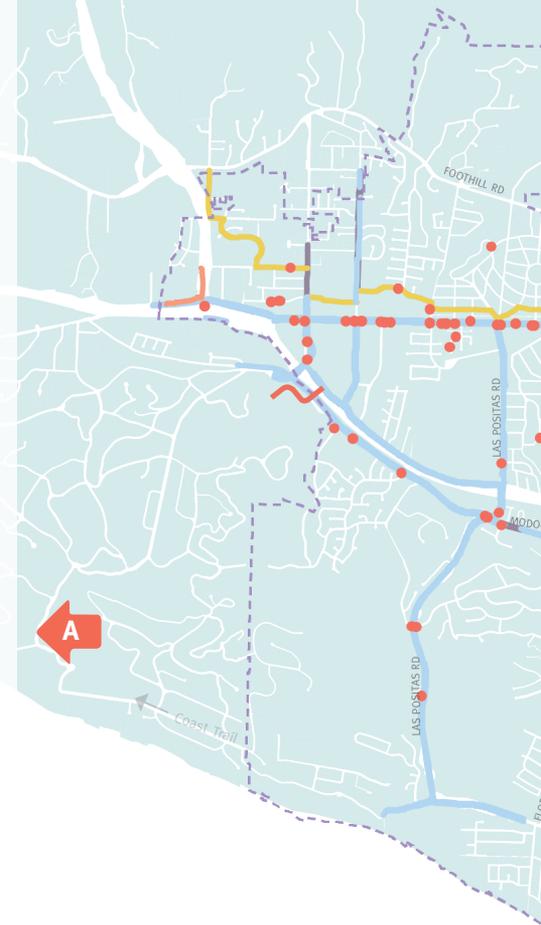
SAFETY

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

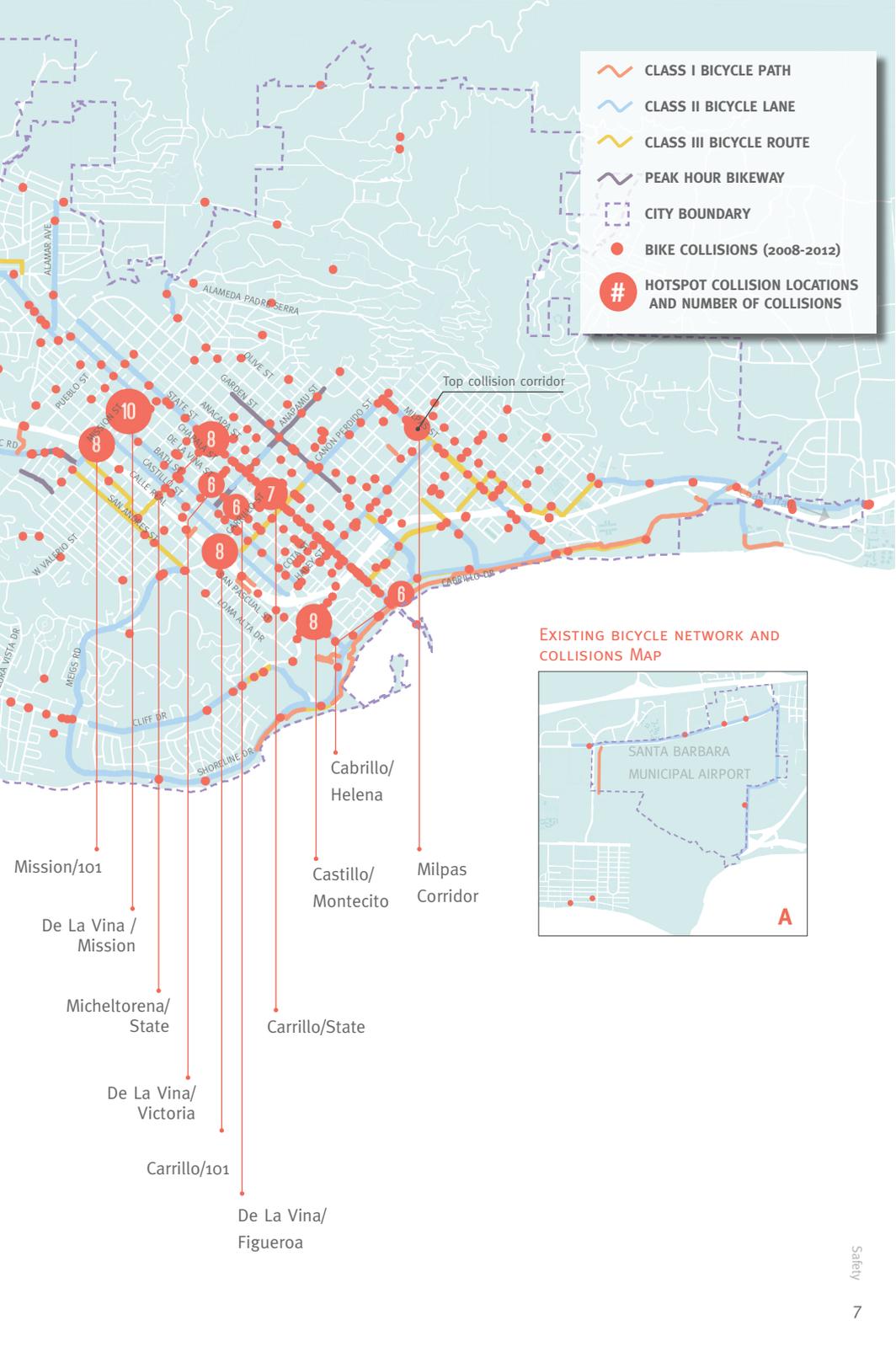
- 434 collisions occurring at intersections
- 420 collisions occurring at midblock locations
- 197 collisions occurring less than 75 feet from an intersection
- Collisions were also categorized into categories, such as: bicycle at fault (45%), driver at fault (55%), left-hook, signalized, and unsignalized collisions.

The map shows the top bicycle collision locations and the number of collisions that have occurred at each intersection highlighted. The larger the red circle is, the more collisions have occurred at that intersection. This map helps identify where specific physical modifications, targeted enforcement, or education may be most beneficial.

Although Santa Barbara is ranked in the top five (for cities between 60,000-100,000) for bicycle related collisions, much of this can be attributed to the fact that Santa Barbara is also one of the top five mid-size cities in the state in bicycle ridership.



Many of the top collision locations are at intersections along principal routes like State Street. The engineering solutions for these collisions are to improve and buffer bike lanes and improve visibility with green paint. In addition to engineering solutions, the traveling public will also benefit from continued education programs and targeted enforcement to ensure that all road users are behaving safely.



COMMUNITY DEVELOPED BMP GOALS

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.

2

CLOSING GAPS IN THE BICYCLE NETWORK

Make bicycling an accessible and convenient mode of transportation by developing a continuous network of safe bikeways that connects neighborhoods and destinations.

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.

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.

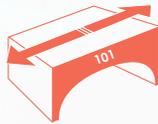
COMMUNITY TAKE-AWAYS

A wide range of outreach materials were employed to ensure that community members were given ample opportunity to participate. These included 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 BMP process to interested community groups; three open houses regarding parking impacts; three sets of meetings with the Downtown Parking Committee, 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 installation of a Bicycle Boulevard on Alisos Street.

In addition to identifying routes and intersections that need improvement throughout these engagement opportunities, community members 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, and the city's adopted Circulation Element of Plan Santa Barbara (2012). The goals are depicted in the icons below reflect the following priorities that were important to the Santa Barbara community: enhanced safety for all road users, close gaps in the [bicycle] network, improve existing facilities, improve routes across 101 Freeway, create strong east/west connectors, create better connections to schools, and enhance safety at intersections.



ENHANCE SAFETY FOR
ALL ROAD USERS



IMPROVE CONNECTIONS
ACROSS 101 FREEWAY



BETTER CONNECTIONS
TO SCHOOLS



IMPROVE EXISTING
FACILITIES



CREATE STRONG EAST/
WEST CONNECTORS



ENHANCE SAFETY AT
INTERSECTIONS



CLOSE GAPS IN THE
NETWORK

PROGRAMS & POLICIES

The community take-aways listed on the previous page cover a wide range of improvements; both that may be addressed through funded programs and infrastructure. While the rest of the user

guide focuses on capital infrastructure projects, this section details the programmatic policies and key metrics of success that the city will aim to achieve over the next 5, 10, and 15 years.

Program / Policy	Cost
------------------	------

Begin Implementation by 2020 - Phase 1

1.3.6: Safe Routes to School	\$30,000*
1.4.1: Enhance Police Enforcement	\$500,000*
1.3.5: Sharrows and Share the Road	\$50,000
1.3.5: Public Service Announcements	\$50,000

Begin Implementation by 2025 - Phase 2

1.3.6: Safe Routes to School	\$30,000*
1.4.1: Enhance Police Enforcement	\$500,000*
1.3.1: Bicycle Traffic School Programs	\$50,000
2.1.6: School Coordination	\$10,000
3.1.4: Public Bike Share	\$3,000,000

Begin Implementation by 2030 - Phase 3

1.3.6: Safe Routes to School	\$30,000*
1.4.1: Enhance Police Enforcement	\$500,000*

* Indicates annual cost
 Note: All cost estimates are in 2015 dollars

KEY METRICS OF SUCCESS

Implementation of programs, policies, and projects will be measured by these key metrics of success. It should be noted that the “Key Measurements of Success” that are outlined in the larger BMP document (in Chapters 3-6) reflect

quantifiable measures that can be used to evaluate the achievement of a goal or group of policies. The “metrics” shown below represent large-scale metrics that the city will strive to achieve by the years indicated below.

Key Metrics of Success: By 2020

- 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.

Key Metrics of Success: By 2025

- 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.
- Achieve League of American Bicyclist Gold Status

Key Metrics of Success: By 2030

- Increase the number of people bicycling to work to 15% of all commuters from the 2015 figure of 6.1%.
- Eliminate bicycle-related collisions

PROPOSED BICYCLE NETWORK

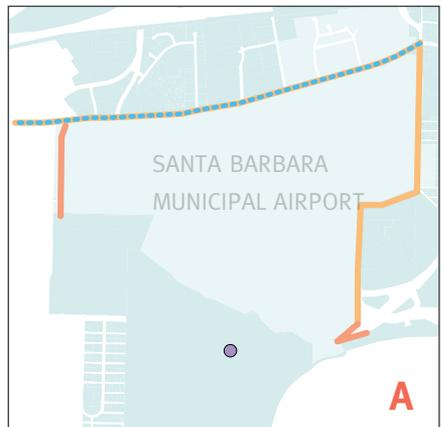


Facility Types (Proposed)

-  Bike Path: Class I
-  Bike Lane: Class II
-  Buffered Bike Lane: Class II
-  Green Spine Network: Class II
-  Enhanced Route: Class III
-  Bike Boulevard: Class III
-  Enhanced Intersection
-  Other Locations to be Considered

Facility Types (Existing)

-  Existing Class I
-  Existing Class II
-  Existing Class III
-  Peak Hour Lanes
-  School
-  City Boundary



PROPOSED FACILITIES

2020 projects are explained in further detail on the pages that follow

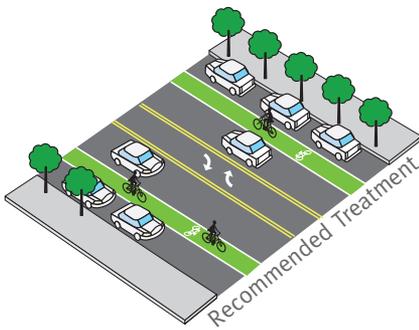
2020 Projects

Enhance Safety
Close Gaps
Improve Existing Facilities
Strong East/West Connectors
Better school Connections
Enhance Intersections
Improve 101 Crossings

2020 Projects	Enhance Safety	Close Gaps	Improve Existing Facilities	Strong East/West Connectors	Better school Connections	Enhance Intersections	Improve 101 Crossings
State Street Green Lanes, Phase 1	X	X	X			X	
Cota Street / Haley Street Green Lanes	X		X	X	X		
Micheltorena Street Green Lanes & Enhanced Route	X	X	X	X	X	X	X
Canon Perdido Street Enhanced Route	X	X		X	X		
Cacique Street Bike Boulevard	X	X		X			X
Alisos Street Bike Boulevard	X				X	X	
Cabrillo/De La Vina Road Diets	X	X	X	X			
Ortega Street Bike Lanes	X			X	X		
Loma Alta Enhanced Route	X	X			X		
Montecito/Castillo Intersection Improvements	X	X			X	X	
Cabrillo Enhanced Route	X		X	X			
Westside Enhanced Route	X	X			X		
Las Positas Buffered Bike Lane	X		X				
State Street Phase 2*	X	X	X				
Cliff Drive Class II Gap Closure Lanes	X	X		X	X		
Chino Street Bike Boulevard	X	X				X	
Las Positas Rd Class I Multi-use Path	X	X	X				
Anapamu Street Enhanced Route	X		X	X	X		X
Foothill Enhanced Route	X	X			X	X	
Shoreline Drive Class I Bike Path	X	X	X		X		
Bath/Castillo Couplet Extension	X	X	X				
Traffic Signal Bicycle Detection	X		X			X	
Cabrillo Blvd/Los Patos Intersection Improvements	X		X			X	
Canada Enhanced Route	X	X		X			
State Street Phase 3	X		X	X			
State Street to Modoc Road Class I Bike Path	X				X		X
Pershing Park Path	X	X					
Castillo/US 101/Haley Crossing	X		X			X	X
Milpas Street Enhanced Route	X		X				
Pueblo/Oak Park Lane/Junipero Enhanced Route	X	X		X			X
State/Calle Real/154 Enhanced Intersection	X					X	
Cliff Drive Bike Path	X	X	X	X	X		
Eucalyptus/Chino/Mission Enhanced Route	X	X			X	X	
Ortega/US-101 Bridge Ramp Improvements	X	X	X	X			X
US 101/Anapamu Crossing Enhancement	X		X			X	X
Highway 192 Class II Lanes (Foothill Road)	X	X	X	X			
Cabrillo Bike Path	X	X				X	X
Hollister Buffered Bike Lanes	X		X	X			



— Phase 1
- - - Phases 2 and 3



STATE STREET PHASE 1 (STEARNS WHARF - MISSION)

State Street serves as a north/south spine through Santa Barbara, connecting the Uptown, Downtown, Funk Zone, and West Beach neighborhoods. The State Street project involves adding pavement coloring to the existing bicycle lanes along State between Mission Street and Stearns Wharf.

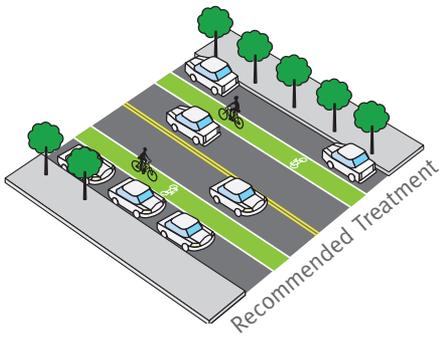
Phase 2: Following Phase 1, green bike lanes may be added along De La Vina Street and Chapala Street, connecting the State Street green lanes between Padre Street and Calle Palo Colorado (see map).

Phase 3: In the future, new bike lanes may also be added along State Street between Constance Avenue and Calle Palo Colorado, and connect green lanes all the way to the city limits at Highway 154.

Quick Facts: State Street Green Lanes (Phase 1)	
Total Mileage	1.94 miles (Phase 1)
Key Connections	North/South Downtown and Mesa connection (Phase 1)
Cost Estimate	\$303,120 (Phase 1)
Gap Closure	No



Green lanes



COTA/HALEY STREET (ALISOS - CASTILLO)

The Cota Street project entails converting one parking lane on Cota Street to a westbound bicycle lane. The parking removal is between Salsipuedes and Santa Barbara Street (4 blocks span on one side of the street). Phase 1 of the Cota Street project includes the creation of Class II lanes between Salsipuedes and Chapala, with sharrows connecting to Alisos and Castillo Streets. Phase 2 is a protected bikeway between Nopal Street and Salsipuedes Street. The segment envisioned would span from Alisos Street to Castillo Street. This project would require continued community outreach and removal of approximately 35 parking spaces.

Two improvements are recommended along Haley Street. The existing Haley Street bike lanes will be colored to increase visibility. Coupled with the recommended Cota Street bicycle facility, Cota Street and Haley Street will act as a couplet facility. Also recommended for Haley Street is an extension of the bicycle lane from De La Vina to Chapala, removing approximately 6 parking spaces.

Quick Facts: Cota/Haley Streets Green Lanes	
Total Mileage	2.59 miles
Key Connections	Connects Downtown and Eastside neighborhoods
Cost Estimate	\$700,000
Gap Closure	Yes



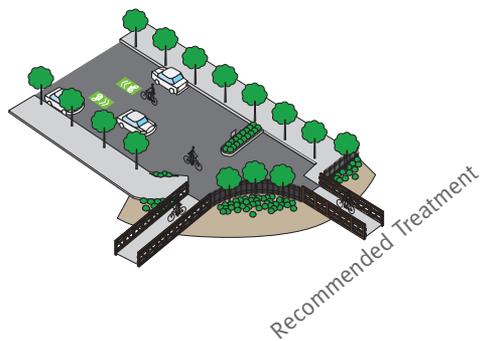
— Bike Boulevard

CACIQUE STREET BIKE BOULEVARD (SALINAS - CALLE CESAR CHAVEZ)

Green-backed shared lane markings, signage, and safety improvements are recommended along Cacique Street between Salinas Street and Calle Cesar Chavez. Cacique Street provides a connection under Highway 101 and will facilitate direct access to the waterfront.

The Cacique bike boulevard encourages riders to use this facility between Milpas Street and Old Coast Highway.

Community feedback was positive regarding the Cacique bike boulevard, specifically because of the project's ability to connect across the 101 freeway, and to connect the Eastside neighborhood to the existing facilities on Calle Cesar Chavez. This key connection will link up the Eastside with downtown, via existing north/southbound routes.



Quick Facts: Cacique Street Bike Boulevard	
Total Mileage	0.82 miles
Key Connections	Connects Eastside Neighborhood
Cost Estimate	\$1,270,000
Gap Closure	Yes

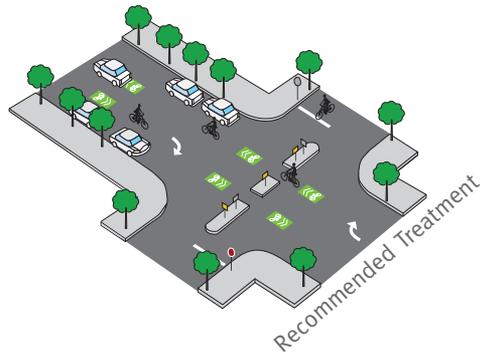


ALISOS STREET (CANON PERDIDO - CACIQUE)

This project recommends green-backed shared lane markings, signage, and traffic safety improvements along Alisos Street to create a bike boulevard. It is proposed that stop signs be installed at all cross streets along Alisos, providing a continuous, safe passage on Alisos Street for those on bicycle. Bicyclists would share the full travel lane with vehicles. A diverter is also recommended along this route, encouraging motorists to use different through-paths of travel.

Currently, many bicyclists are sharing Milpas Street with motorists. With the provision of a bicycle boulevard one block to the east, bicyclists may choose to take this slower-speed, lower-traffic volume route. The bicycle boulevard along Alisos Street also provides a connection to Franklin Elementary School.

This project stems from the 2013 Eastside Neighborhood Transportation Management Plan, and experienced broad neighborhood support.



Quick Facts: Alisos Street Bike Boulevard	
Total Mileage	1.17 miles
Key Connections	Connects Eastside Neighborhood
Cost Estimate	\$500,000
Gap Closure	No



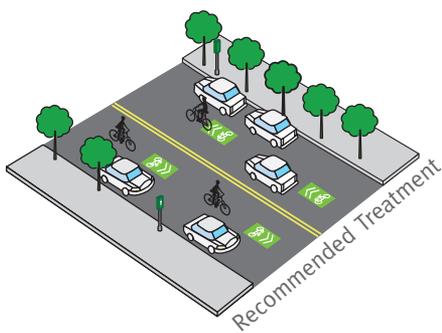
Enhanced Route

CANON PERDIDO STREET (SANTA BARBARA - CASTILLO)

The Canon Perdido project includes green-backed shared lane markings from Santa Barbara Street and Castillo Street. This enhanced route would increase east/west connections for the Downtown and Eastside neighborhoods.

The Canon Perdido street project will connect the Westside, Downtown, and Eastside neighborhoods. By closing a gap between Santa Barbara Street and Castillo Street, the Canon Perdido project will connect to other facilities such as the State Street green lanes and the existing Bath/Castillo couplet.

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



Quick Facts: Canon Perdido Street Enhanced Route

Total Mileage	0.60 miles
Key Connections	Connects Westside, Downtown & Eastside Neighborhoods
Cost Estimate	\$36,000
Gap Closure	Yes

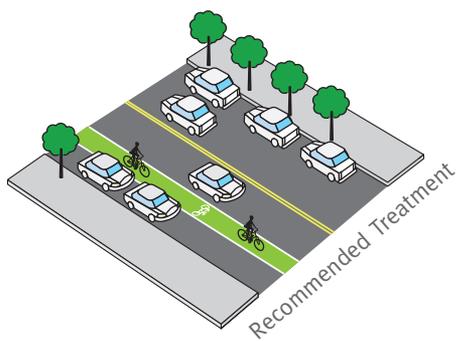


— Bike Lane (Eastbound)

ORTEGA STREET BIKE LANES (CHAPALA - CASTILLO)

The Ortega Street project recommends a west to east Class II one-way bike lane between Chapala Street and Salsipuedes Street, and green-backed sharrows between Castillo Street and Chapala Street. The project would serve as a complimentary route to the Cota/Haley Street green lanes, and would better connect Downtown and the Eastside neighborhoods. This segment of Ortega Street is one of the few streets with enough width to add a Class II bike lane without on-street parking removal.

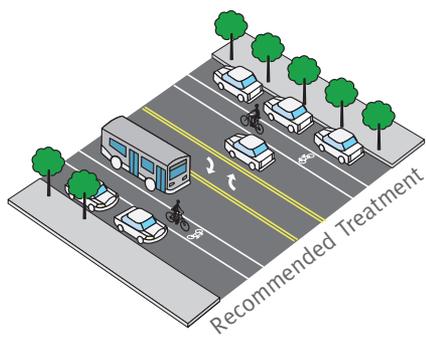
The segment offers an eastbound route for cross-town travelers. The Ortega Street project also connects to Santa Barbara High School and to the US-101 pedestrian bridge to the Westside.



Quick Facts: Ortega Street Bike Lanes	
Total Mileage	1.07 miles
Key Connections	Connects Eastside and Downtown Neighborhoods
Cost Estimate	\$123,360
Gap Closure	No



— Bike lanes



CABRILLO BOULEVARD / DE LA VINA STREET ROAD DIET (EXTENTS VARY - SEE MAP)

The De La Vina Street project recommends a bicycle lane on De La Vina Street (see State Street Phase 2) between Constance Street and Padre Street and between Carrillo Street and Haley Street. The De La Vina Street project would require a road diet. The segment of De La Vina between Mission Street and Carrillo Street is an important automobile arterial and should remain two lanes.

Similarly, the Cabrillo Boulevard project involves a road diet in the westbound direction of Cabrillo (from two to one travel lanes) in order to add a bike lane along Cabrillo Boulevard between Los Patos Way and Milpas Street. A longer term project involves widening along the existing railroad underpass, and a new Union Pacific railroad bridge.

Quick Facts: Cabrillo Street /De La Vina Street Road Diet	
Total Mileage	2.02 miles
Key Connections	Connects Downtown & Eastside Neighborhoods
Cost Estimate	\$262,440
Gap Closure	Yes

PROPOSED FACILITY DETAILS

Project Number	PROJECT	PROJECT DESCRIPTION
1	State Street Green Lanes Phase 1	Create uniform bikeway widths and add pavement coloring (green lanes) to existing bike lanes on State Street between Mission St and Stearns Wharf
2	Cota Street / Haley Street Green Lanes	Add pavement coloring (green lanes) to existing Haley bike lanes and create Cota bike lanes with colored pavement. Add bike path on Cota St between Salsipuedes St and Nopal St
3	Micheltorena Street Green Lanes and Enhanced Route	Add green lanes from State to San Andres, and green-backed sharrows between San Andres and Clearview Rd.
4	Canon Perdido Street Enhanced Route	Add green-backed sharrows to close the gap between Santa Barbara St and Castillo St
5	Cacique Street Bike Boulevard	Extend Cacique bike boulevard from Alisos Street to Calle Cesar Chavez
6	Alisos Street Bike Boulevard	Create a bicycle boulevard along Alisos St
7	Cabrillo Boulevard / De La Vina Street Road Diets	Cabrillo: Green-backed sharrows, bike lane, and bike path (see map) De La Vina: Green bike lane between Padre and Calle Palo Colorado and a Class II lane between Carrillo and Haley
8	Ortega Street Bike Lanes	Addition of a mix of green-backed sharrows and bike lanes. See map.
9	Loma Alta Drive Enhanced Route	Add green-backed sharrows along route
10	Montecito Street / Castillo Street Intersection Improvements	Enhanced intersection treatment at Montecito/Castillo Crossing
11	Cabrillo Enhanced Route	Add green-backed sharrows along route between Castillo and Milpas Streets
12	Westside Enhanced Route (Including Ranchería Street)	Add green-backed sharrows and Class II lanes along route from Anapamu St to Cliff Dr
13	Las Positas Buffered Bike Lane	Add buffer striping along existing bike lane on Las Positas from Modoc to Cliff, and on Cliff from Las Positas to Mesa Lane
14	State Street Phase 2*	Add pavement coloring (green lanes) along De La Vina Street and Chapala Street; connecting Pueblo Street to Calle Palo Colorado. *Note: This phase is partially repeated under project #7 as funding for the De La Vina road diet will be pursued in tandem with the Cabrillo road diet.
15	Cliff Drive Class II Gap Closure Lanes	Bike lanes between Flora Vista Dr and Meigs Rd
16	Chino Street Bike Boulevard	Create a bicycle boulevard along Chino St
17	Las Positas Road Class I Multi-use Path	Create bike path along Modoc Rd and down Las Positas to Cliff Drive
18	Anapamu Street Enhanced Route	Add green-backed sharrows along route
19	Foothill Enhanced Route	Add green-backed sharrows along the Foothill route and improve Safe Routes to School at La Colina Rd and Primavera Rd

Note: The costs shown below are estimates based on planning-level costing and length of facility

LOCATION	LENGTH	COST
State (Stearns Wharf-Mission)	1.94 mi	\$303,120
Cota (Alisos-Castillo) Haley (Alisos-De La Vina)	2.59 mi	\$700,000
Micheltorena (Clearview-State Street)	1.17 mi	\$350,000
Canon Perdido (Santa Barbara-Castillo)	0.60 mi	\$36,000
Cacique (Quarantina-Salinas) Cacique (Quarantina-Calle Cesar Chavez)	0.82 mi	\$1,270,000
Alisos (Cacique-Canon Perdido) Canon Perdido (Milpas-Alisos)	1.17 mi	\$500,000
Cabrillo (Milpas-Los Patos) De La Vina (Constance-Padre) De La Vina (Carrillo-Haley)	2.02 mi	\$262,440
Ortega (Castillo-Quarantina)	1.07 mi	\$123,360
Loma Alta (Canon Perdido-Cliff)	0.67 mi	\$40,200
Enhancements TBD	At Intersection	TBD
Cabrillo (Castillo-Milpas)	.42 mi	\$12,600
San Andres (Anapamu-Canon Perdido); Canon Perdido (San Andres-Wentworth); Wentworth (Canon Perdido-Coronel); Coronel (Wentworth-Rancheria); Rancheria Class II (Coronel-Montecito)	1.27 mi	\$80,730
Las Positas (Modoc-Cliff) Cliff (Las Positas-Mesa Lane)	2.13 mi	\$63,900
De La Vina (Padre-Calle Palo Colorado) Chapala (Mission-Constance) Constance (Chapala-De La Vina) Padre (State-De La Vina)	1.84 mi	\$166,050
Cliff (Flora Vista-Meigs)	0.47 mi	\$319,090
Chino (Mission-Carrillo)	0.77 mi	\$500,000
Las Positas Rd (Cliff-Modoc) Modoc (Las Positas-West City Limits)	3.67 mi	\$12,000,000
Anapamu (Laguna-Chino)	1.17 mi	\$70,200
Meandering route (Calle Real-Alamar)	1.99 mi	\$119,400

2020

2025

PROPOSED FACILITY DETAILS

Project Number	PROJECT	PROJECT DESCRIPTION
20	Shoreline Drive Class I Bike Path	Add bike path along Shoreline Dr beginning on the west end of Leadbetter Beach parking lot to Harbor Way
21	Bath Street /Castillo Street Couplet Extension	Extension of existing Bath and Castillo couplet system between Los Olivos St and Mission St. Add green-backed sharrows between and Los Olivos. Add contraflow lane on Castillo between Pedregosa St and Mission St
22	Traffic Signal Bicycle Detection	Add bicycle detection on Former SR 225
23	Cabrillo Boulevard / Los Patos Way Intersection Improvements	Enhanced intersection treatment at Cabrillo Boulevard/Los Patos Way
24	Canada Enhanced Route	Enhanced route connecting Cacique to Old Coast Hwy
25	State Street Phase 3	Add pavement coloring (green lanes) along State Street between Mission and Calle Real and add bike lanes between Constance and De La Vina (necessitates intersection modifications)
26	State Street to Modoc Road Class I Bike Path	Add bike path along Las Positas Rd (Municipal Golf Course Property) and behind Adams Elementary School. Add bike bridge across US-101 between Modoc and Calle Real
27	Pershing Park Path	Bike path through Pershing Park, connecting Montecito to Cliff Drive
28	Castillo Street / US 101 / Haley Street Crossing	Enhanced under-crossing treatment at Castillo US 101/Haley Crossing
29	Milpas Street Enhanced Route	Add green-backed sharrows along Milpas St. Add a class II facility between Cota and Haley.
30	Pueblo Street / Oak Park Lane / Junipero Street / Calle Real Enhanced Route	Add green-backed sharrows along route, and add class II bike lanes along Calle Real
31	State Street / Calle Real / Route 154 Intersection	Enhanced Crossing Treatment at State St/Calle Real Crossing
32	Cliff Drive Bike Path	Add a Class I bike path along Cliff Dr between Hendry's Beach and Rancheria Street
33	Eucalyptus Avenue / Chino Street / Mission Street Enhanced Route	Add green-backed sharrows along route
34	Ortega / 101 Bridge Ramp Improvements	Add new ramps from the existing bridge to Canon Perdido
35	US-101 / Anapamu Street Crossing Enhancement	Replace existing bridge at US 101/Anapamu with modern bike/ped crossing, and improve intersection at Anapamu and San Andres
36	Highway 192 Class II Lanes (Foothill Road)	Class II bicycle lanes along Foothill Rd (requires Caltrans lead and funding)
37	Cabrillo Bike Path	Bike path along Cabrillo to connect to Old Coast Highway
38	Hollister Buffered Bike Lanes	Add bike lanes along Hollister Ave near the Santa Barbara Airport

LOCATION	LENGTH	COST
Shoreline (Leadbetter Beach parking lot -Harbor Way)	.35 mi	\$420,000
Bath & Castillo (Los Olivos-Pueblo) Oak Park Lane (Pueblo-Bath) Castillo Contraflow (Pedregosa-Mission)	0.79 mi	\$53,900
Former SR 225 (Las Positas and Cliff Drive)	4.50 mi	\$105,000
Enhancements TBD	TBD	TBD
Canada (Cacique-Pitos) Pitos (Canada-Park Place) Park Place (Pitos-Old Coast Hwy)	0.53 mi	\$31,800
State (Mission-Calle Real)	3.2 mi	\$8,000,000
Las Positas (Adams School-State) Additional segment is along unnamed streets. See map.	1.27 mi	\$15,000,000
Pershing Park Path (Rancheria-top of horseshoe in existing path)	.20mi	\$240,700
Enhancements TBD (requires roadway widening)	0.25 mi	\$700,000
Milpas (Cota-Quinientos)	0.50 mi	\$30,000
Pueblo (State-Oak Park) Oak Park (Pueblo-Junipero) Junipero (Oak Park-Calle RI) Calle Real (Junipero-Las Positas)	1.14 mi	\$100,320
Enhancements TBD	At intersection	TBD
Cliff (Hendry's Beach-Castillo)	3.00 mi	\$15,000,000
Eucalyptus (Chino-Modoc) Chino St (Eucalyptus-Mission) Mission (Chino-Modoc)	0.48 mi	\$28,800
US-101 bridge (near De La Guerra)	At bridge	\$2,000,000
Enhancements TBD	At intersection	\$6,000,000
Foothill (Mission Canyon and Highway 154)	TBD	\$2,000,000
Cabrillo (Los Patos-Old Coast Hwy)	0.24 mi	\$288,000
Hollister (Los Carneros-Fairview)	1.70 mi	\$51,000

2025

2030

A USER GUIDE TO:



SANTA BARBARA



SANTA BARBARA BICYCLE MASTER PLAN
USER GUIDE
FEBRUARY 2016



BICYCLE
MASTER PLAN

SANTA BARBARA

INTRODUCTION

City Team



City of Santa Barbara

Rob Dayton, BMP Project Director

Peter Brown, BMP Project Manager

Derrick Bailey, Supervising Transportation Engineer

Jessica Grant, Project Planner



Consultant Team

Melendrez

Urban Design / Outreach

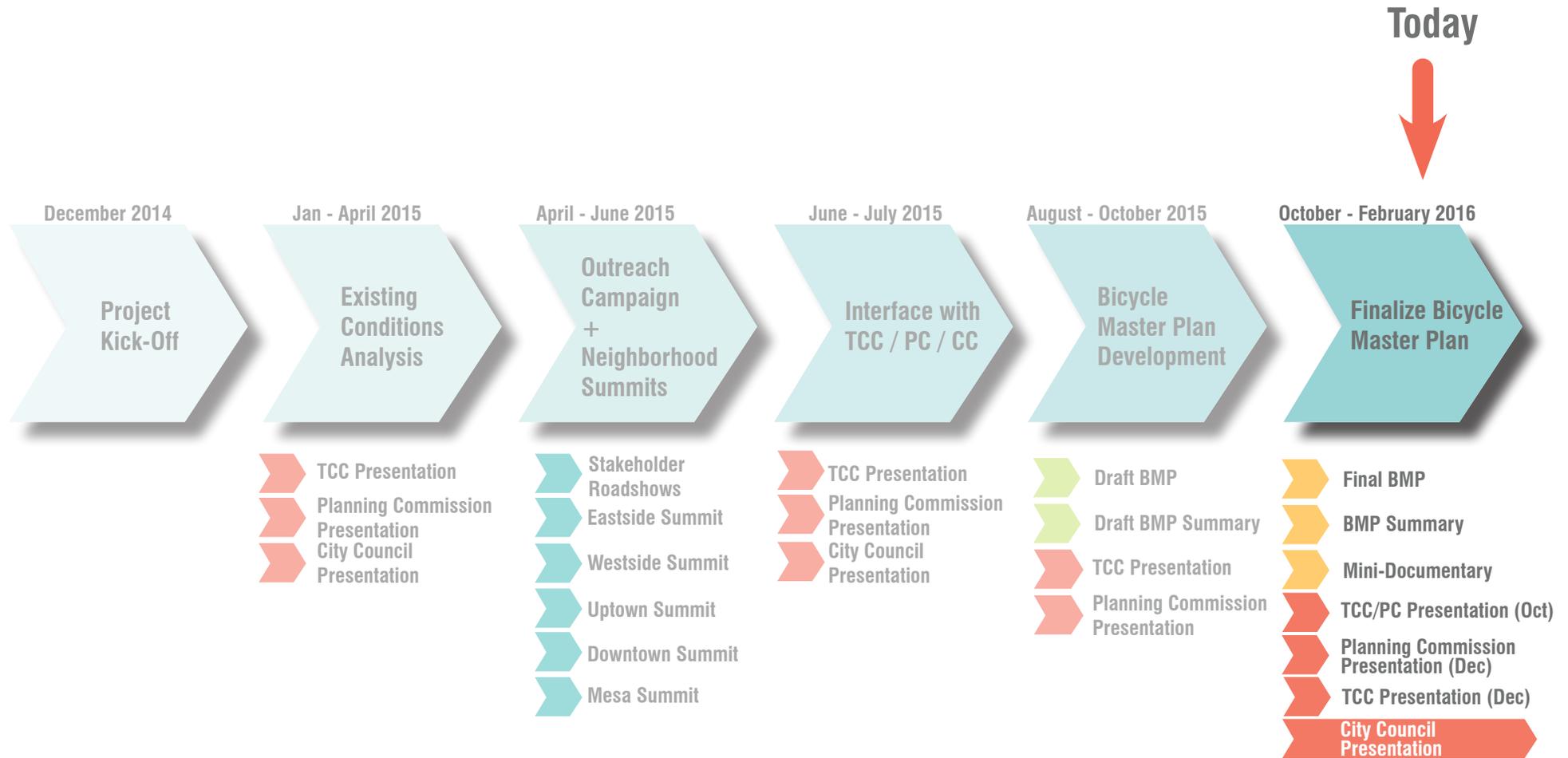


Fehr & Peers

Transportation Planning



PROJECT PROCESS



LEGEND

- Interface with City Committees
- Public Outreach
- Draft Deliverables
- Final Deliverables

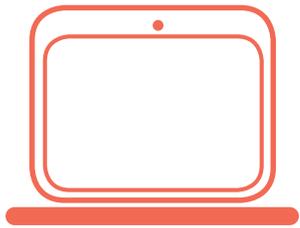
PRESENTATION OUTLINE

- **Bicycle Master Plan Overview**
- **PC/TCC Input**
- **Council Direction on Micheltoarena Options**
- **Policy Direction on the Rest of the BMP**

==== **Break** =====

- **Chino Bike Boulevard Presentation**
- **Policy Direction for Chino Bike Boulevard**

CREATE AN ACTIONABLE PLAN



Community Engagement Process



Technical Analysis (Safety, destinations, etc)



Review of Best Practices



Vetting at Summits / Committees / City Council



Cost Benefit & Prioritization



Draft BMP



User Guide



DOCUMENT OUTLINE

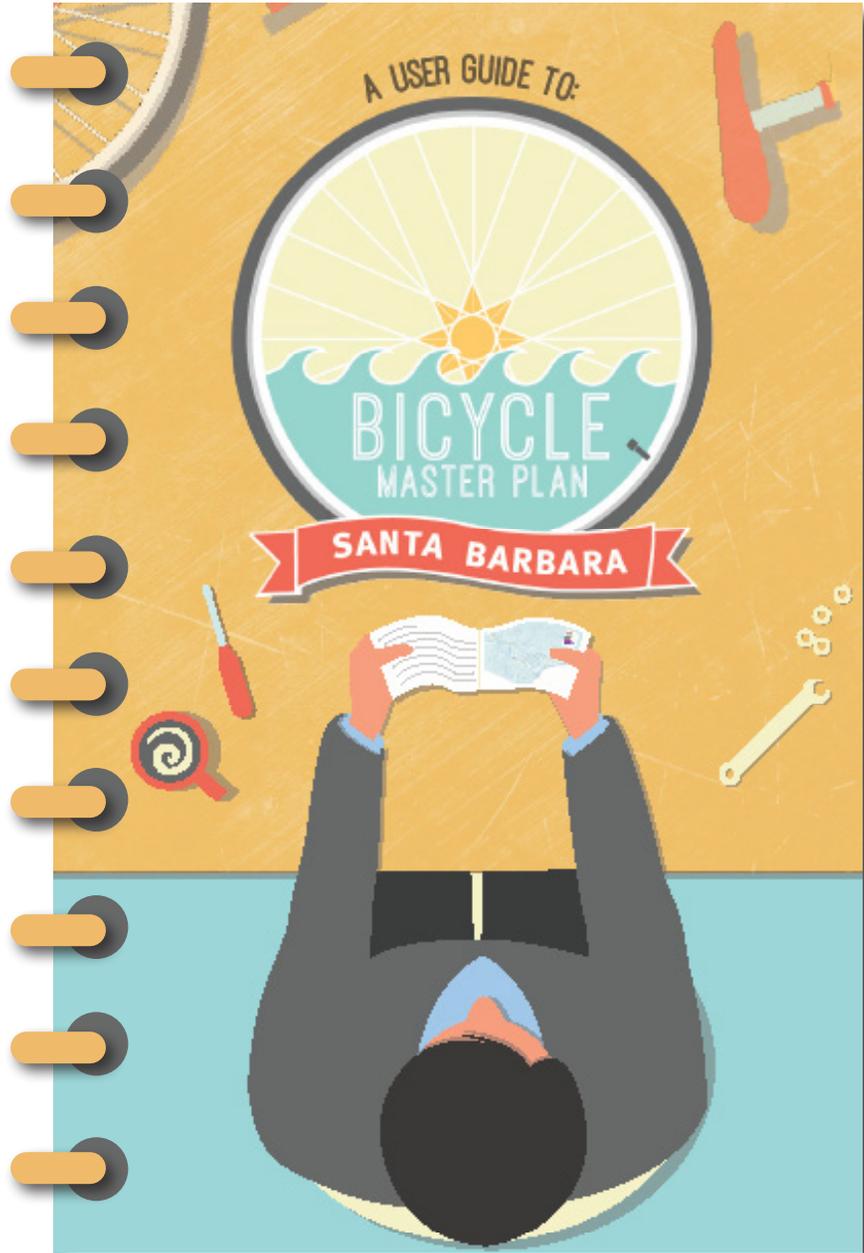
➤ SB BMP

- Ch 1: Introduction
- Ch 2: Community Engagement
- Ch 3: Goal 1/Safety for all Road Users
- Ch 4: Goal 2/Closing Gaps in the Network
- Ch 5: Goal 3/Complete Streets & Multi-Modal Access
- Ch 6: Goal 4/Santa Barbara Style Infrastructure
- Ch 7: Recommended Bicycle Projects
- Ch 8: Making it Happen

TCC/PC edits are shown in pink



SB BMP USER GUIDE



BMP + Appendices = over 200 pages

The 30 page User Guide outlines:

- **Safety analysis**
- **Vision & Goals**
- **Community Input**
- **Bicycle Facilities**
- **Cut Sheets for 2020**

COMMUNITY DEVELOPED BMP GOALS

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.

2

Closing gaps in the bicycle network

Make bicycling an accessible and convenient mode of transportation by developing a continuous network of safe bikeways that connects neighborhoods and destinations.

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.

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.

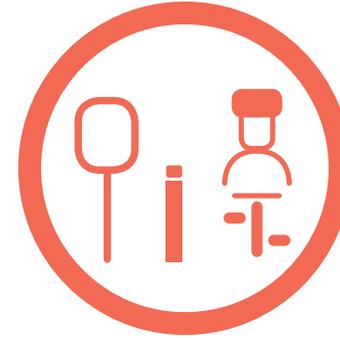
COMMUNITY TAKE-AWAYS



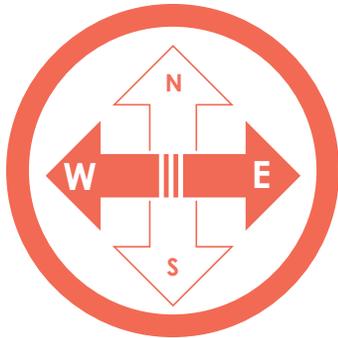
ENHANCE SAFETY FOR
ALL ROAD USERS



CLOSE GAPS IN THE
NETWORK



IMPROVE EXISTING
FACILITIES



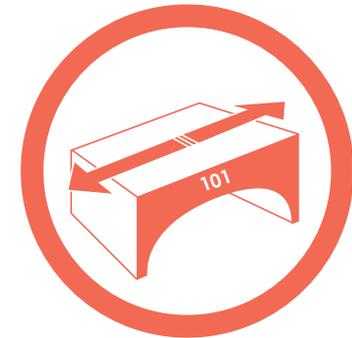
NEED FOR STRONG EAST/
WEST CONNECTORS



BETTER CONNECTIONS
TO SCHOOLS



ENHANCE SAFETY AT
INTERSECTIONS

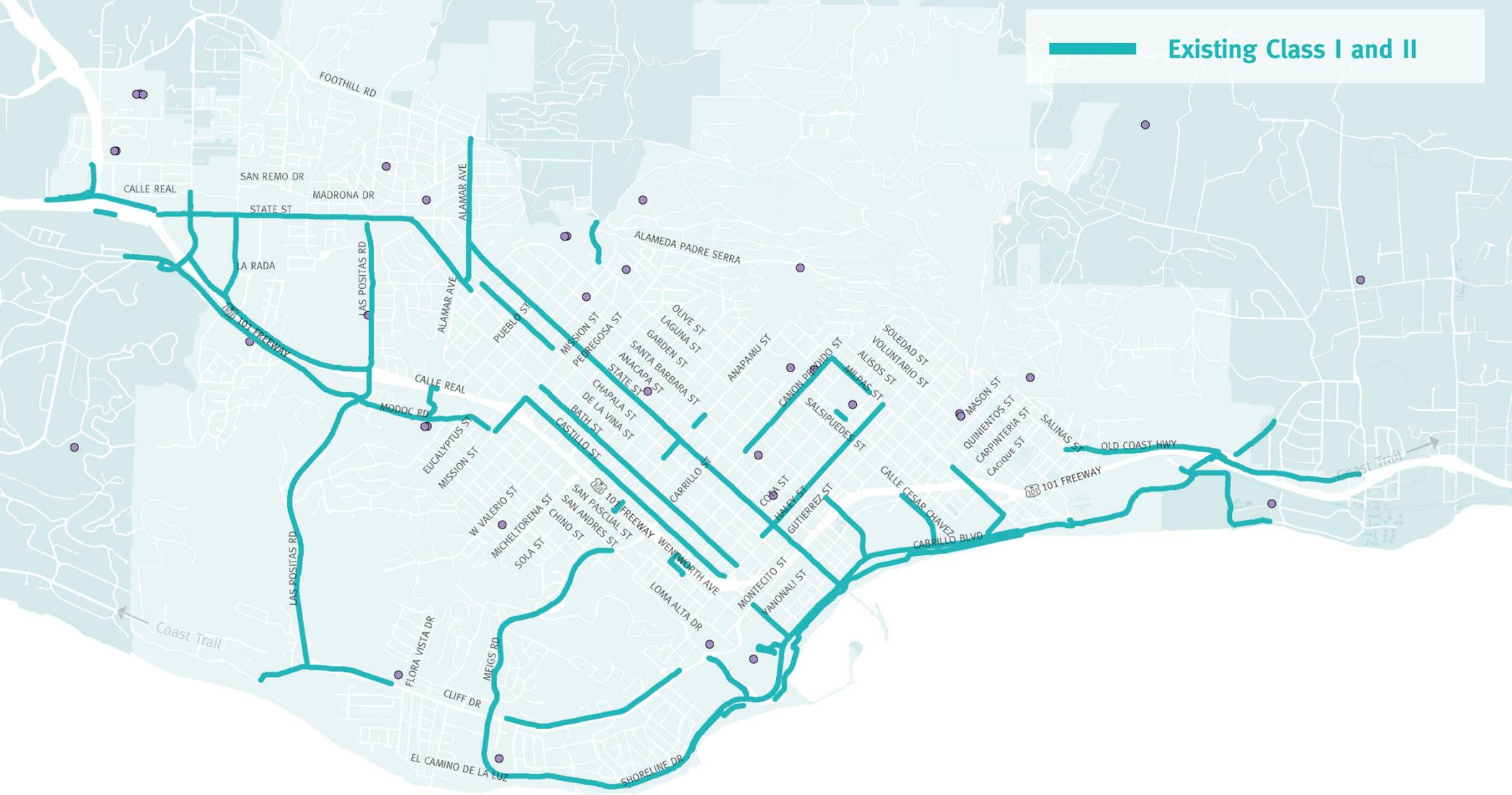


IMPROVE CONNECTIONS
ACROSS 101 FREEWAY

**Summits, roadshows, online survey, open houses, pop-up, advisory bodies, etc.
2000+ interactions with community**

COLLISION MAPPING

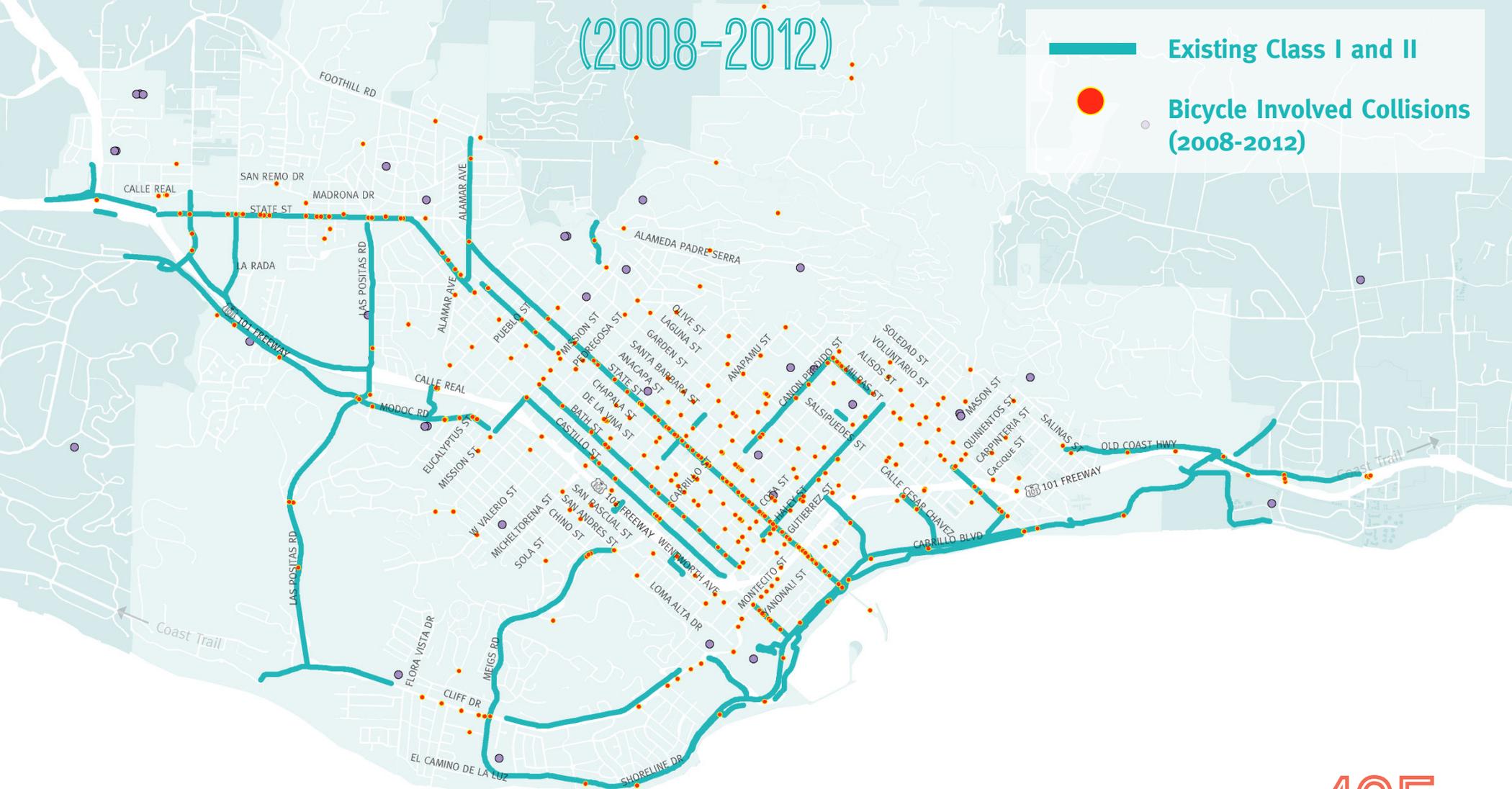
EXISTING CLASS I & II



COLLISION MAPPING

EXISTING CLASS I, II & COLLISIONS

(2008-2012)

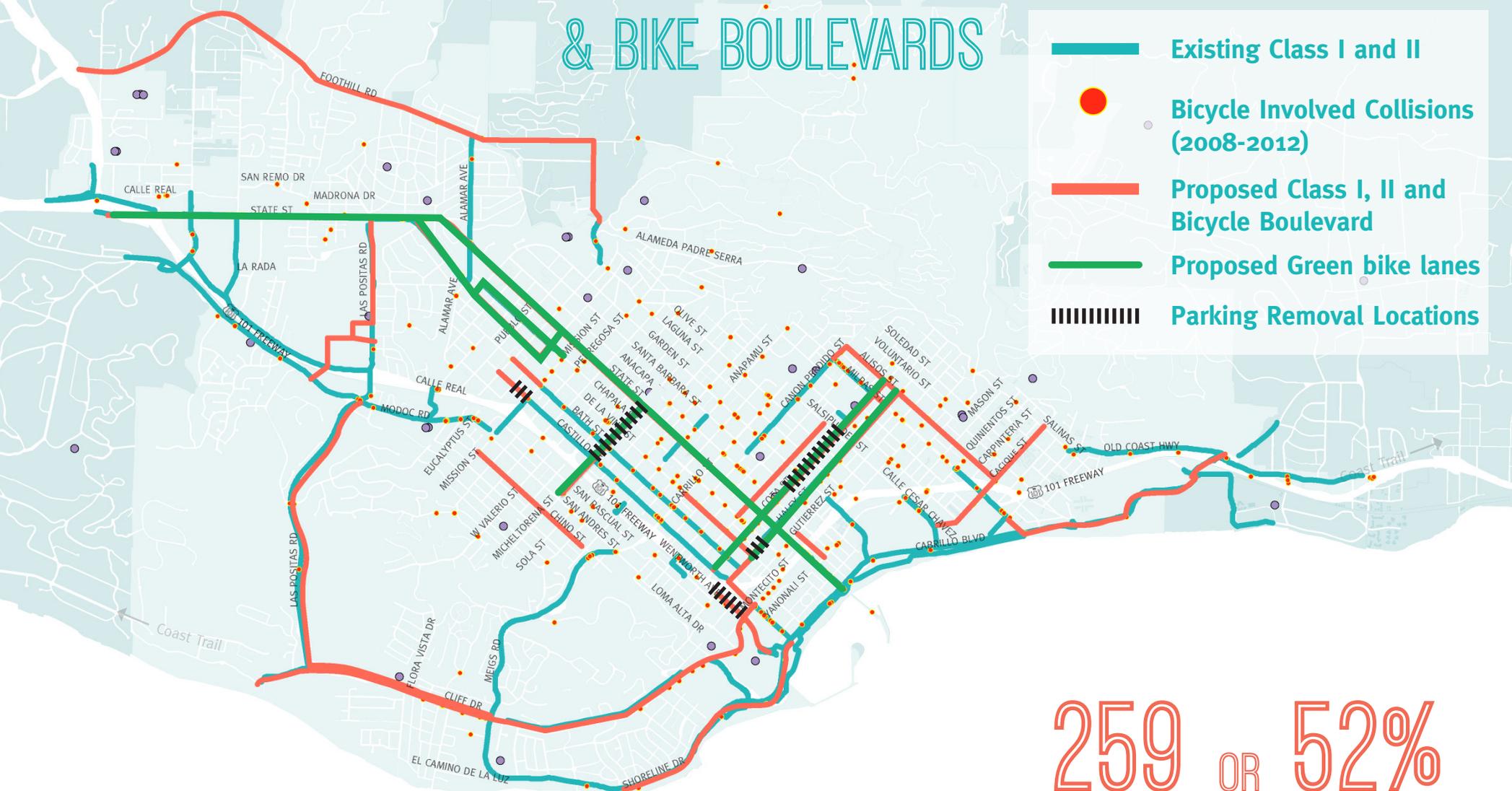


495

2008-2012 TOTAL NUMBER OF MAPPABLE COLLISIONS

COLLISION MAPPING

EXISTING CLASS I, II + PROPOSED CLASS I, II & BIKE BOULEVARDS



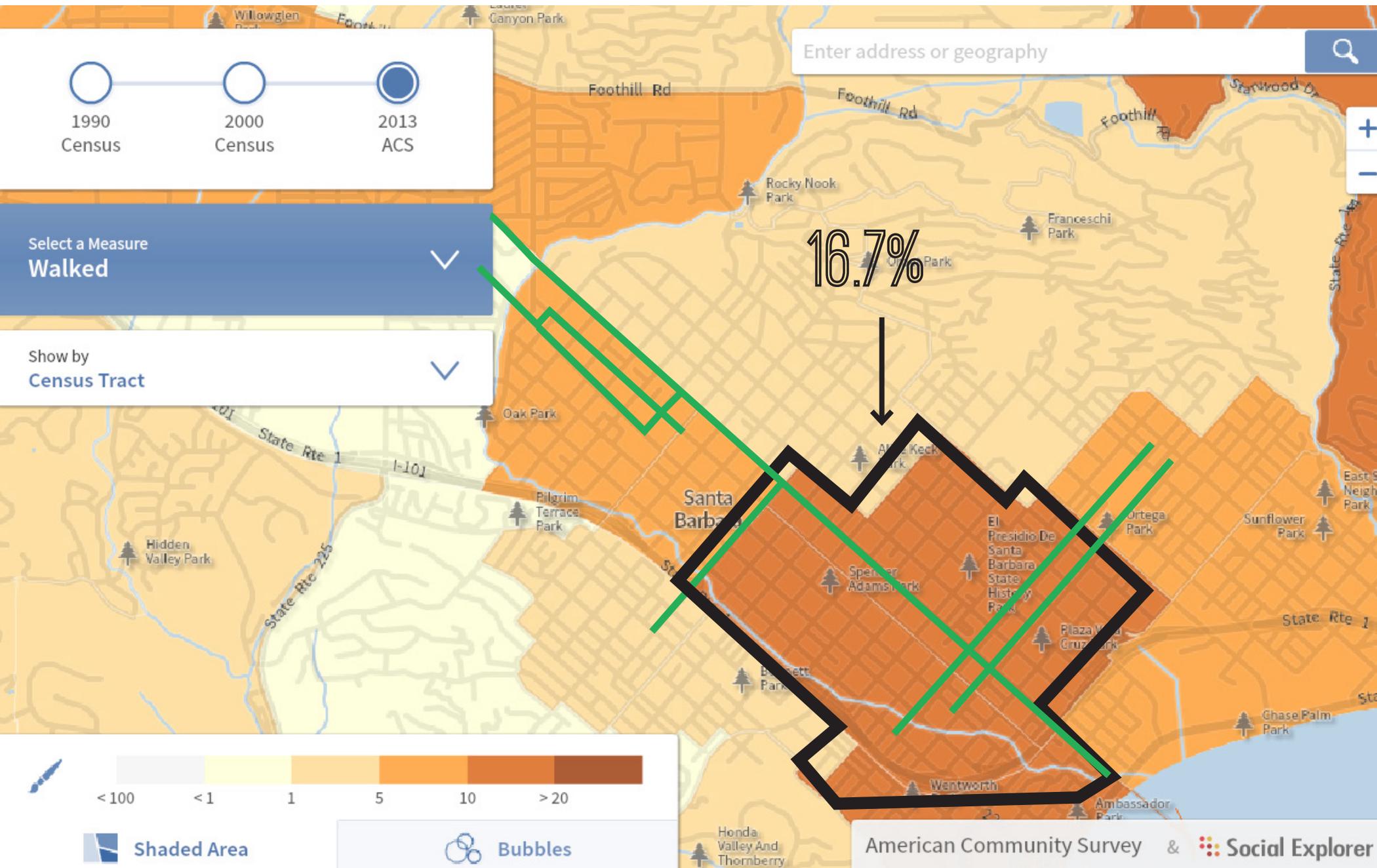
259 OR 52%

NUMBER OF COLLISIONS

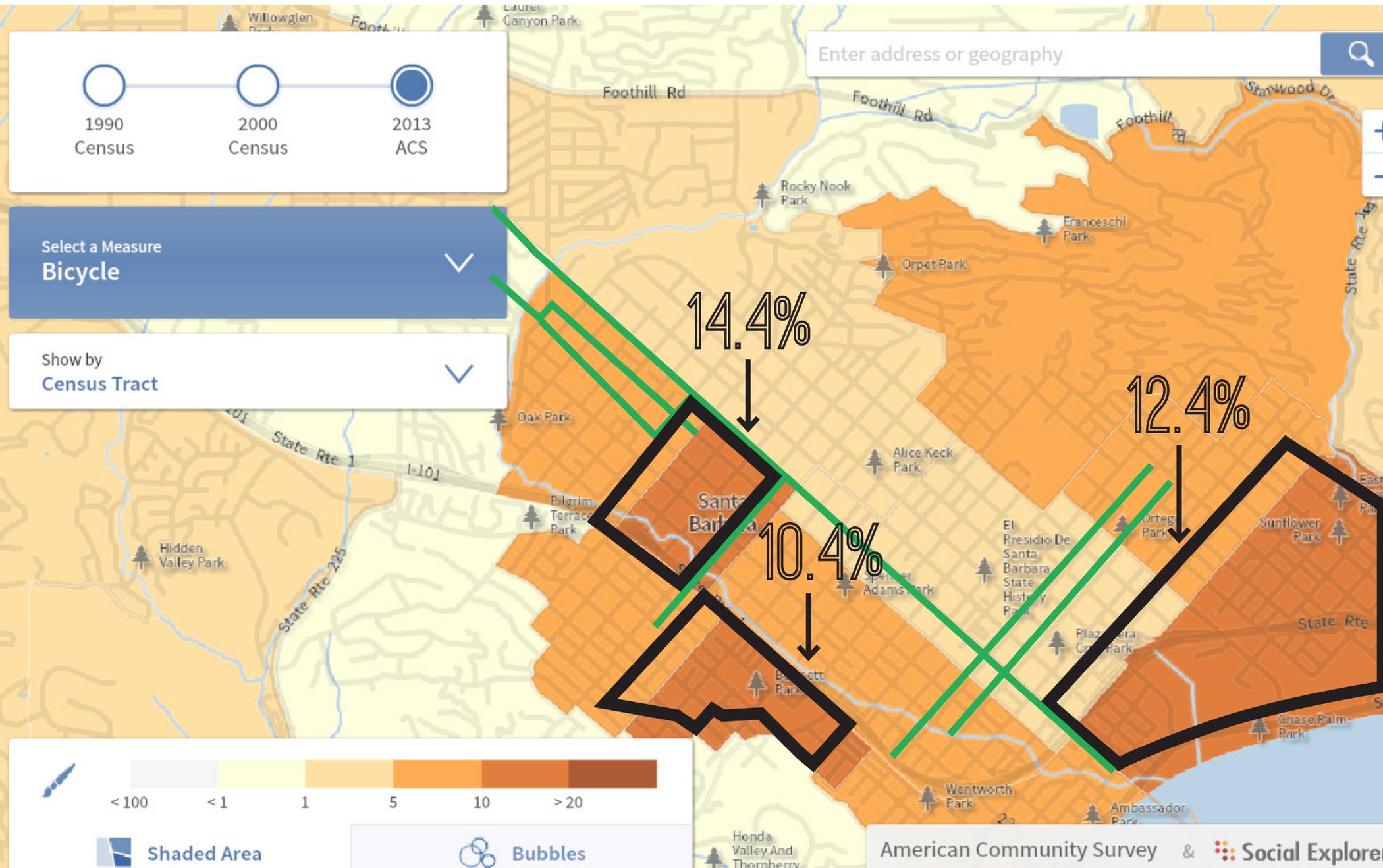
POTENTIALLY REMOVED WITH NEW FACILITIES

**259 ALSO INCLUDES COUNTS ON MILPAS, ANACAPA, AND CHAPALA*

PERCENTAGE THAT WALK TO WORK



PERCENTAGE THAT BIKE TO WORK



GREEN LANE EXAMPLE



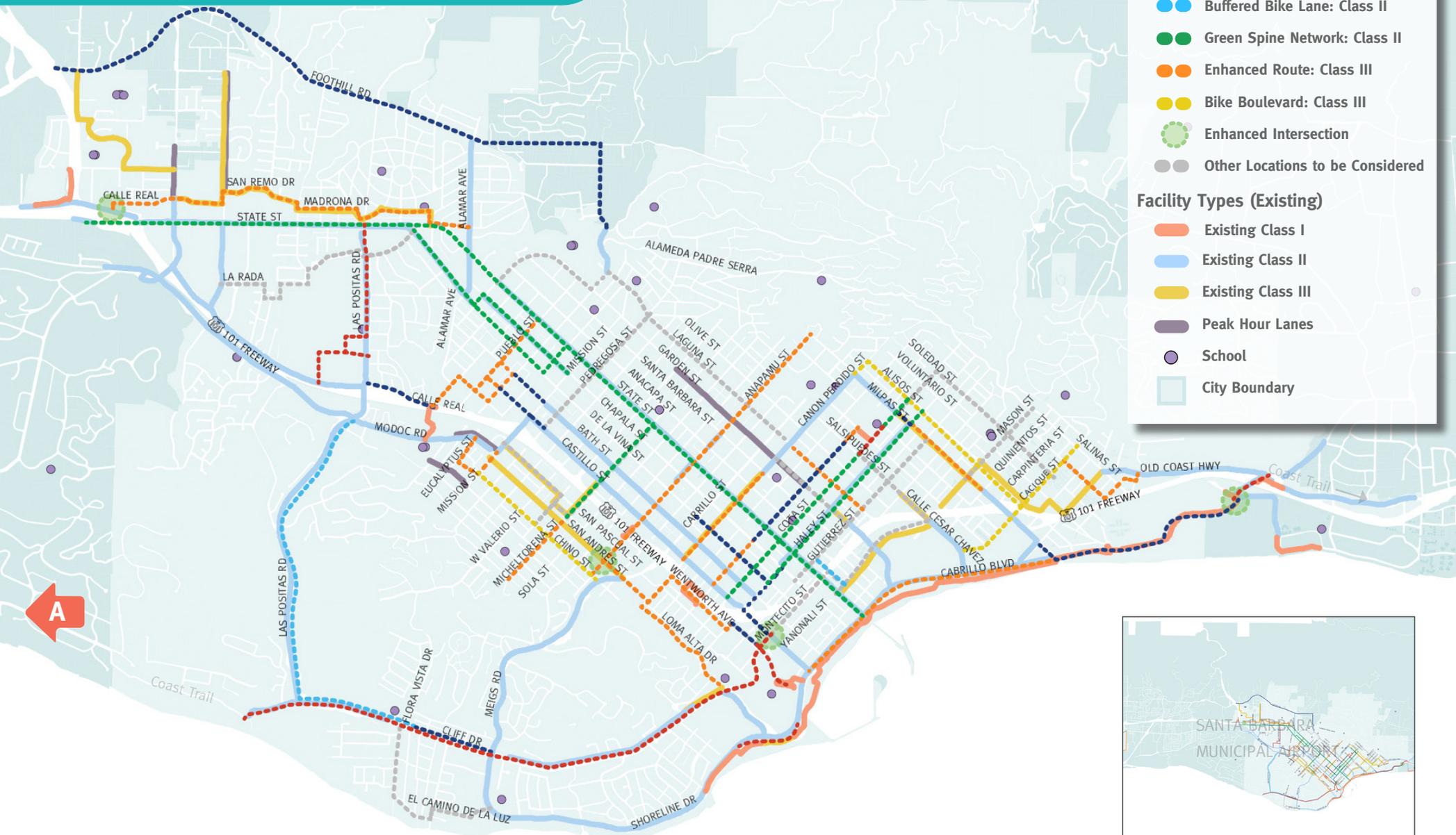
RECOMMENDED FACILITIES

Facility Types (Proposed)

- Bike Path: Class I
- Bike Lane: Class II
- Buffered Bike Lane: Class II
- Green Spine Network: Class II
- Enhanced Route: Class III
- Bike Boulevard: Class III
- Enhanced Intersection
- Other Locations to be Considered

Facility Types (Existing)

- Existing Class I
- Existing Class II
- Existing Class III
- Peak Hour Lanes
- School
- City Boundary



**Map shows existing and proposed facilities*

RECOMMENDED FACILITIES

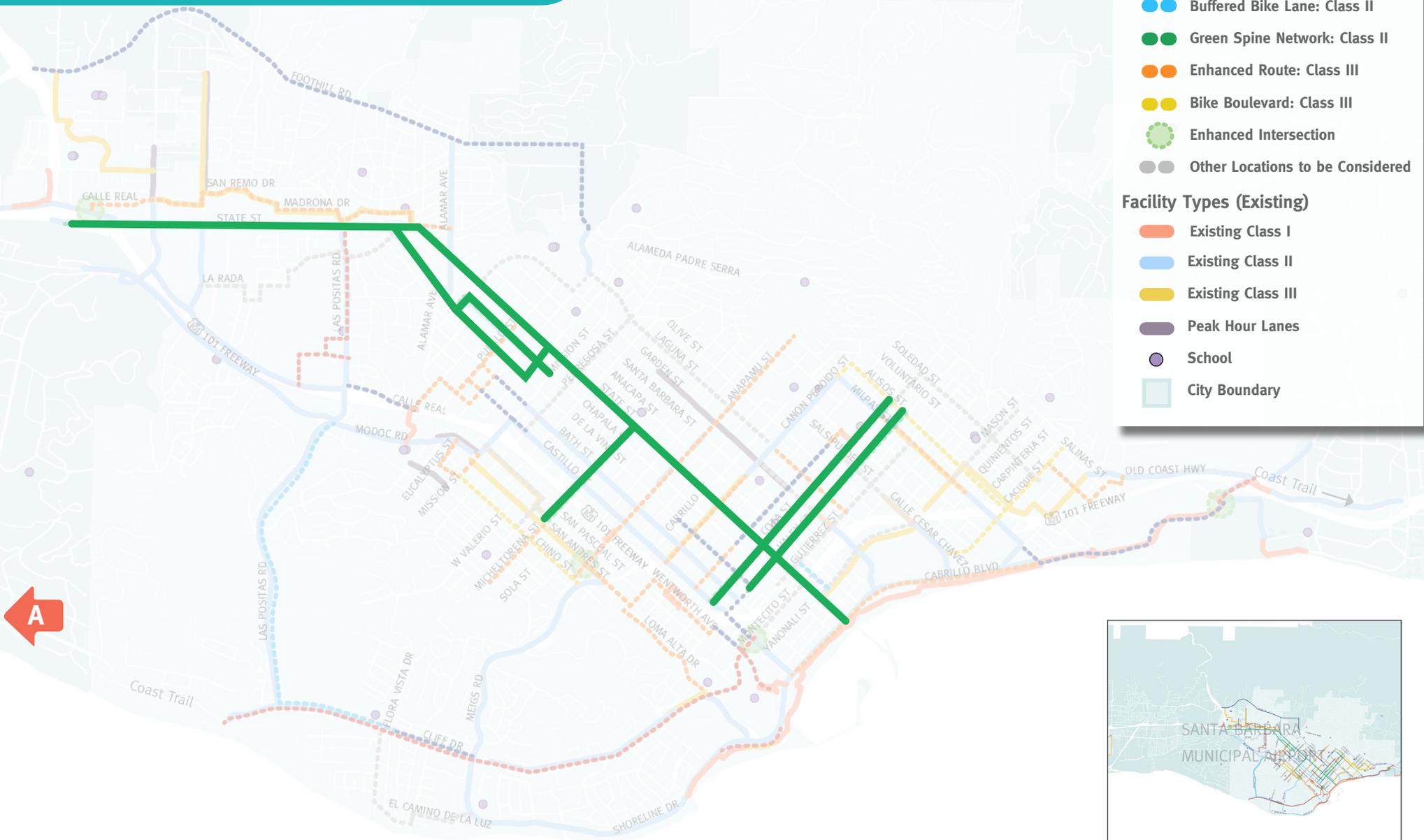
SPINE NETWORK

Facility Types (Proposed)

- Bike Path: Class I
- Bike Lane: Class II
- Buffered Bike Lane: Class II
- Green Spine Network: Class II
- Enhanced Route: Class III
- Bike Boulevard: Class III
- Enhanced Intersection
- Other Locations to be Considered

Facility Types (Existing)

- Existing Class I
- Existing Class II
- Existing Class III
- Peak Hour Lanes
- School
- City Boundary



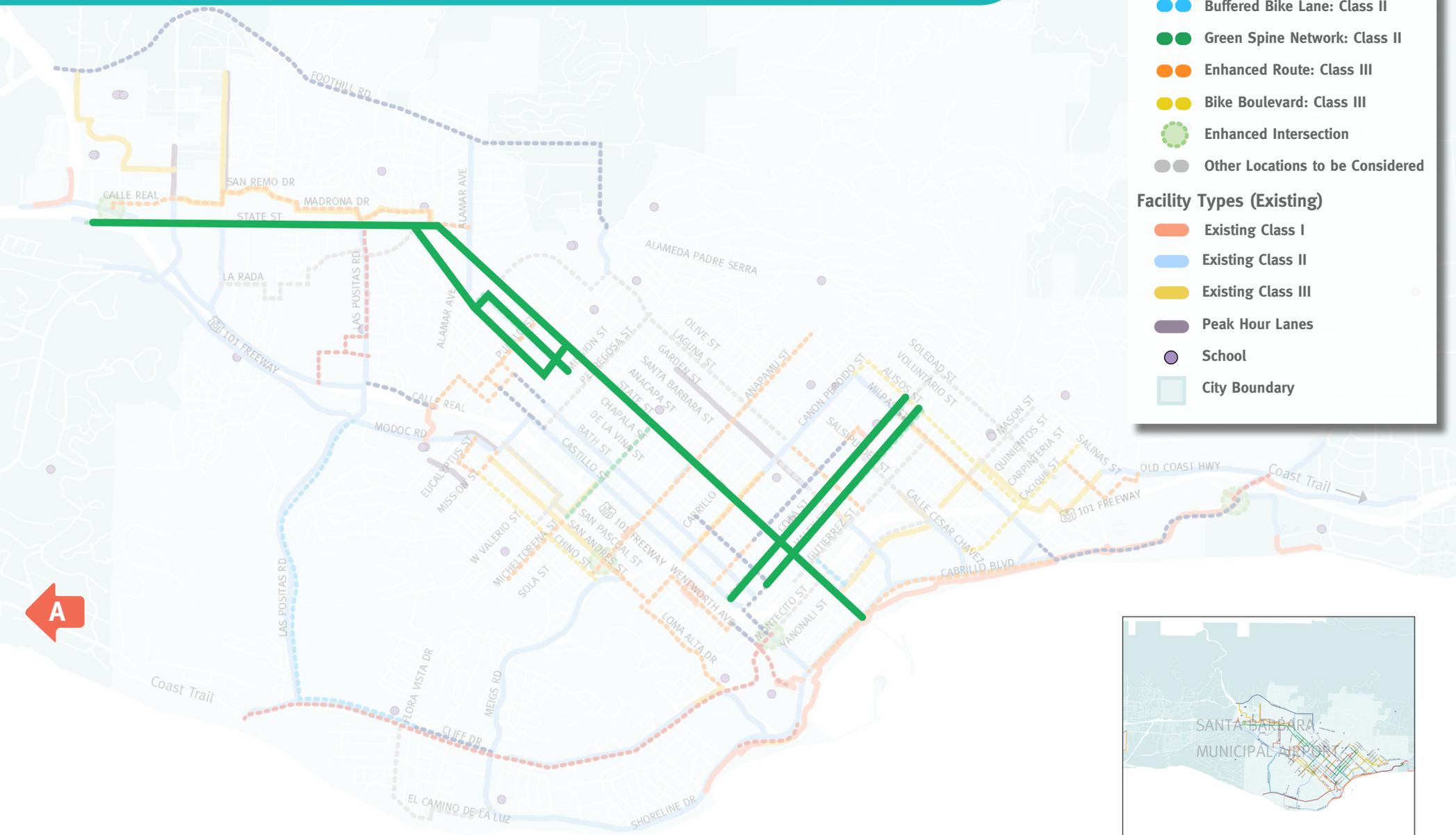
COUNCIL DIRECTION ON THE SPINE NETWORK

Facility Types (Proposed)

- Bike Path: Class I
- Bike Lane: Class II
- Buffered Bike Lane: Class II
- Green Spine Network: Class II
- Enhanced Route: Class III
- Bike Boulevard: Class III
- Enhanced Intersection
- Other Locations to be Considered

Facility Types (Existing)

- Existing Class I
- Existing Class II
- Existing Class III
- Peak Hour Lanes
- School
- City Boundary



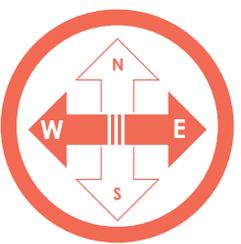
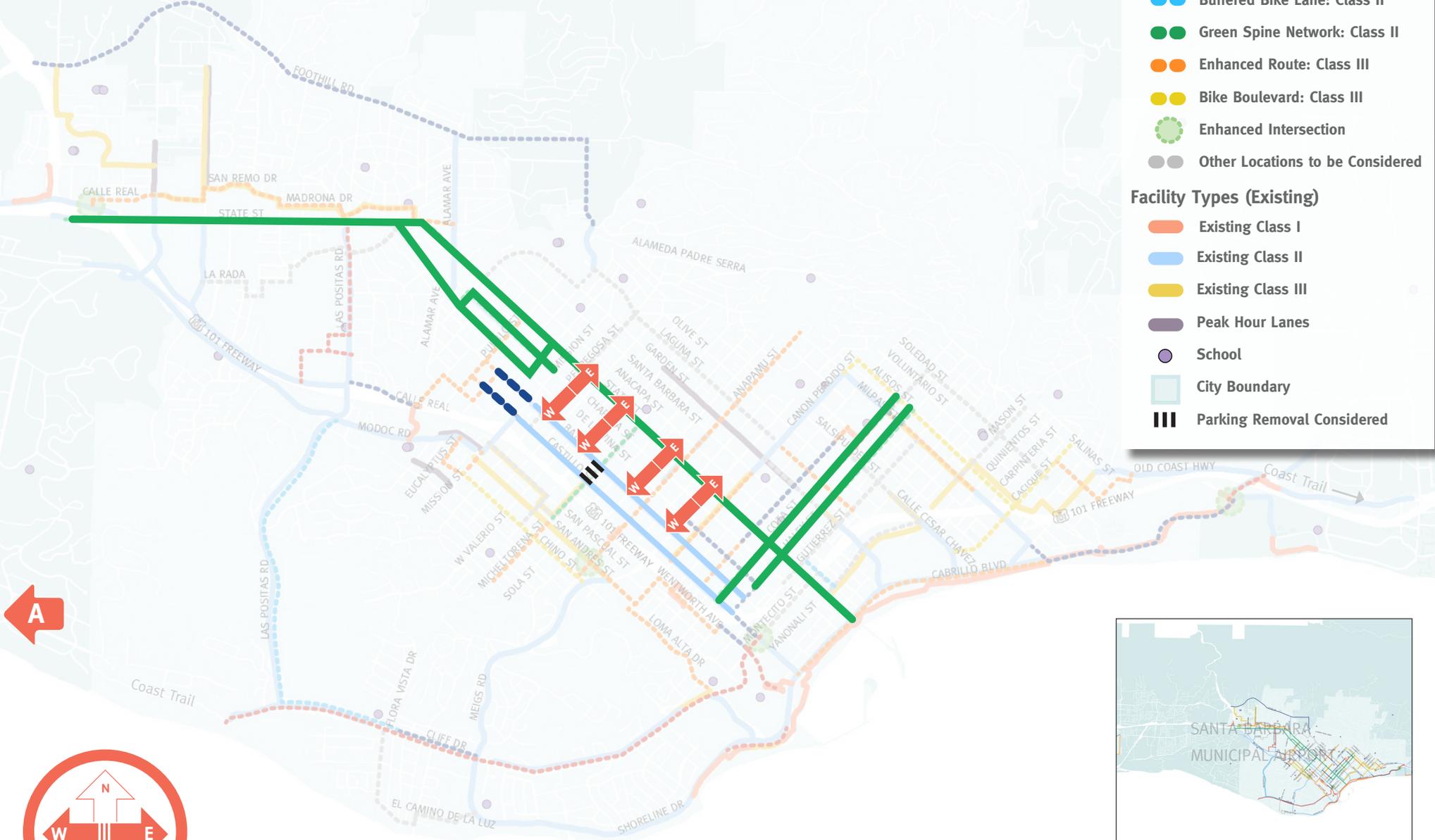
IF MICHELTORENA IS NOT PART OF THE SPINE NETWORK

Facility Types (Proposed)

- Bike Path: Class I
- Bike Lane: Class II
- Buffered Bike Lane: Class II
- Green Spine Network: Class II
- Enhanced Route: Class III
- Bike Boulevard: Class III
- Enhanced Intersection
- Other Locations to be Considered

Facility Types (Existing)

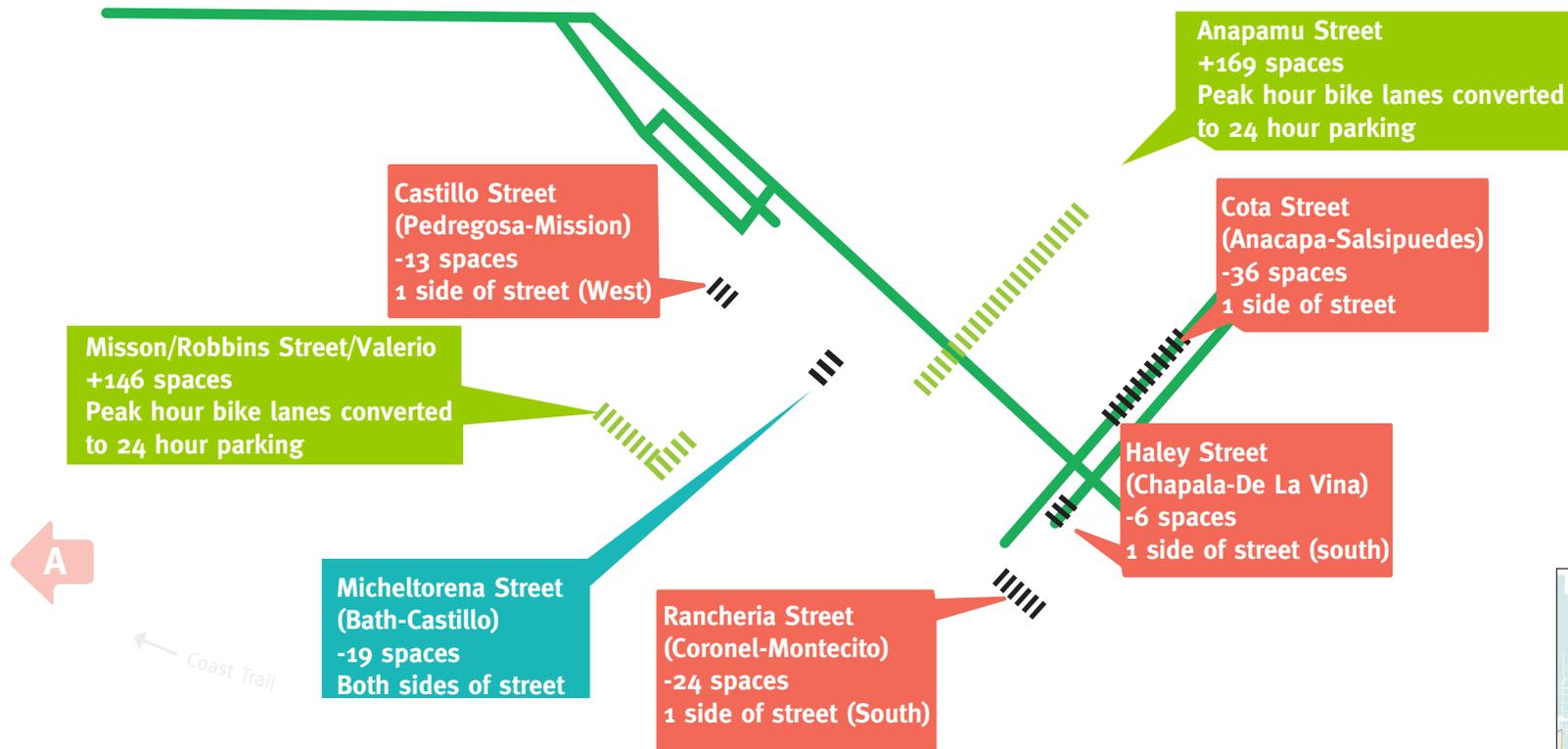
- Existing Class I
- Existing Class II
- Existing Class III
- Peak Hour Lanes
- School
- City Boundary
- ▬▬▬ Parking Removal Considered



NEED FOR STRONG EAST/
WEST CONNECTORS

PARKING REMOVED OR ADDED

- One side of the street
- Both sides of the street
- + Bike lanes converted to 24 hr parking

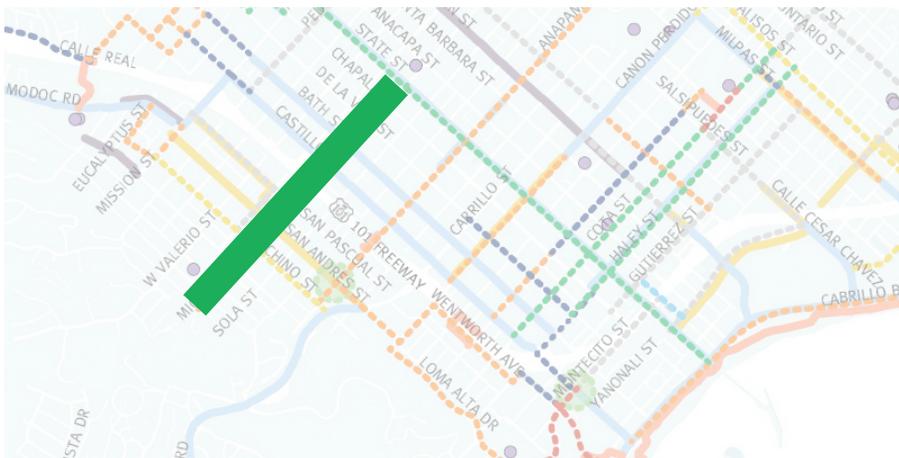


PRIORITIES FROM TCC/PC MEETINGS

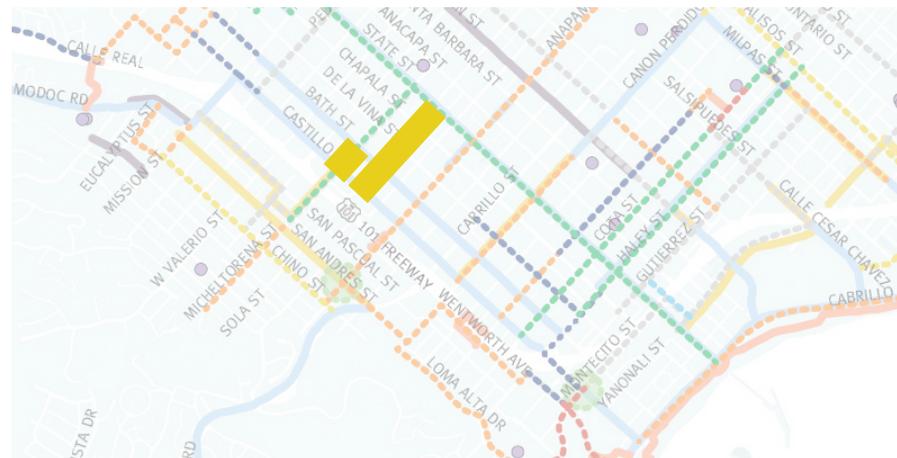
- **Protected/buffered lanes preferred**
- **Highlight the importance of Safe Routes to Schools** (#1 program priority)
- **Clarify network facilities and phasing**
- **Close gaps with high quality facilities**
 - **Include Micheltorena green lane project**
 - **Provide more parking analysis on Micheltorena project**

COUNCIL DIRECTION NEEDED ON MICHELTORENA

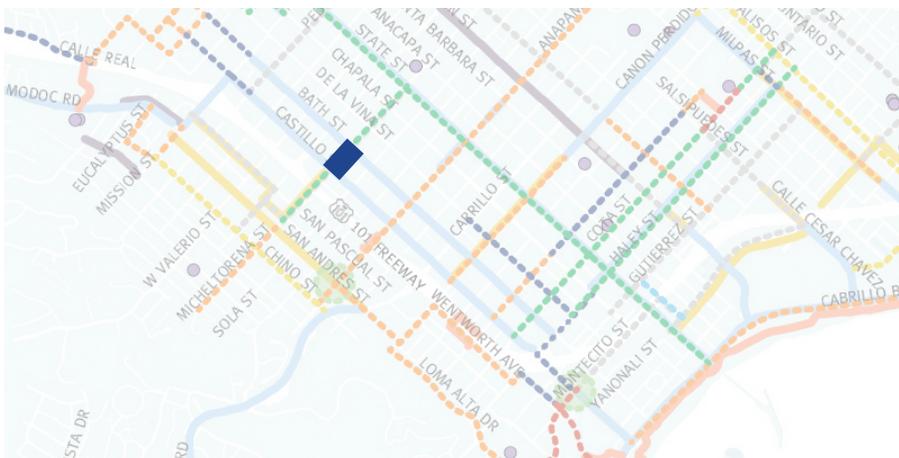
Option 1: [PC/TCC recommendation] Implement Micheltorena Green Lane Project



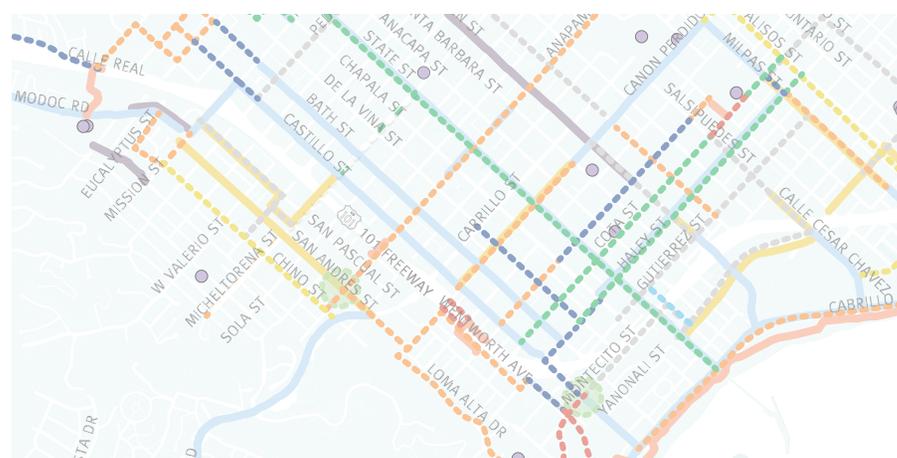
Option 2: Pursue a Sola Bicycle Boulevard



Option 3: Provide bike lanes from the Micheltorena Bridge to the existing Castillo/Bath Bike Lanes

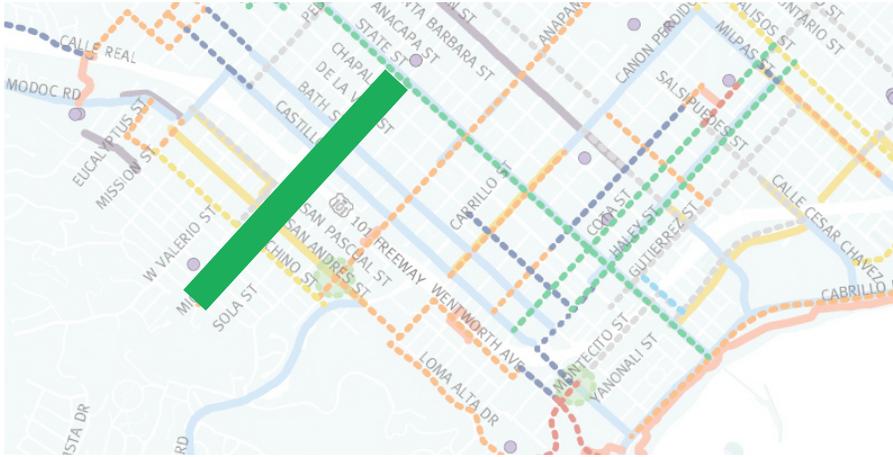


Option 4: Status Quo along Micheltorena



COUNCIL DIRECTION NEEDED ON MICHELTORENA

Option 1: [PC/TCC recommendation]
Implement Micheltorena Green Lane Project



Option 2: Pursue a Sola Bicycle Boulevard



Option 3: Provide bike lanes from the Micheltorena Bridge to the existing Castillo/Bath Bike Lanes

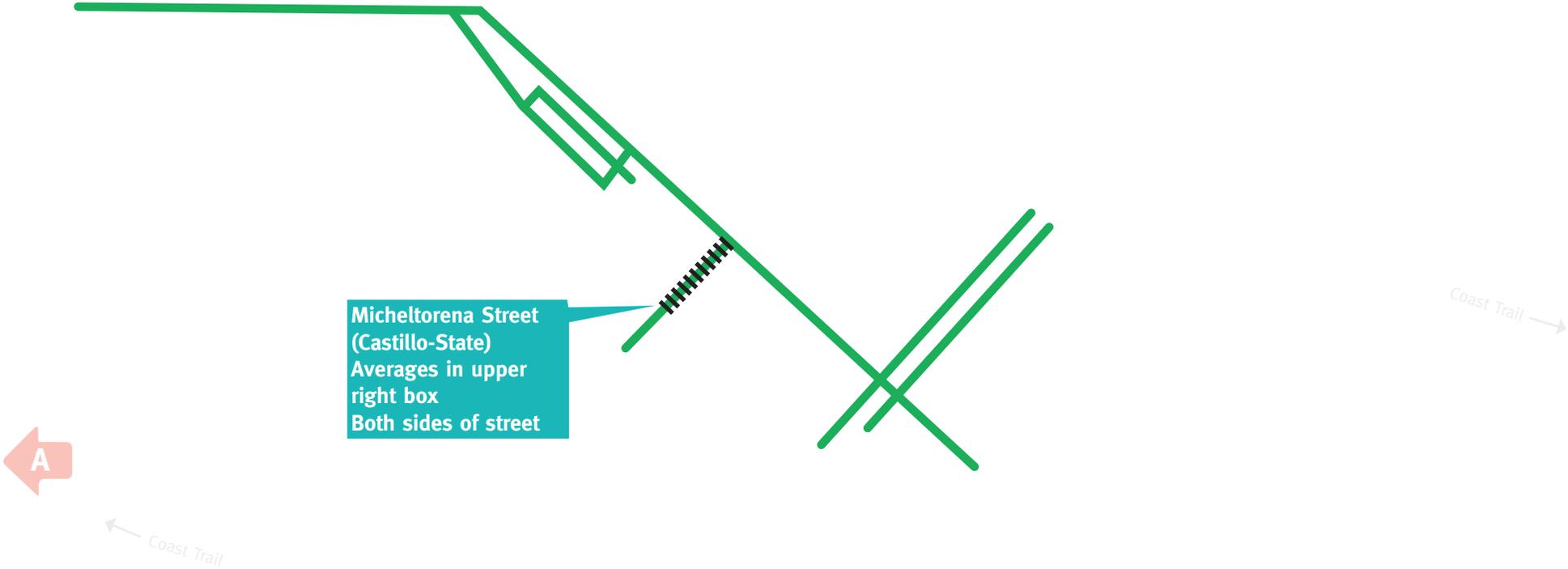


Option 4: Status Quo along Micheltorena

MICHELTORENA GREEN LANE ADDITION

REMOVES 85 ON STREET SPACES, WHICH AVERAGES ABOUT 75% OCCUPIED ON WEEKDAYS.

OVER 90% OCCUPIED IN THE EVENING.



ADDITIONAL OUTREACH HELD SINCE 10/29/15

- **Micheltorena Open House,
11/30/15 Westside Community Center**
- **26 in support (3 live on corridor)**
 - Westside Connection needed
 - Safety is a concern
 - Understand inconvenience of parking loss
- **42 opposed (23 live on corridor)**
 - Business access and parking very important
 - Concern regarding handicap and elderly displacement
 - Some properties do not have off-street parking
(commercial/residential)
- **17 additional miscellaneous comments**
- **91 signatures opposing Micheltorena project**
 - Suggested using Sola or Arrellaga for bike lanes

MICHELTORENA PARKING SURVEY

	VACANCY RATE WEEKDAY		
	1:30-3:00 PM	10:00 AM-12:00 PM	7:30-9:00 PM
VICTORIA (STATE-CASTILLO)	40%	32%	19%
SOLA (EUCLID-STATE)	38%	38%	26%
ARRELLAGA (STATE-CASTILLO)	54%	57%	37%
VALERIO (101-STATE)	43%	53%	34%
CASTILLO (VALERIO-VICTORIA)	35%	57%	22%
BATH (VICTORIA-VALERIO)	17%	25%	21%
DE LA VINA (VALERIO-VICTORIA)	32%	33%	29%
CHAPALA (VICTORIA-VALERIO)	13%	21%	37%
STATE (VALERIO-VICTORIA)	25%	36%	39%
TOTAL PARKING SPACES WITHIN 2 BLOCKS OF MICHELTORENA	356	393	318
TOTAL PARKING SPACES WITHIN 1 BLOCKS OF MICHELTORENA	179	237	182

PARKING REMOVAL UNDER CONSIDERATION

Weekday Vacancies
Within 1 Block
of Micheltorena

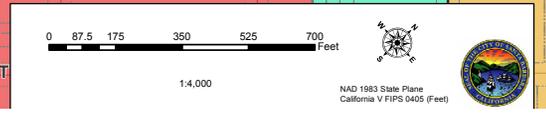
9pm
182 nighttime
vacancies

← Micheltorena

State

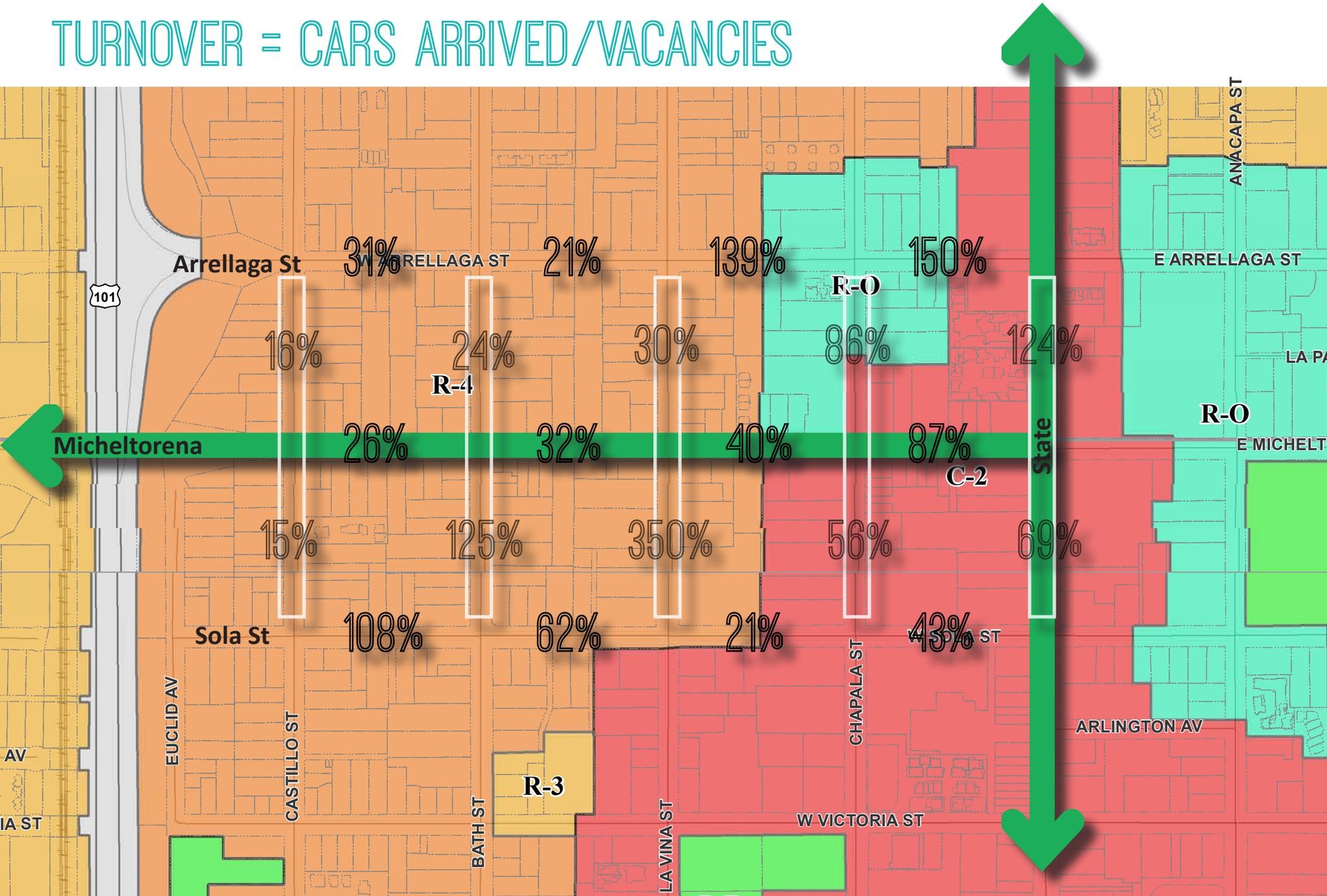
Zoning Designations

- A-1 - Single Residential Unit
- A-2 - Single Residential Unit
- E-1 - Single Residential Unit
- E-2 - Single Residential Unit
- E-3 - Single Residential Unit
- R-1 - Single Residential Unit
- R-2 - Two Residential Units
- R-3 - Multiple Residential Units
- R-4 - Hotel/Motel/Multiple Residential Units
- C-1 - Limited Commercial
- C-2 - Commercial
- C-L - Limited Commercial
- C-M - Commercial-Manufacturing
- C-O - Medical Office
- C-P - Restricted Commercial
- HC - Harbor Commercial
- HRC - Hotel and Related Commerce
- M-1 - Light Manufacturing
- OC - Ocean Related Commerce
- OM-1 - Ocean Oriented Light Manufacturing
- PR - Parks and Recreation
- R-O - Restricted Office
- C-X - Research and Development
- P-D - Planned Development
- PUD - Planned Unit Development
- SP - Specific Plan



PARKING TURNOVER RATES

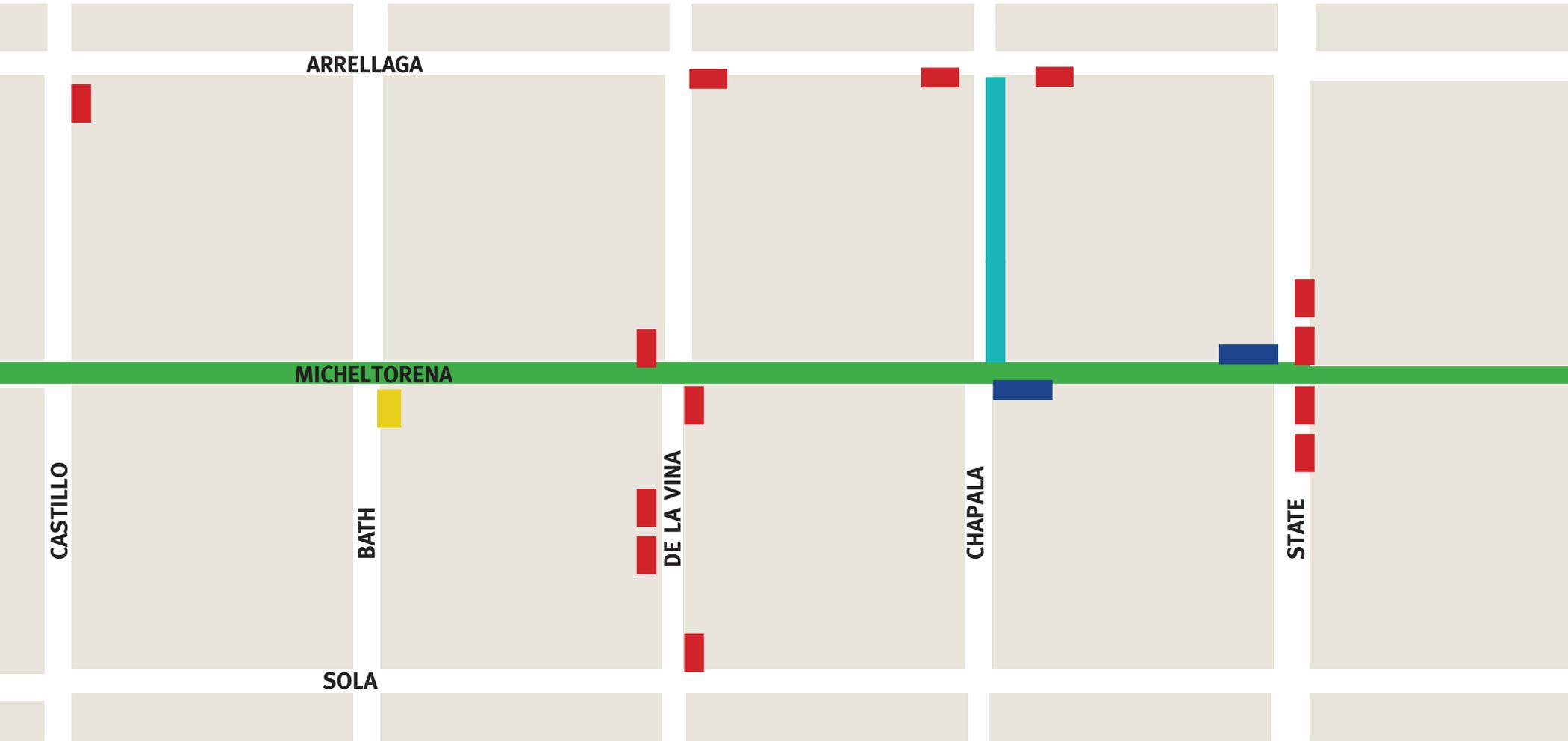
TURNOVER = CARS ARRIVED / VACANCIES



PC/TCC RECOMMENDATIONS TO ADDRESS PARKING REDUCTIONS

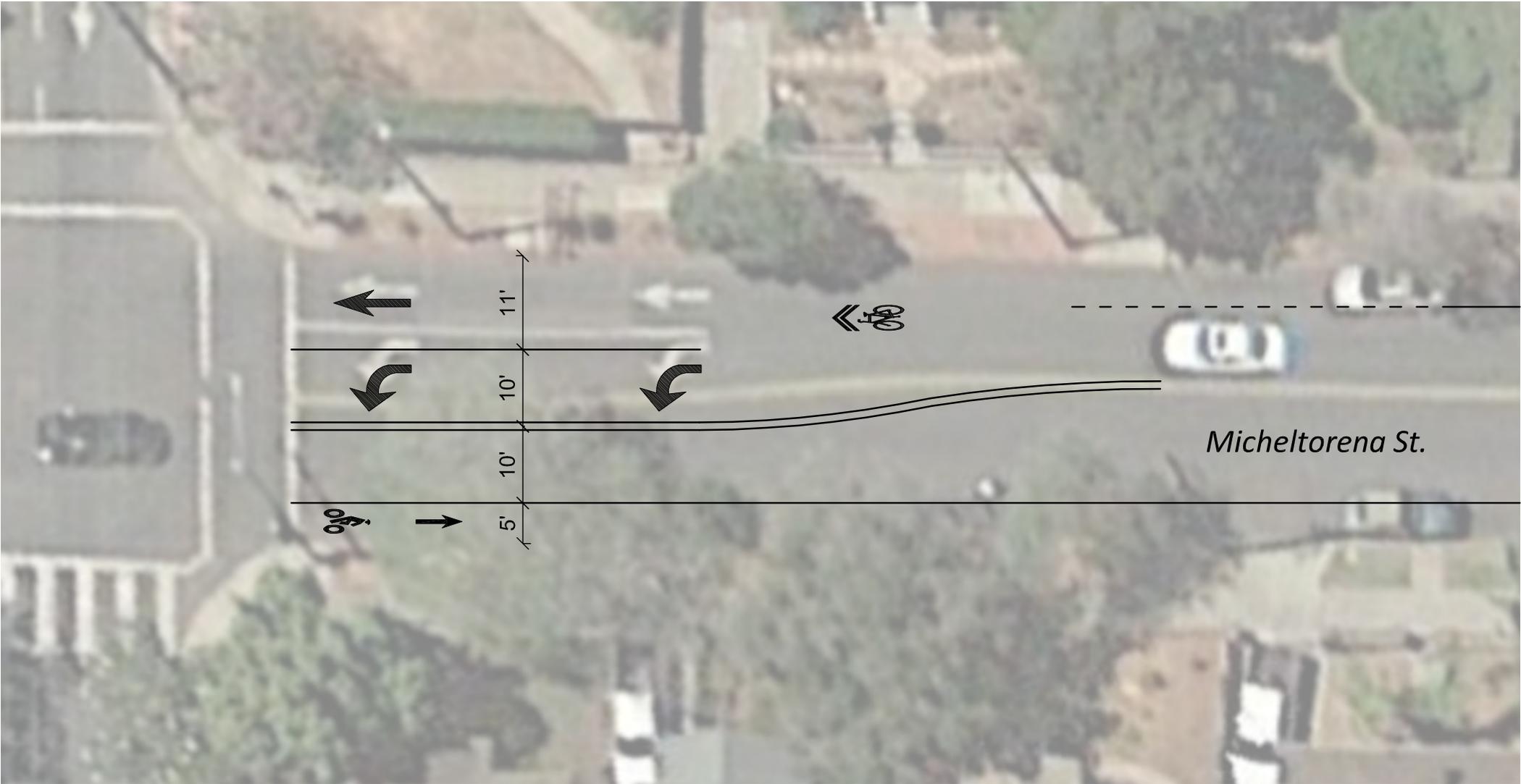
- ✓ **Conduct a turnover study**
- ✓ **Contact property owners to consider use of off-street lots**
- ✓ **Minimize red curbs (13 spaces)**
- ✓ **Create 90-minute zones on De La Vina**
- **Add loading zones (parking pocket)**
- **Restrict residential parking permits on Chapala**
- **Designate car share locations in the neighborhood**
- **Create a 15-min zone on Bath St south of Micheltorena (La Bamba Market)**
- **Have Traffic Solutions do outreach to employers and employees to increase car-pooling**

MICHELTORENA POTENTIAL PARKING CONVERSION

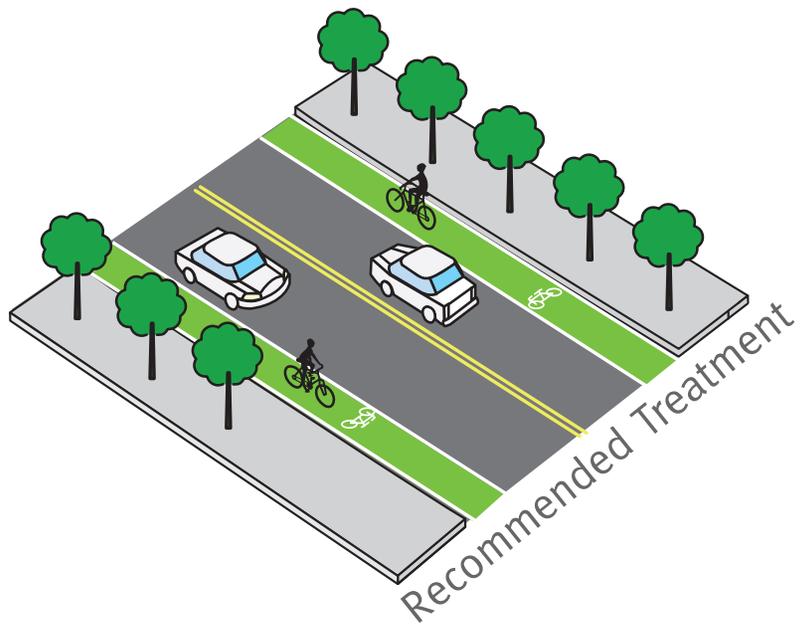


-  13 Red Curb Converted to Parking
-  Restrict RPP on Chapala
-  Potential Parking Pockets
-  LA Bamba Market 15-minute Zone

MICHELTORENA TYPICAL PHASE 1



MICHELTORENA PHASE 2



COUNCIL DIRECTION NEEDED ON MICHELTORENA

➤ **Option 1:** *[PC/TCC recommendation]* Implement the Micheltorena Green Lane Project

Pros:

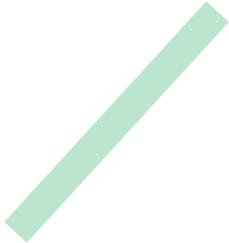
- Enhances safety
- Closes network gap
- Easy to implement
- Low-cost/high benefit
- Community desire
- Completion of '74 and '98 BMP

Cons:

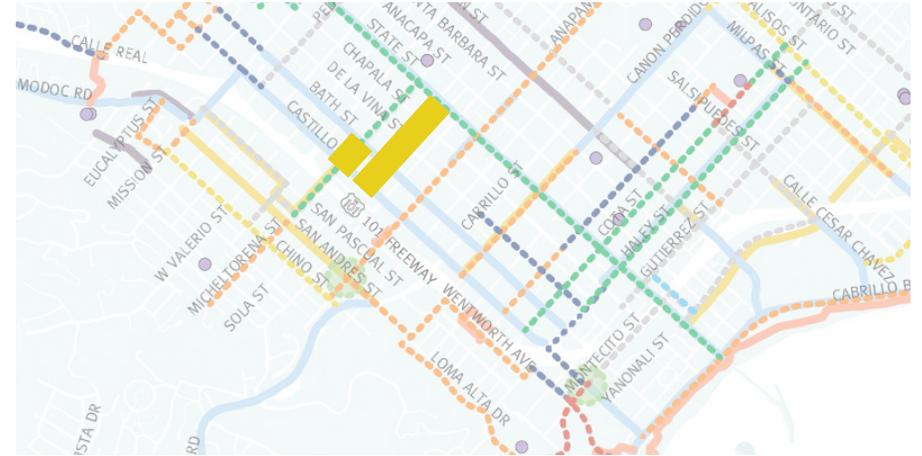
- Removes approx. 85 on-street spaces
- Inconvenient for residents

COUNCIL DIRECTION NEEDED ON MICHELTORENA

Option 1: *[PC/TCC recommendation]*
Implement Micheltorena Green Lane Project



Option 2: Pursue a Sola Bicycle Boulevard



Option 3: Provide bike lanes from the Micheltorena Bridge to the existing Castillo/Bath Bike Lanes



Option 4: Status Quo along Micheltorena

WHAT IS A BICYCLE BOULEVARD?

ELEMENTS OF A BICYCLE BOULEVARD

- Low volume, residential streets
- Bikes take the lane and have right of way
- Autos may be diverted from end to end travel
- Residents maintain property access



SHARROWS (ALISOS POPUP BIKE BOULEVARD)



DIVERTER



CHICANE



SIGNAGE

COUNCIL DIRECTION NEEDED ON MICHELTORENA

➤ **Option 2: Pursue a Sola Bicycle Boulevard**

Pros:

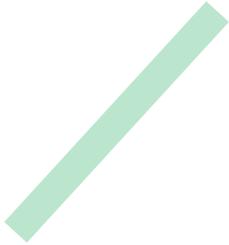
- Maintains all parking on Micheltorena (except 1 block from Bath-Castillo)
- Places bicyclists on lower volume street

Cons:

- Does not provide direct/visable Westside connection
- 2x cost of Option 1
- Other options have higher cost/benefit ratio
- May not compete well for grant funding

COUNCIL DIRECTION NEEDED ON MICHELTORENA

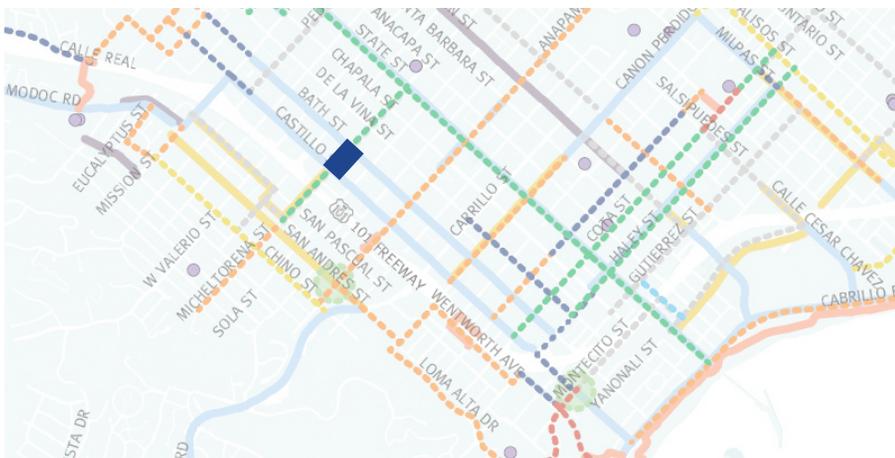
Option 1: *[PC/TCC recommendation]*
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Option 4: Status Quo along Micheltorena

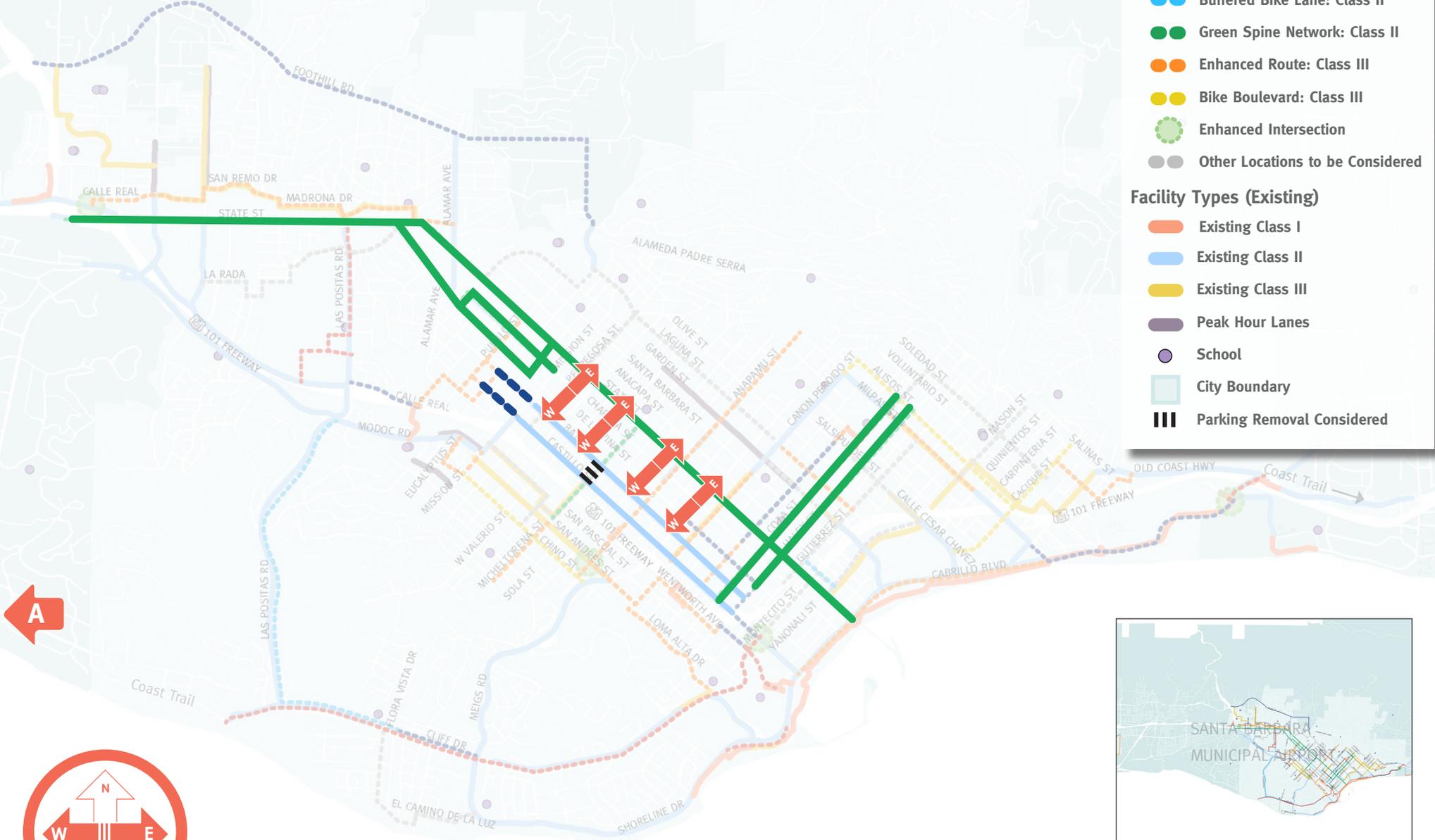
IF MICHELTORENA IS NOT PART OF THE SPINE NETWORK

Facility Types (Proposed)

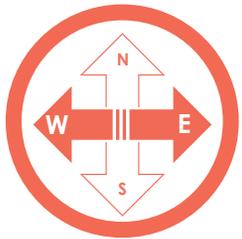
- Bike Path: Class I
- Bike Lane: Class II
- Buffered Bike Lane: Class II
- Green Spine Network: Class II
- Enhanced Route: Class III
- Bike Boulevard: Class III
- Enhanced Intersection
- Other Locations to be Considered

Facility Types (Existing)

- Existing Class I
- Existing Class II
- Existing Class III
- Peak Hour Lanes
- School
- City Boundary
- ▬▬▬ Parking Removal Considered



A



NEED FOR STRONG EAST/
WEST CONNECTORS



A

COUNCIL DIRECTION NEEDED ON MICHELTORENA

- **Option 3:** Provide bike lanes from the Micheltorena Bridge to the existing Castillo/Bath Bike Lanes, but do not improve Sola Street for bicycles

Pros:

- Minimizes parking removal
- Closes 1 block gap in network

Cons:

- Does not make east/west connections
- Does not implement '74 and '98 BMPs

COUNCIL DIRECTION NEEDED ON MICHELTORENA

➤ **Option 4:** Status Quo along Micheltoarena and Sola

Pros:

- Maintains all parking on Micheltoarena

Cons:

- Does not meet BMP goals 1, 2, or 3
(Safety, Close Gaps, or Multi-modal Access)

MAKING IT HAPPEN

FUNDING AND RANKING

Begin Implementation by 2020 - Phase 1

CAPITAL: INFRASTRUCTURE	Total Cost Estimate	PROGRAMS: EDUCATION AND ENFORCEMENT	Total Cost Estimate
State Street Green Lanes (Phase 1)	\$303,120	1.3.6: Safe Routes to School	\$30,000*
Cota/Haley Green Lanes	\$700,000	1.4.1: Enhance Police Enforcement	\$500,000*
Micheltorena Green Lanes/Enhanced Route	\$350,000	1.3.5: Sharrows and Share the Road	\$50,000
Canon Perdido Street Enhanced Route	\$36,000	1.3.5: Public Service Announcements	\$50,000
Cacique Street Bike Boulevard	\$1,270,000		
Alisos Street Bike Boulevard	\$500,000		
Cabrillo/De La Vina Road Diet	\$262,440		
Ortega Street Bike Lanes	\$123,360		
Loma Alta Drive Enhanced Route	\$40,200		
Montecito/Castillo Intersection	TBD		
Cabrillo Enhanced Route	\$12,600		
Westside Enhanced Route (Including Rancheria)	\$80,730		

KEY METRICS OF SUCCESS

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.

Begin Implementation by 2025 - Phase 2

CAPITAL: INFRASTRUCTURE	Total Cost Estimate	PROGRAMS: EDUCATION AND ENFORCEMENT	Total Cost Estimate
Las Positas Buffered Bike Lane	\$63,900	1.3.6: Safe Routes to School	\$30,000*
State Street Phase 2 (also referred to as the Chapala/De La Vina Green Lanes)	\$166,050	1.4.1: Enhance Police Enforcement	\$500,000*
Cliff Drive Class II Gap Closure Lanes	\$319,090	1.3.1: Bicycle Traffic School Programs	\$100,000
Chino Street Bike Boulevard	\$500,000	2.1.6: School Coordination	\$10,000
Anapamu Street Enhanced Route	\$70,200	3.1.4: Public Bike Share	\$3,000,000
Foothill Enhanced Route	\$119,400		
Shoreline Drive Class I Bike Path	\$420,000		
Bath/Castillo Couplet Extension	\$53,900		
Traffic Signal Bike Detection (SR 225)	\$105,000		
Cabrillo/Los Patos Intersection Improvements	TBD		
Canada Enhanced Route	\$31,800		

KEY METRICS OF SUCCESS

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.

Achieve League of American Bicyclist Gold Status

* Annual cost

Begin Implementation by 2030 - Phase 3	CAPITAL INFRASTRUCTURE	Total Cost Estimate	EDUCATION AND ENFORCEMENT PROGRAMS	Total Cost Estimate
	State Street Phase 3 (Mission-154)	\$8,000,000	1.3.6: Safe Routes to School	\$30,000*
	State St to Modoc Rd Class I Bike Path	\$15,000,000	1.4.1: Enhance Police Enforcement	\$500,000*
	Pershing Park Path	\$240,700		
	Castillo/US 101/Haley Crossing	\$700,000		
	Milpas Street Enhanced Route	\$30,000		
	Pueblo/Oak Park/Junipero Enhanced Route	\$100,320		
	State/Calle Real/154 Enhanced Intersection	TBD		
	Cliff Drive Bike Path	\$15,000,000		
	Eucalyptus/Chino/Mission Enhanced Route	\$28,800		
	Anapamu Intersection Enhancements	\$50,000		
	Highway 192 Class II Lanes (Foothill Rd)	\$2,000,000		
	Cabrillo Bike Path	\$288,000		
	Hollister Buffered Bike Lanes	\$51,000		

KEY METRICS OF SUCCESS

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

Eliminate bicycle-related collisions

This ranking is based on TCC/PC recommendations to:

- Improve safety
- Have high benefit/cost ratios
- Reflect community requests

* Annual cost

- **BMP is a bicycle transportation plan consistent with Streets and Highway Code Section 891.2**
- **Section 21080.20 of the Public Resources Code – Statutory CEQA exemption within urbanized areas**
- **Lead Agency holds noticed public hearings (December 10, 2015)**
- **Traffic and Safety Impacts Assessment (Appendix C)**
- **Projects removed from BMP: Ortega/101 Bridge, Anapamu/101 bridge, and Las Positas Class I**

COUNCIL DIRECTION NEEDED ON MICHELTORENA

➤ **Option 1:** *[PC/TCC recommendation]* Implement the Micheltoarena Green Lane Project

Pros: Enhances safety, closes network gap, easy to implement, low-cost/high benefit, community desire, completion of 74 and 98 BMP

Cons: Removes approx. 85 on-street spaces, inconvenient for residents

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➤ **Option 4:** Status Quo along Micheltoarena and Sola

Pros: Maintains all parking on Micheltoarena

Cons: Does not meet BMP goals 1, 2, or 3 (Safety, Close Gaps, or Multi-modal Access)

COUNCIL ACTION

- **Action: Direct staff to revise BMP pursuant to Council direction and return with appropriate action documents**

MICHELTORENA PARKING IMAGE



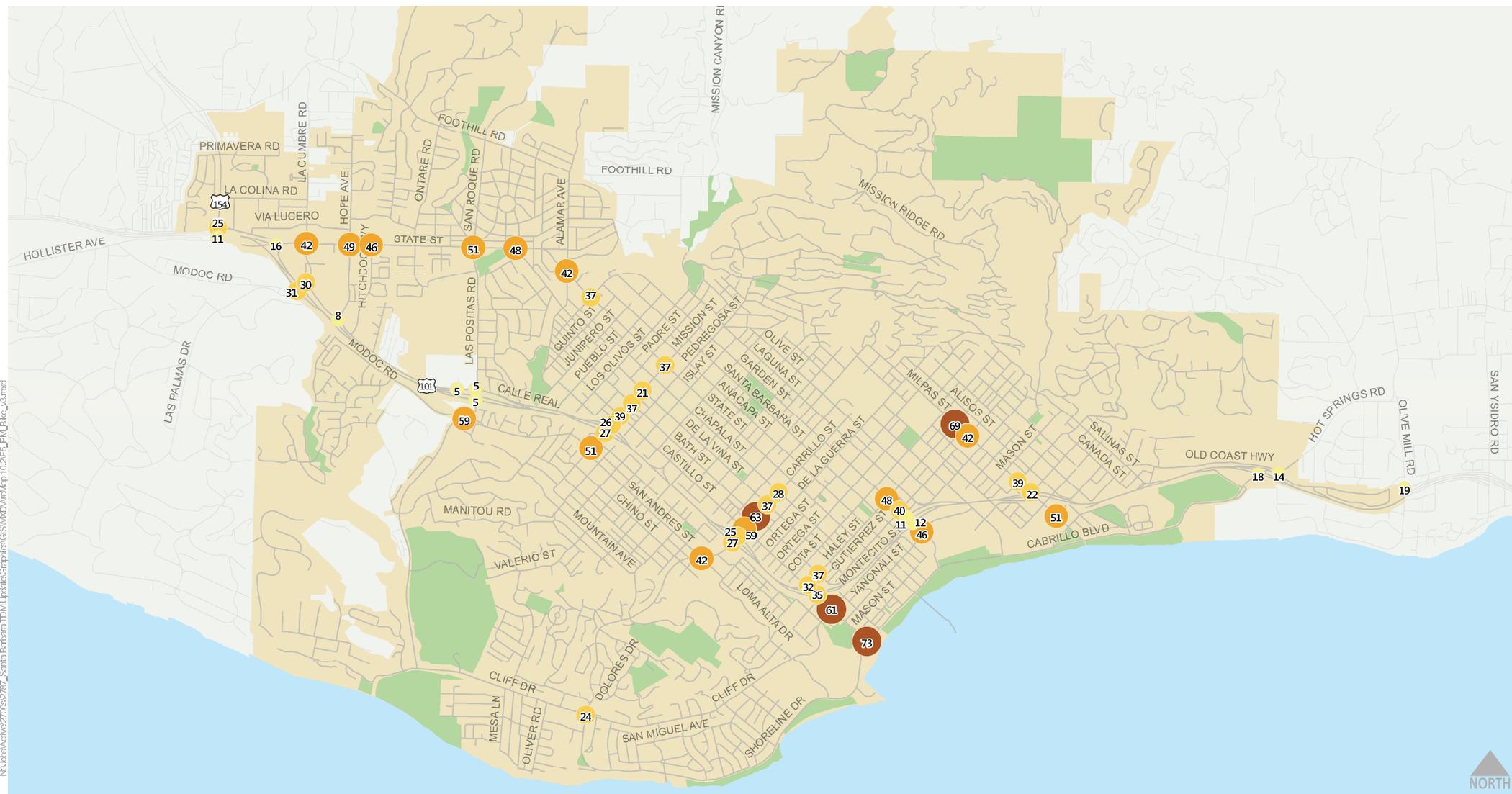
SOLA PARKING IMAGE



CABRILLO PARKING IMAGE



EXISTING BICYCLE INTERSECTION VOLUMES FOR PEAK HOUR (4PM-6PM)



PM Peak Hour Volume (Intersection Count for Category)

- 1 - 20 (11)
- 21 - 40 (20)
- 41 - 60 (15)
- 61 - 80 (4)
- 81 - 100 (0)

EXISTING (2015) BICYCLE INTERSECTION VOLUMES FOR PEAK HOUR BETWEEN 4PM-6PM

Figure

PEAK HOUR BICYCLE VOLUMES MATRIX

EXISTING CONDITIONS PEAK HOUR BICYCLE VOLUME

ID	N/S Street Name	E/W Street Name	Peak Hour Start Time	NB	SB	EB	WB	Sub Total	Total	ID	N/S Street Name	E/W Street Name	Peak Hour Start Time	NB	SB	EB	WB	Sub Total	Total
1	Olive Mill Rd	Coast Village Rd	8:00 AM	8	7	7	0	22	41	26	US 101 Southbound Ramps	Carrillo St	7:30 AM	0	0	21	4	25	52
			5:00 PM	3	7	9	0	19						5:00 PM	0	0	12	15	
2	Hot Springs Rd	Coast Village Rd	7:00 AM	2	3	6	7	18	32	27	San Andres St	Carrillo St	7:00 AM	5	24	14	0	43	85
			5:00 PM	7	4	0	3	14						4:30 PM	20	14	3	5	
3	Cabrillo Blvd	US 101 Southbound Ramp	8:00 AM	10	6	0	0	16	34	28	Calle Real	State St	8:00 AM	0	7	9	7	23	39
			5:00 PM	10	8	0	0	18						4:45 PM	0	5	5	6	
4	Milpas St	US 101 Southbound On-Ramp	7:30 AM	11	0	0	0	38	89	29	Modoc Rd	Mission St	8:00 AM	0	38	12	17	67	118
			4:00 PM	25	26	0	0	51						4:45 PM	0	28	13	10	
5	Constance Ave	State St	7:45 AM	7	30	0	4	41	78	30	US 101 Southbound Ramps	Mission St	7:45 AM	0	0	25	15	40	67
			5:00 PM	16	13	1	7	37						5:00 PM	1	0	17	9	
6	Milpas St Roundabout		7:30 AM	5	8	0	11	24	46	31	US 101 Northbound Ramps	Mission St	AM	0	0	25	16	41	68
			5:00 PM	11	7	0	4	22						PM	0	0	17	9	
7	Milpas St	Quinientos St	6:00 PM	5	11	9	11	36	75	32	Castillo St	Mission St	AM	6	13	24	14	57	96
			7:00 PM	11	2	14	12	39						PM	0	11	19	9	
8	Milpas St	Gutierrez St	8:00 PM	16	3	1	10	30	72	33	Bath St	Mission St	AM	23	3	9	5	40	77
			9:00 PM	14	23	3	2	42						PM	24	5	5	3	
9	Milpas St	Haley St	10:00 PM	15	9	5	2	31	100	34	De la Vina St	Mission St	AM	1	10	8	3	22	43
			11:00 PM	22	20	21	6	69						PM	1	7	9	4	
10	Garden St	Haley St	12:00 AM	5	3	22	3	33	81	35	State St	Mission St	AM	8	1	31	8	48	85
			1:00 AM	4	8	33	3	48						PM	1	4	12	20	
11	Garden St	Yanonali St	2:00 AM	1	4	12	12	29	75	36	Meigs Rd	Cliff Dr	AM	6	6	11	2	25	49
			3:00 AM	5	7	16	18	46						PM	10	2	6	6	
12	Garden St	US 101 Southbound Ramps	4:00 AM	0	3	0	0	3	15	37	Las Positas Rd	Modoc Rd	AM	38	29	5	3	75	134
			5:00 AM	4	8	0	0	12						PM	21	29	6	3	
13	Garden St	US 101 Northbound Ramps	6:00 AM	0	3	0	0	3	14	38	Las Positas Rd	US 101 Southbound Ramps	AM	3	3	0	0	6	11
			7:00 AM	4	6	0	1	11						PM	2	3	0	0	
14	Garden St	Gutierrez St	8:00 AM	0	2	1	18	21	61	39	US 101 Northbound Ramp	Calle Real	7:15 AM	0	0	0	2	2	7
			9:00 AM	5	4	3	28	40						4:30 PM	0	0	3	2	
15	Castillo St	US 101 NB Ramps	10:00 AM	6	23	0	4	33	65	40	Alamar Ave	State St	8:00 AM	6	8	21	8	43	85
			11:00 AM	8	18	0	6	32						5:00 PM	5	5	11	21	
16	Castillo St	US 101 SB Ramps	12:00 PM	7	27	0	0	34	69	41	De la Vina St	State St	8:00 AM	4	0	30	8	42	90
			1:00 PM	16	17	1	1	35						4:45 PM	10	0	25	13	
17	Castillo St	Cabrillo Blvd	2:00 PM	3	29	18	41	91	164	42	Las Positas Rd	State St	8:00 AM	2	6	26	15	49	100
			3:00 PM	4	22	21	26	73						4:45 PM	1	3	25	22	
18	Castillo St	Montecito St	4:00 PM	5	22	22	4	53	114	43	Hitchcock Way	State St	8:00 AM	3	0	23	18	44	90
			5:00 PM	10	19	13	19	61						4:30 PM	3	2	25	16	
19	Bath St	Haley St	6:00 PM	3	5	8	9	25	62	44	Hope Ave	State St	8:00 AM	1	8	19	16	44	93
			7:00 PM	6	6	17	8	37						4:30 PM	5	10	22	12	
20	Las Positas Rd	Calle Real	8:00 PM	1	3	1	1	6	11	45	La Cumbre Rd	State St	8:00 AM	3	10	15	15	43	85
			9:00 PM	2	1	1	1	5						4:45 PM	8	7	12	15	
21	Chapala St	Carrillo St	10:00 PM	14	2	18	2	36	64	46	Hope Ave	US 101 Northbound Ramp/Calle Real	7:30 AM	0	3	0	4	7	15
			11:00 PM	8	2	9	9	28						4:45 PM	0	0	6	2	
22	De la Vina St	Carrillo St	12:00 AM	2	18	1	13	34	71	47	US 101 Southbound Ramps	La Cumbre Rd	8:00 AM	0	1	5	9	15	46
			1:00 AM	12	12	5	8	37						4:45 PM	0	0	19	12	
23	Bath St	Carrillo St	2:00 AM	19	2	15	2	38	101	48	Calle Real	La Cumbre Rd	8:00 AM	3	0	5	5	13	43
			3:00 AM	32	0	15	16	63						4:45 PM	3	0	17	10	
24	Castillo St	Carrillo St	4:00 AM	57	0	1	16	74	133	49	SR-154	Calle Real	8:00 AM	0	38	12	17	67	118
			5:00 AM	31	2	11	15	59						4:45 PM	0	28	13	10	
25	US 101 Northbound Ramps	Carrillo St	6:00 AM	0	0	18	2	20	45	50	SR-154	US 101 Southbound On-ramp	7:30 AM	2	23	0	0	25	36
			7:00 AM	0	0	11	14	25						5:00 PM	4	7	0	0	

AM TOTAL 1,695
PM TOTAL 1,749

Note: Traffic counts conducted 10/27-28/2015.



- One way couplets on the westside removed from the BMP
- Chino Bike Boulevard proposed instead



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- Low volume, residential streets
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DIVERTER



CHICANE



SIGNAGE

COUNCIL ACTION

- **Council to direct staff to revise amendment and return with appropriate action documents**