



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: June 14, 2016

TO: Mayor and Councilmembers

FROM: Transportation Division, Public Works Department

SUBJECT: 2016 Draft Bicycle Master Plan Progress Report

RECOMMENDATION: That Council:

- A. Receive a progress report regarding additional Council-directed community engagement for the 2016 Draft Bicycle Master Plan projects;
- B. Provide direction to staff on the 2016 Draft Bicycle Master Plan Projects;
- C. Direct staff to return to Council for adoption of the Final Bicycle Master Plan, including any revisions needed to reflect Council direction no later than August 2, 2016; and
- D. Provide direction to staff for submittal of up to three Active Transportation Program grant applications for Bicycle Master Plan project packages.

EXECUTIVE SUMMARY:

On March 15, 2016, Council directed staff to return to the public for more input on the 2016 Draft Bicycle Master Plan (BMP) with particular focus on alternatives to close the East-West gap from the Micheltorena Street Bridge over U.S. Highway 101. Other projects that Council mentioned for more public engagement included the East-West gap closure to the Eastside (via Haley and Cota Streets), the Cabrillo Boulevard road diet, the Rancheria bike lanes, and the Bike Boulevard projects.

The following bullet list summarizes the additional points of public participation resulting from Council's direction:

- March 24, 2016: The Transportation and Circulation Committee (TCC) recommended that staff conduct a Listening Workshop in the Micheltorena neighborhood to discuss all feasible alternatives to the Micheltorena Green Lane Project.
- April 12, 2016: A Listening Workshop was held at Trinity Episcopal Church and was attended by over 65 people, including residents, business owners, and other stakeholders. The meeting began with staff reviewing 11 possible East-West gap closure options for the first half of the meeting, followed by roundtable

discussions on the costs and benefits of each option. The Attachment includes schematics of the proposals to date. The community also came up with several of their own iterations, one of which is now called option 6c, bringing the total gap closure options up to 12.

- April 25, 2016: The Westside Community Group invited staff to discuss the proposed Westside Bike Boulevard Project on Chino Street. About 35 people attended the meeting, asked thoughtful questions, and gave local perspectives on the project. People seemed to come away better informed about the BMP and how bike boulevards function.
- April 28, 2016: The TCC met to hear the outcomes from the community meetings, provide a forum for more public input, and to discuss some of the Draft BMP proposals in further detail. Action minutes from the TCC meeting are included in the Reading File at the City Clerk's Office (Reading File). The TCC voted 6-0 in support of the Sola Bike Boulevard option.
- May 5, 2016: The Planning Commission (PC) held a noticed public hearing to discuss the updated BMP. The PC was also updated on the outcomes of the prior community meetings and discussed some of the Draft BMP proposals in further detail. Action minutes from the PC meeting are also included in the Reading File.

Staff has completed the BMP environmental review process and is now seeking Council's direction on the next steps for the adoption of the plan. Additionally, staff has prepared three Active Transportation Program (ATP) grant applications to potentially fund three BMP packages of projects for Council's consideration and direction.

DISCUSSION:

Environmental Review

Prior to the PC Public Hearing on May 5, 2016, the BMP was updated to include several maps and data points pursuant to Streets and Highways Code section 891.2 for Bicycle Transportation Plans. This update included new information such as maps of bike parking at schools, transit stops, commercial centers, estimations of bike commuters, past expenditures on bike infrastructure, and a summary of letters of support. None of this information changes the BMP substantially.

Staff also developed a detailed preliminary determination checklist to support the environmental review process. It is in the Reading File. Staff believes that substantial evidence supports the determination that the BMP is exempt from further CEQA review under Public Resources Code sections 21080.20, 21080.37, as well as per the CEQA Guidelines sections 15301(c) and 15304(h). The CEQA exemptions are unusual in that they specify certain procedural safeguards before the BMP can be approved. For example, the law requires that noticed public hearings be held regarding a plan. The May 5, 2016, PC meeting was the third such noticed hearing, following the December 10, 2015 TCC and Planning Commission hearing.

The following projects have been removed from the BMP because they are projects either already underway and are undergoing a separate environmental review, or may require environmental analysis beyond the scope of this BMP update:

- Project No. 5: Cacique Street Bike Boulevard (underway)
- Project No. 17: Las Positas Class I Multi-use Pathway (currently undergoing a separate environmental review)
- Project No. 34: Ortega Street / U.S. Highway 101 Bridge Ramp Improvements (beyond scope)
- Project No. 35: Anapamu / U.S. Highway 101 Crossing Enhancements (beyond scope)

Micheltorena Green Lane Options

Approximately 65 local residents and business owners attended the workshop that was held at Trinity Episcopal Church at State and Micheltorena Streets on April 12, 2016. Staff opened the meeting with a review of 11 alternatives to be considered along the Micheltorena Street corridor. The alternatives included a broad range of solutions for closing the East-West gap in the bike system. The specific alternatives included creating one-way couplets that use either Sola or Arrellaga Streets, as well as Bike Boulevards on Micheltorena or Sola Streets, contra flow lanes with parking removals on one side of Castillo Street, and parking removals on all four blocks of Micheltorena Street, or just on the 300 West block to connect the Bath/Castillo Streets couplets. A twelfth alternative (6c) has since been added which combines the benefits of 6a and 6b, while maintaining parking.

In response to neighborhood concerns with existing and future parking supply demands, staff also discussed the potential to replace 77 of the 85 on-street parking spaces in the vicinity of Micheltorena, should Council move forward with the Micheltorena Green Lane Project. Several attendees requested that the 77 spaces be added regardless of the alternative chosen. If a different alternative is chosen by Council, the maximum number of parking spaces that can be recovered from areas of red curb is between 30-40 spaces. All 77 replacement spaces are not practically available under the Sola Street Bike Boulevard options because many of those spaces are gained by providing nose-in parking on Sola Street, which would preclude a Bike Boulevard installation on that street. The others require bus stop changes and consolidations, and removal of turn lanes at intersections.

Options 6a and 6b (Extended Sola Street Bike Boulevards) tended to be the most popular alternatives at the workshop because they preserve the greatest number of parking spaces on Micheltorena Street. New community-originated ideas included using Anapamu Street as a Bike Boulevard to take advantage of the existing traffic signals. Other community members would like to see a Micheltorena Street Bike Boulevard extended east of State Street or coupled with a Sola Street Bike Boulevard east of State Street, or a combination of 6a and 6b where one side of the 300 West block of Micheltorena Street and one side of the Castillo Street contra-flow be combined to

connect the existing bike lanes on Bath and Castillo Streets with the Micheltorena Bridge. This option is now called 6c.

Overall, the workshop successfully facilitated a strong dialogue with a diverse group of stakeholders. The discussion provided a community-based evaluation of proposed gap closures and enabled staff and the advisory bodies to narrow down potential alternatives that can be included in the plan and potentially be funded. A key consideration of the chosen alternative is that it be fundable. An ATP grant application can be submitted on June 15, 2016, which would if successful fund variations of either the Sola Bike Boulevard or the Micheltorena Green Lanes. If successful, the project would be awarded in the fall of 2016 and completed in 2021. The ATP program is highly competitive and even the best possible gap closure will need to compete with projects from around the State.

TCC and PC Input

The TCC voted 6-0-1 in support of some variation of Option 6: Sola Street Bike Boulevard and striped bike lanes immediately on the 300 Block of Micheltorena to connect the existing bike couplet at Castillo and Bath streets (Option 7). The PC voiced support for some variation of Option 6.

DISCUSSION OF OTHER BMP PROJECTS

Several other projects warranted further discussion by the TCC, the PC, staff, and the public prior to Council adoption of the plan. These projects are discussed in greater detail below. Many of these projects are further detailed in the Reading File.

Cabrillo Boulevard Road Diet

The Cabrillo Boulevard project would call for a “road diet” in the westbound direction of Cabrillo Boulevard (from two to one travel lanes) in order to add bike lanes along Cabrillo Boulevard between Los Patos Way and Milpas Street. A road diet is a lane reduction or road re-channelization that reduces the number of travel lanes and/or the effective width of the road in order to achieve systemic improvements. The Draft BMP calls for improved sharrows in the eastbound direction on Cabrillo from Castillo Street to Milpas Street, whereas from Milpas Street westbound to Shoreline drive, Class II lanes exist.

From a bicyclist standpoint, Cabrillo Boulevard is an important route for many local and regional cyclists accessing the waterfront and cities to the south east of Santa Barbara, especially on the weekends when ridership is highest. Cabrillo Boulevard is also the most heavily traveled bike route in the southeast part of town, and safety improvements are needed because bike lanes do not currently exist. New Class II bike lanes will improve safety and provide dedicated space for bicyclist travel by eliminating the need for cyclists to use the substandard shoulder or spill into the auto travel lane.

Traffic volumes on Cabrillo Boulevard east of Milpas Street generally range from 6,000 to 10,000 average daily traffic (ADT), with some days during the summer around 12,000 ADT. By comparison, the section of Cliff Drive that went from four through traffic lanes to two has an ADT of about 12,000. The section of Milpas Street that went from four through lanes to two has an ADT of about 15,000. The capacity thresholds for a road diet are unique for each road, and are dictated by the frequency and capacity of intersections along the road. After running detailed traffic modeling analysis for the current and future years, no delay to auto travel is expected with this proposal. In the 2030 future year, anticipated land use changes and development are accounted for in the traffic model. The main reason that no delay was discovered is that volumes are sufficiently low even during summer peaks and intersection storage capacity is a much greater predictor of delay than a roadway segment. No changes are proposed at intersections.

The Draft BMP proposal maintains two lanes in the eastbound direction and reduces from two lanes to one in the westbound direction (i.e. four through lanes to three) to create six-foot wide bike lanes in both directions. The Union Pacific Railroad Bridge at Cabrillo Boulevard, near US Highway 101, is only one lane wide in each direction and would continue to feed westbound Cabrillo Boulevard traffic with the same volumes from Los Patos Way up to the Milpas Street intersection. Once drivers arrive at the Milpas Street intersection, Cabrillo Boulevard would widen to two westbound lanes and continue all the way to Santa Barbara City College (SBCC), at Loma Alta Drive and Shoreline Drive, before returning to one lane up Shoreline Drive. The only change is that vehicles in the westbound direction between Los Patos Way and Milpas Street will not be allowed to pass other vehicles as they can today. Passing can occur at or after the Milpas Street intersection going westbound. Due to U.S. Highway 101 access and increasing volumes to the west, staff does not support any additional lane reductions on Cabrillo Boulevard west of Milpas Street.

Another alternative would be to reduce eastbound Cabrillo Boulevard from two lanes to one lane. By doing this, on-street parking could be increased in the East Beach area. Sufficient capacity exists at intersections to accommodate this change as well, although increased parking movements would slow traffic flow for eastbound.

TCC and PC Input

The TCC voted 6-0-1 in support of the Cabrillo Boulevard Bike Lanes Project. Although the PC did not take a vote on this project, each Commissioner expressed favorable comments.

Bike Boulevards: Alisos, Chino, and Potentially Sola Streets

A Bike Boulevard is typically a low-speed residential street where those traveling along the street, including people driving and bicycling, are generally not required to stop at intersections, while cross traffic has stop signs and some measures are taken to slow vehicle travel speeds. In addition, bicycles share the full travel lane with vehicles.

Diverters (which prevent cut-through traffic) are installed at certain intersections to keep vehicles from making end-to-end through trips, while allowing bicycles to travel freely along the Bike Boulevard. Full local vehicular access is preserved and diverters are typically only used where needed, about once per two to four blocks. Bike Boulevards also preserve on-street parking as cyclists ride in the travel lane and not in a designated bike lane where on-street parking is commonly located. Bicycle Boulevards are an important tool in the Draft BMP for improving bicycle safety, increasing bicycling, preserving parking, and reducing speeding in residential neighborhoods.

Alisos and Chino Streets are designated as future Bike Boulevards in the Draft BMP. A Sola Street Bike Boulevard has been suggested as an alternative to Micheltorena Green Lanes. If implemented, people living on a bike boulevard will continue to have full access to come and go from their homes by automobile and little to no loss of on-street parking is anticipated. Most residents are unsure of how a Bike Boulevard works prior to installation, but many report greater livability, lower speeds/volumes, and safer streets after construction is completed. As part of the Eastside Transportation Management Plan, the Eastside neighborhood reached a majority consensus to consider a Bicycle Boulevard on Alisos Street.

On the Westside, a Chino Street Bike Boulevard was envisioned as an alternative to one-way bike lane couplets on San Andres and Chino Streets. The consultants had originally proposed one-way couplets on San Andres and Chino Streets, but Council directed staff in July of 2015, to instead consider the Bike Boulevard option. The Chino Street Bike Boulevard would extend from Mission Street to Carrillo Street and function as both a feeder to an east-west connection on Micheltorena Street and as a link in the Westside Bike Route. Connecting two east-west arterials, like Mission and Carrillo Streets, enhances the functionality of the Chino Bike Boulevard. The Chino Bike Boulevard location was chosen because it is the closest parallel route to San Andres Street, is a through street, and has low traffic volumes.

Traffic speeds and volumes on Chino Street are expected to decrease slightly with the installation. Diverted traffic is most likely to be directed to San Andres Street where volumes are already higher and capacity exists. Traffic calming measures would be considered for Gillespie Street and safe routes to school connections would be provided to Harding Elementary School.

Staff had an opportunity to attend the Westside Community Group Meeting on April 25, 2016, to present the Chino Street Bike Boulevard option and answer community member questions. Although Chino Street is staff recommended, the Bike Boulevard could be placed on Gillespie Street instead. If the City receives funding for this project, staff would work with the Westside to vet preliminary designs and the pros and cons of either street.

TCC and PC Input

The TCC voted 6-0-1 to support the Chino Bike Boulevard. Three Commissioners shared positive comments about the Chino Bike Boulevard placement and one Commissioner favored using Gillespie Street.

Rancheria Street and the Westside Connections

Most of the other Westside connections in the BMP involve creating shared lane Class III routes, on low volume residential streets in order to preserve on-street parking and provide direct connections up and down the Westside neighborhood. A Class I path is envisioned for Pershing Park or through the SBCC campus to connect the Lower Westside to the Waterfront. If parking is removed on one side of the street on two blocks of Rancheria Street, safety would improve as bicyclists would get their own dedicated lane for this portion of the route.

Only Loma Alta and Rancheria Streets provide connectivity from the Lower Westside towards the Waterfront. Loma Alta is a narrow and steep street that has an ADT of 4,600. Due to the configuration of the road, few opportunities exist for vehicles to pass cyclists (a particular concern going uphill). While it does have good connectivity to SBCC, Loma Alta does not provide good access to the densely populated neighborhood south of Canon Perdido Street. Rancheria Street is a neighborhood collector street with good connectivity to SBCC and the Waterfront. It also provides good access for the entire lower Westside. Therefore, Rancheria Street is a superior street for improving bicycle access.

Similar to bike boulevards, Class III routes are best suited when ADT's are 1,500 or less, and speeds are in the 20-25 mph range. This provides a safe and comfortable environment for cyclists to ride with traffic so that parking can be preserved. The ADT on Rancheria is 4,700, and the 85th percentile speed is 30 mph. There are no parallel streets to Rancheria, so adding treatments to reduce speeds and volumes is not an option. Therefore, given the existing traffic characteristics, Class II bike lanes are the safest option on Rancheria Street, and would require parking removal on one side of the street for 2 blocks (about 31 parking spaces). Parking removal near the Rancheria Street and Coronel Street intersection will improve maneuverability for vehicles, particularly emergency vehicles and buses. Parking removal in the intersection should be considered for safety reasons regardless of the outcome of the BMP (about 8 spaces).

Staff discussed this project with the community at the neighborhood summits held in the summer of 2015, at a Westside parking removal meeting held in October of 2015, and most recently, in detail in April and May at the TCC and PC. Public comments ranged from a few local residents opposing the project and preferring Class III routes due to desiring to keep the on-street parking, to SBCC and bicycle commuters applauding the safety improvements and dedicated lanes on this section of roadway. The main parking

impact seems to be in the evening and some PC Commissioners suggested some type of parking permit program to help address resident concerns.

TCC and PC Input

The TCC voted 4-1-2 in favor of installing the Rancheria Street Bike Lanes. Five Commissioners had favorable comments about installing the bike lanes. Four Commissioners suggested exploring the use of the Residential Parking Program as a way to offset the loss of parking.

Cota/Haley Street Green Lanes, Ortega Street Eastbound Bike Lane

The purpose of the Cota/Haley Street Green Lane Project is to connect the Eastside to Downtown because no bike lanes currently exist in the westbound direction to compliment the eastbound Haley Street bike lanes. The Ortega Street Eastbound Bike Lane can be restriped with little parking removal (about 4 spaces) and would terminate near Santa Barbara Junior High. Benefits of the proposed Cota/Haley/Ortega bike lanes are realized by travelers with destinations on the Eastside and Downtown. These corridors rank high on injuries and collisions to bicyclists.

The proposal preserves parking on both sides of Cota Street between Nopal and Quarantina Streets, as well as only removing parking on the side of the street between Quarantina and Santa Barbara Streets where resident and business destinations are fewest. As such, parking would remain on the side of the street where parking demand is highest, and be removed from places where Metropolitan Transit District offices or City offices exist, for example.

At the request of a few residents of the Cota Street neighborhood, staff is also currently analyzing options to convert Cota Street to one-way westbound (to complement Haley Eastbound) as a way to preserve all of the on-street parking there. Converting streets to one-way travel causes motorists to divert to other streets. This would likely require returning portions of Gutierrez Street to two-way operation to mitigate the extra eastbound traffic expected on Haley Street. Although this can be analyzed using the traffic model, it is difficult to completely predict motorist behavior changes. One-way circulation on Cota Street in the westbound direction has the potential to increase congestion and negatively affect US Highway 101 access at the intersection of Garden and Haley and Garden and Gutierrez Streets. Staff will continue to keep the alternative of converting Cota Street to one-way westbound as an option to implement green lanes without parking removal.

TCC and PC Input

The TCC voted 6-0-1 in support of the Cota/Haley Green Lane Project, but would like to keep the options open for consideration of a one-way street alternative that would minimize loss of on-street parking. PC Commissioners also expressed favorable comments for this project.

ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT APPLICATIONS

Staff has already secured \$470,000 in Bicycle and Pedestrian Measure A grant funds to implement green lane conflict striping along portions of the Spine Network which includes Lower State Street, Haley Street, Cota Street, and the Micheltorena Street Bridge.

Staff has also drafted three ATP grant applications to implement several of the most critical safety and gap closure projects contained in the Draft BMP. In order to create the most attractive grant application possible and improve chances of obtaining ATP funding, BMP projects are combined to create groupings of bicycle and pedestrian safety enhancements. Staff is seeking Council direction to submit the applications below by the June 15, 2016, deadline. Due to citywide budgetary constraints, staff is proposing that the grants move forward with no local matching dollars. Some members of the Micheltorena Neighborhood Association have mentioned providing matching funds for a Sola Bike Boulevard project, but no funds have been secured at this time.

1. Eastside Green Lane/Bike Boulevard Gap Closure

The Alisos Bike Boulevard, Cota/Haley Green Lane Project and the Ortega Class II bike lanes combine to make significant pedestrian and bicycle improvements to the Eastside Neighborhood. Franklin Elementary School, Santa Barbara Junior High, and Santa Barbara High School will benefit from safe routes to school bike and crosswalk improvements. Bike Boulevards will also improve pedestrian crossing conditions. Staff believes this is a competitive ATP grant submittal. Also, if the grant is awarded, Council may decide at a future date to convert Cota Street to a one-way configuration in order to reduce loss of on-street parking on Cota Street.

2. Westside Bike Boulevard Gap Closure

This ATP application includes the Chino Bike Boulevard, combined with green lanes over the Micheltorena Street Bridge and the Sola Street Bike Boulevard. The green lanes on the bridge would connect via a Castillo Street contra-flow bike lane to the Sola Street Bike Boulevard (Option 6A). Although this is the proposal that would be submitted for the ATP grant, if the City is awarded the grant, staff will work with Westside and Sola Street residents on the design of the proposed Bike Boulevards to determine how the street can be improved for pedestrian and bicycling safety, where diverters should be located, and how stenciling and signage should be designed in order to create a "Santa Barbara style" solution to the gap and safety issues in these areas. Gillespie Street will also remain an option for a Bike Boulevard and/or safety improvements.

3. Las Positas and Modoc Roads Multiuse Path Construction

This project is currently under environmental review and is being designed using a \$1.37 million Cycle 1 ATP grant awarded to the City in July of 2014. This previous grant application identified future ATP cycles as the sole source of construction funding. Construction is estimated to cost \$12 million. This project was previously envisioned in the 1974 and 1998 Bicycle Master Plans.

NEXT STEPS

Based on the Council's direction, staff will finalize the Draft BMP and return during the summer of 2016 for adoption of the document. Information related to the Draft BMP is kept current on the City's website at www.santabarbaraca.gov/bmp.

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 alternatives to the single occupant vehicle for short trips. One of the primary goals of the plan is to improve public safety, while transportation infrastructure and public health will also experience positive outcomes as a result of the plan adoption.

ATTACHMENT: Graphics of Micheltorena Alternatives

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

SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office

Option 1a - Micheltorena Bike Lane Concept With No Intersection Widening



-  No Left Turns From Micheltorena During Peak Hours
-  Shared Bike/Vehicle Lane Location
-  Green Bike Lane Location
-  Parking Removal
-  Class 2 Bike Lane

Option 1b - Micheltorena Bike Lane Concept With Three Intersection Widening (San Andres, Bath, State)



-  No Left Turns From Micheltorena During Peak Hours
-  Green Bike Lane Location
-  Parking Removal
-  Widened Intersection
-  Class 2 Bike Lane

Option 1c - Micheltorena Bike Lane Concept With Six Intersection Widening



-  Green Bike Lane Location
-  Parking Removal
-  Widened Intersection
-  Class 2 Bike Lane

Option 2 - Micheltorena/Arrellaga One Way Couplet



-  Green Bike Lane Location
-  Widened Intersection
-  New Traffic Signal
-  Existing Traffic Signal
-  Class 2 Bike Lane
-  Direction of Street (No Change)
-  Direction of Street (Changed)
-  Parking Removal
-  Parking Restored

Option 3 - Micheltorena/Sola One Way Couplet



--- Shared Bike/Vehicle Lane Location

— Green Bike Lane Location

▶ Widened Intersection

⬆ New Traffic Signal

⬆ Existing Traffic Signal

⇨ Direction of Street (No Change)

➔ Direction of Street (Changed)

— Parking Removal

— Parking Restored

⇨ Class 2 Bike Lane

Option 4 - Micheltorena Bike Boulevard - No Through Traffic on Micheltorena



- Bike Boulevard
- Green Bike Lane Location
- Widened Intersection
- New Traffic Signal
- Existing Traffic Signal
- Direction of Street (No Change)
- Direction of Street (Changed)
- Parking Removal
- Parking Restored
- Class 2 Bike Lane

5/5/2016 Correction made 4-27 (note about providing access from Bath to Micheltorena bridge)

Option 5a - Sola Street Bike Boulevard To State Street - Via Contra Flow Lane on Castillo



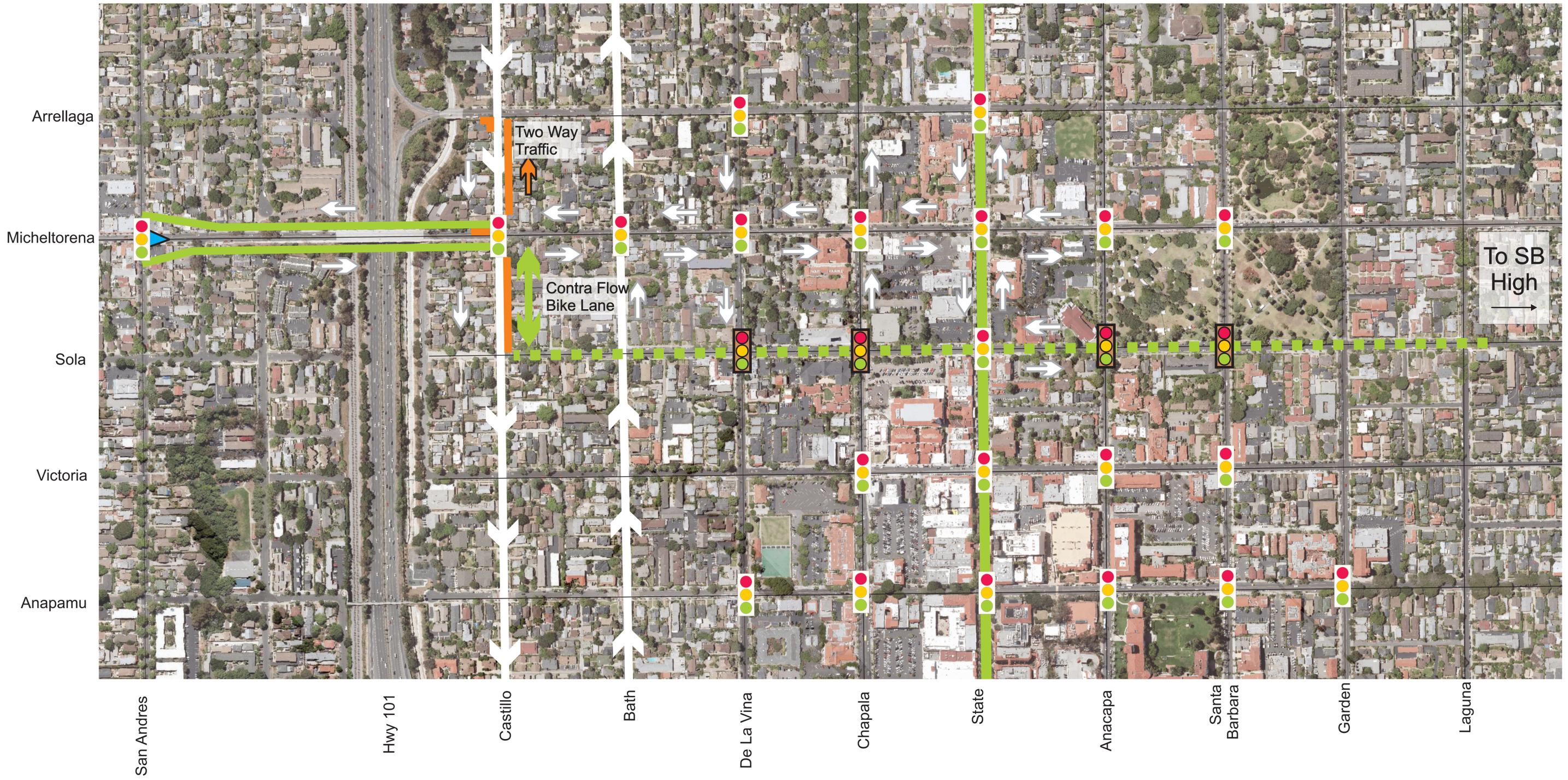
-  Bike Boulevard
-  Green Bike Lane Location
-  Widened Intersection
-  New Traffic Signal
-  Existing Traffic Signal
-  Direction of Street (No Change)
-  Direction of Street (Changed)
-  Parking Removal
-  Class 2 Bike Lane

Option 5b - Sola Street Bike Boulevard To State Street - Via Bath/Micheltoarena



-  Bike Boulevard
-  Green Bike Lane Location
-  Widened Intersection
-  New Traffic Signal
-  Existing Traffic Signal
-  Direction of Street (No Change)
-  Parking Removal
-  No Left Turns From Micheltoarena During Peak Hours
-  Class 2 Bike Lane

Option 6a - Sola Street Bike Boulevard To Laguna Street - Via Contra Flow Lane on Castillo



- Bike Boulevard
- Green Bike Lane Location
- Widened Intersection
- New Traffic Signal
- Existing Traffic Signal
- Direction of Street (No Change)
- Direction of Street (Changed)
- Parking Removal
- Class 2 Bike Lane

Option 6b - Sola Street Bike Boulevard To Laguna Street - Via Bath/Micheltoarena



- Bike Boulevard
- Green Bike Lane Location
- Widened Intersection
- New Traffic Signal
- Existing Traffic Signal
- Direction of Street (No Change)
- Parking Removal
- No Left Turns From Micheltoarena During Peak Hours
- Class 2 Bike Lane

Option 6c - Sola Street Bike Boulevard To Laguna Street - Via Bath/Micheltorena



-  Bike Boulevard
-  Green Bike Lane Location
-  Widened Intersection
-  Parking Removal
-  New Traffic Signal
-  Existing Traffic Signal
-  Direction of Street (No Change)
-  Parking Removal
-  Class 2 Bike Lane

Option 7 - Connection to Bath/Castillo Couplet Only (No Connection to State Street)



Green Bike Lane Location

Existing Traffic Signal

Parking Removal

Class 2 Bike Lane



PUBLIC WORKS DEPARTMENT

DRAFT BICYCLE MASTER PLAN

City Council

June 14, 2016

Council Direction March 15, 2016

- More public participation
- More project information
- Return to TCC - April 28
- Return to PC - May 5
- Return to Council - today
- Final BMP Adoption at Council – *No later than August 2*



Today's Council Meeting:

- Review additional public participation
- Review 5 BMP projects in more detail
- Receive direction for finalizing the Draft BMP
- Receive ATP grant direction

Draft BMP Project Information

- Micheltorena East/West Connection
- Cota/Haley Green Lanes
- Cabrillo Boulevard Bike Lanes
- Rancheria Street Bike Lanes
- Chino Bike Boulevard

ATP Grant Applications

- Due June 15, 2016
- Prepared by staff for consideration
- Projects grouped to be competitive
- Three applications for consideration:
 1. Las Positas Class I Path Construction
 2. Eastside Green Lanes and Bike Boulevard Gap Closure
 3. Westside Bike Boulevard Gap Closure

Order of discussion

- Micheltorena East/West Connection
- Cota/Haley Green Lanes
- Cabrillo Boulevard Bike Lanes
- Rancheria Street Bike Lanes
- ATP Grants:
 1. Las Positas Class I Path Construction
 2. Eastside Green Lanes and Bike Boulevard Gap Closure

Break

- Chino Bike Boulevard
 3. Westside Bike Boulevard Gap Closure

BMP Environmental Review

- Noticed Public Hearing – May 5, 2016
- Environmental checklist complete
- Exempt under CECA
 - Public Resources Code Sections
 - *21080.20, 21080.37*
 - CEQA Guideline Sections
 - *15301(c) and 15304 (h)*

The BMP is a Bicycle Transportation Plan per the Streets/Highways Code

Section 891.2 requires the Bike Plan Identify:

- Existing/estimated bike commuters
- Maps of proposed land uses and bike parking
- Description of community involvement/support
- How the plan is consistent with other plans
- Past expenditures and future financial needs

Visit: www.SantaBarbaraCA.gov/BMP

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.

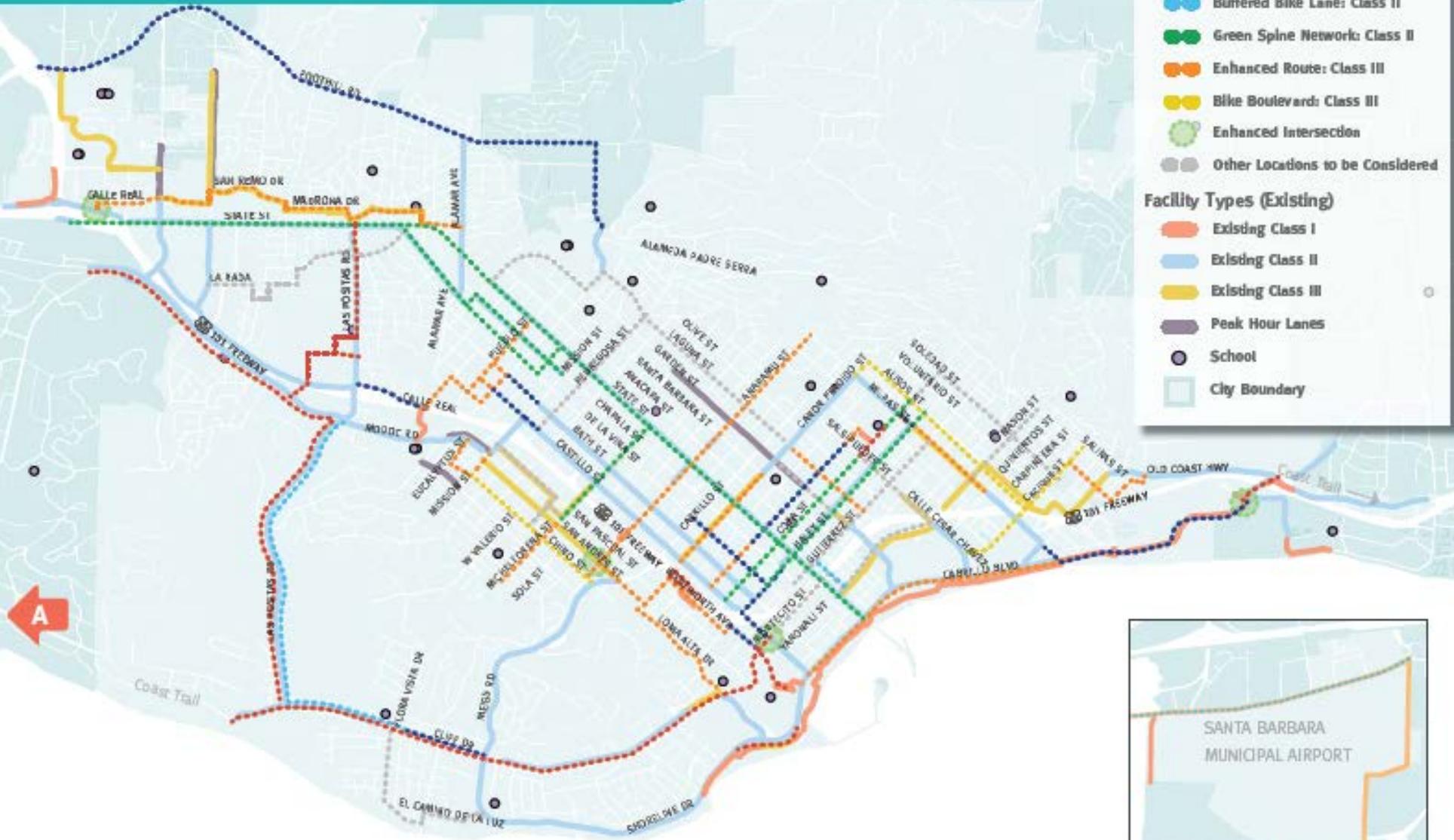
RECOMMENDED FACILITIES

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 Boulevards: Class III
-  Enhanced Intersection
-  Other Locations to be Considered

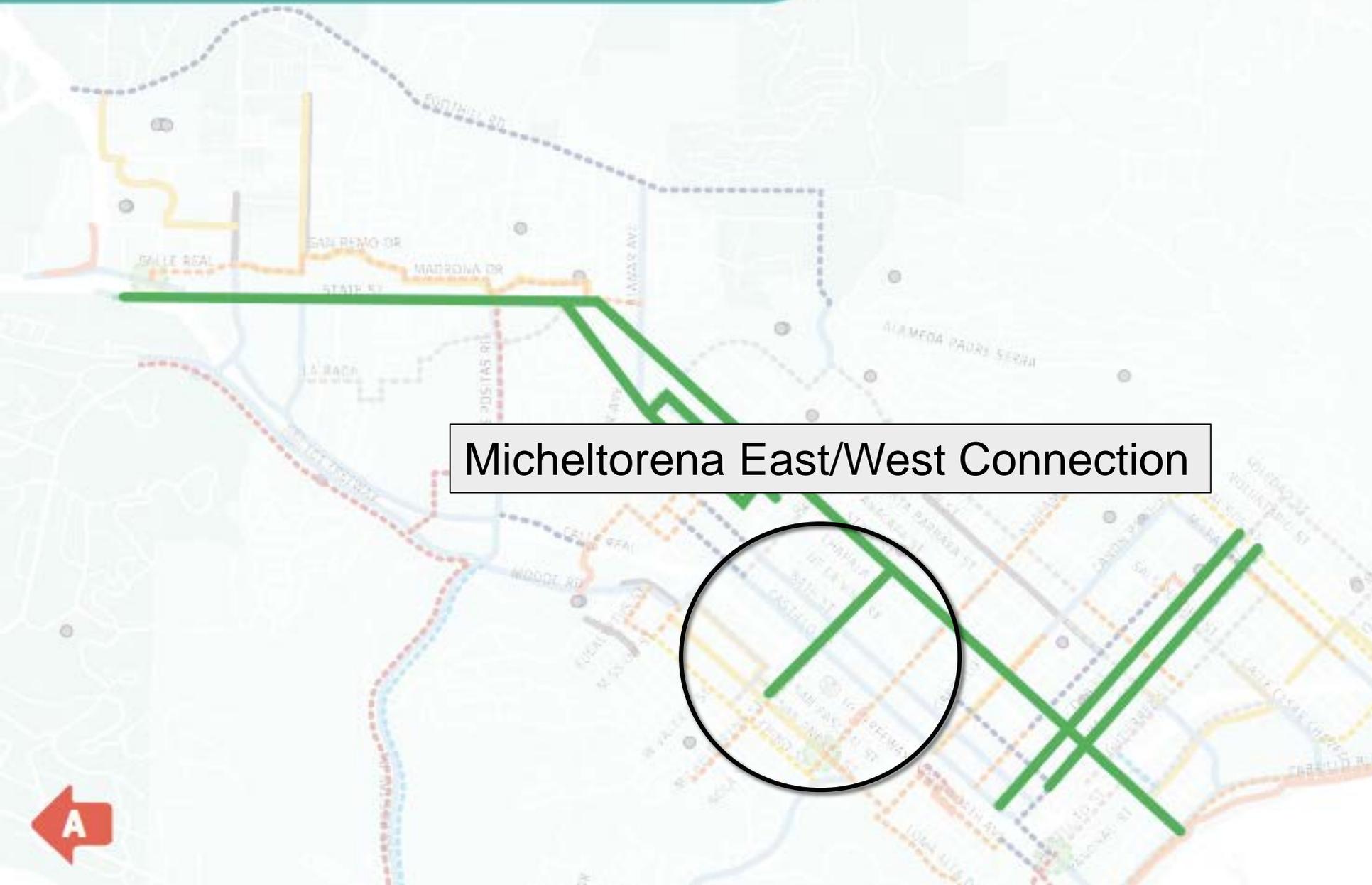
Facility Types (Existing)

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



RECOMMENDED FACILITIES

SPINE NETWORK



Micheltorena East/West Connection



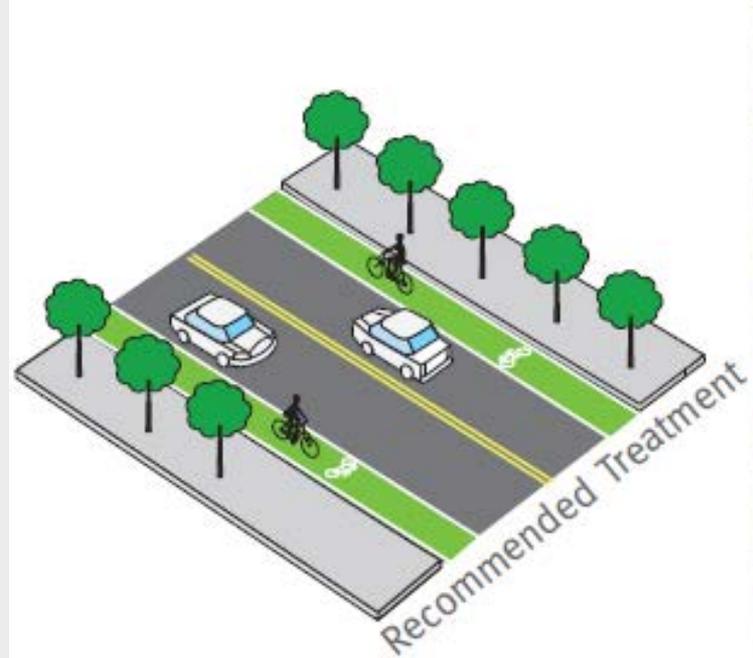
Micheltorena East/West Connection

- 11 Alternatives Studied (6c added)
- Listening Workshop Held 4-12-16
- TCC and PC discussed 12 Alts
- Focus on 3 Alternatives Today:

Options 1, 6, and 7 (6a included in ATP)

- Options 2, 3, 4, and 5 not as viable

Option 1 – Micheltorena Green Lanes



Option 1A- Micheltorena Green Lanes

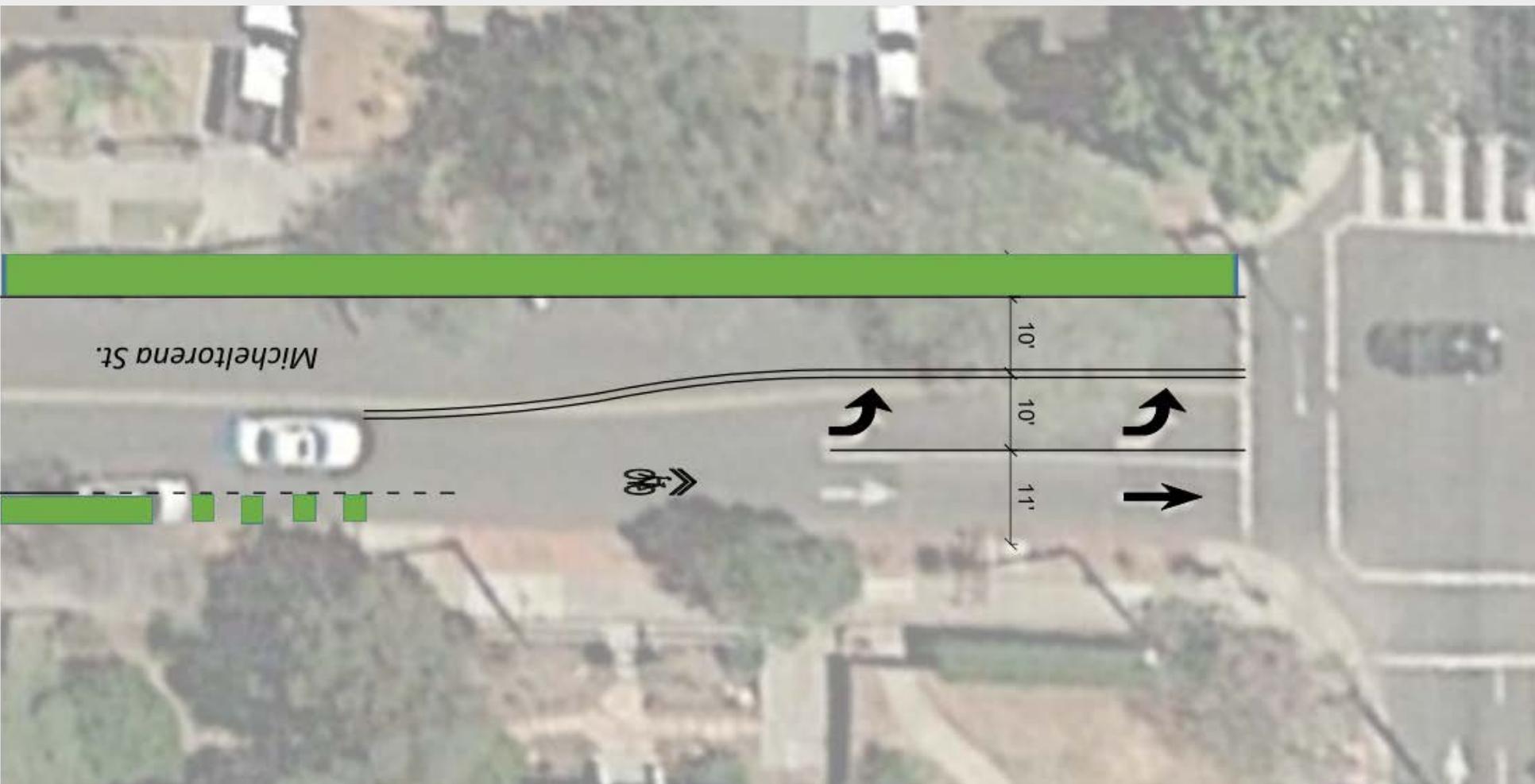
Option 1a - Micheltorena Bike Lane Concept With No Intersection Widening



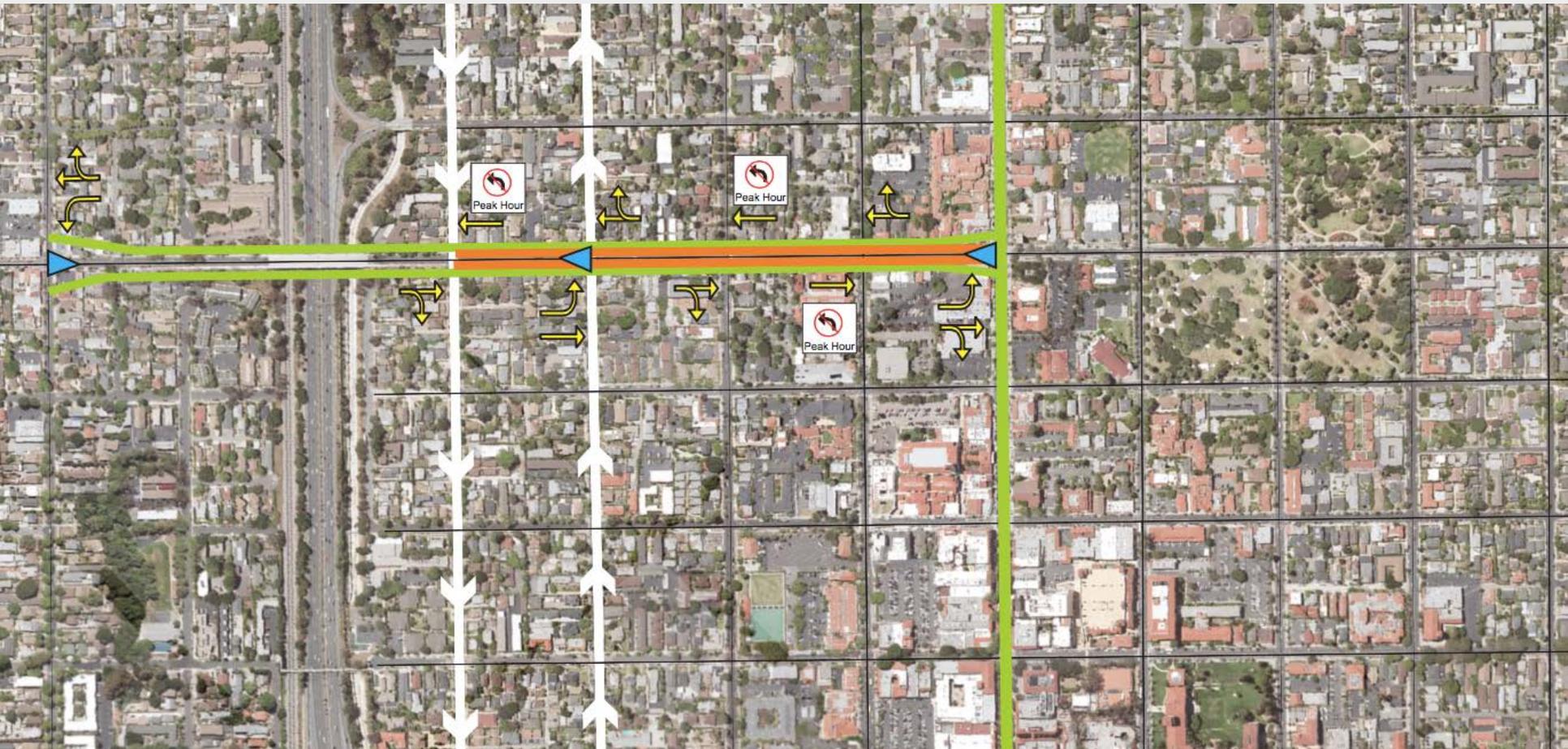
Option 1A- Micheltorena Green Lanes



Option 1A - Micheltorena Green Lanes

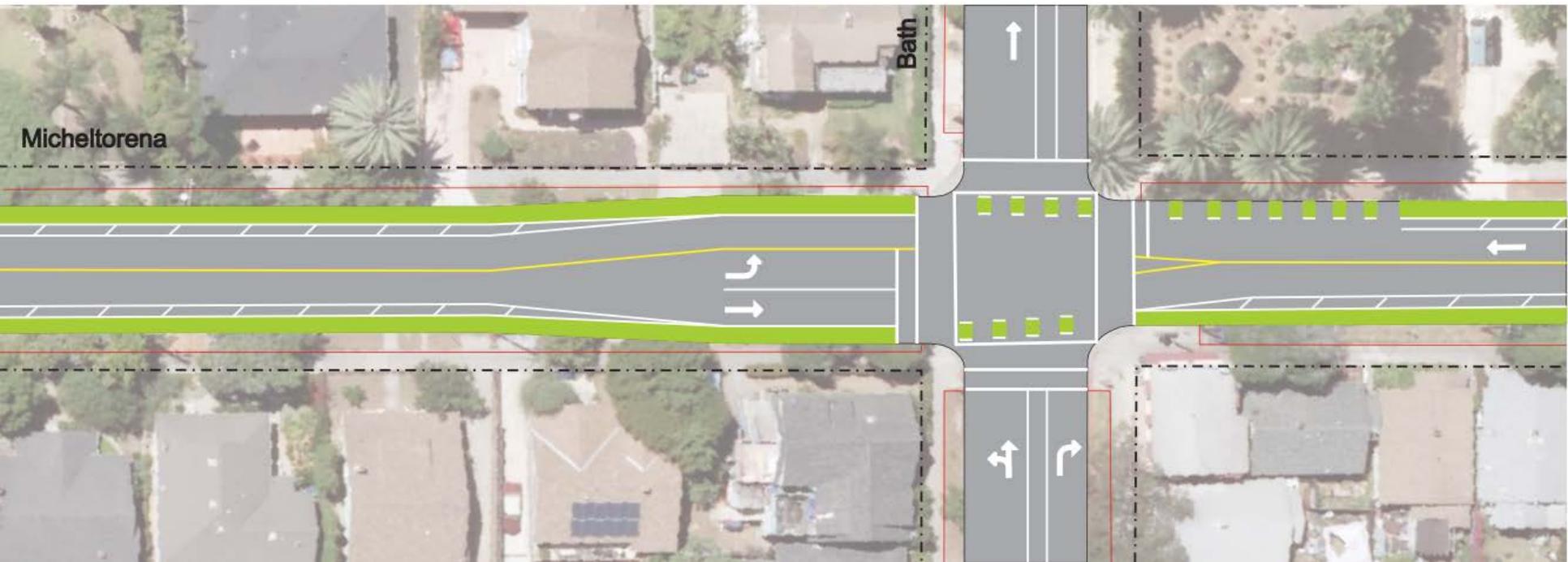


Option 1B - Micheltorena Green Lanes



Options 1B and 1C

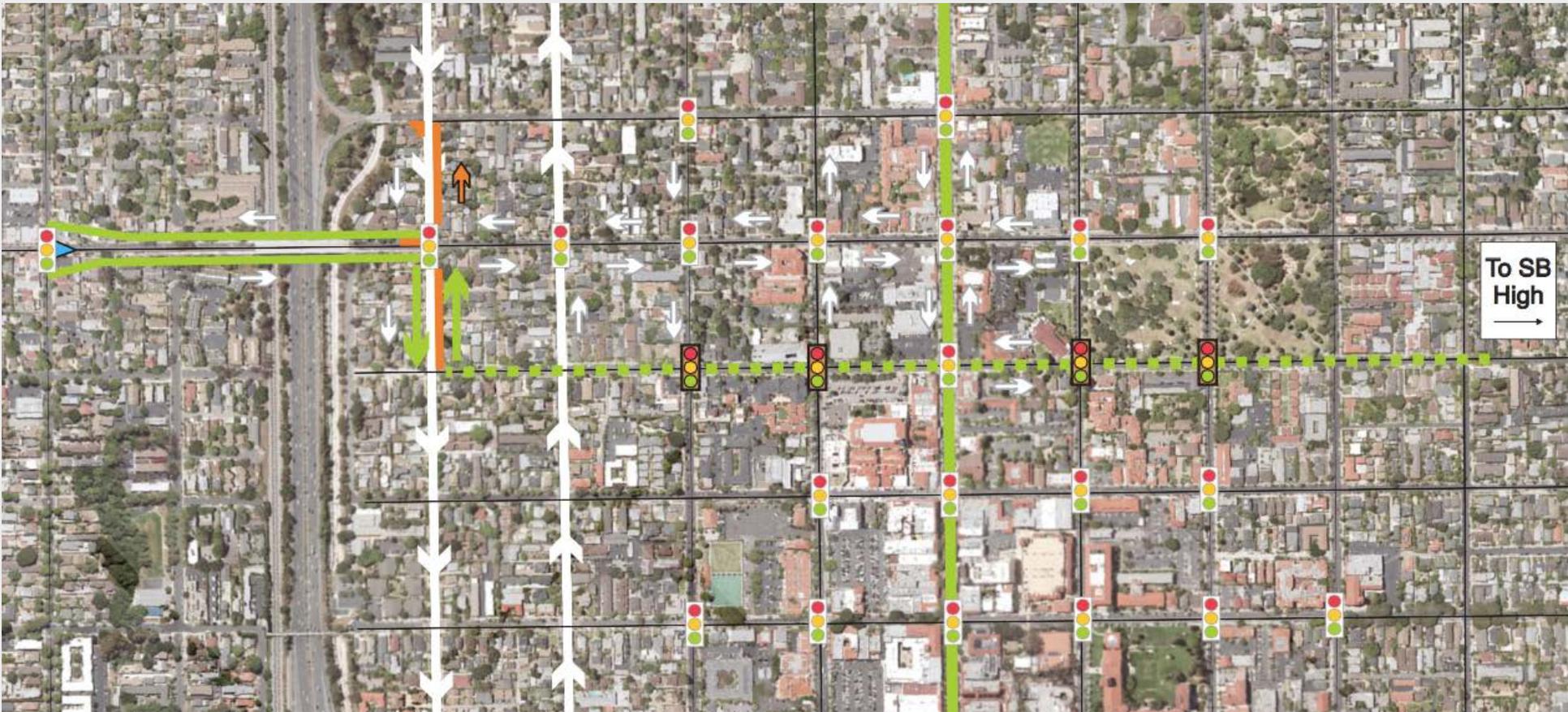
Typical Micheltorena Widened Intersection (Flare Out)



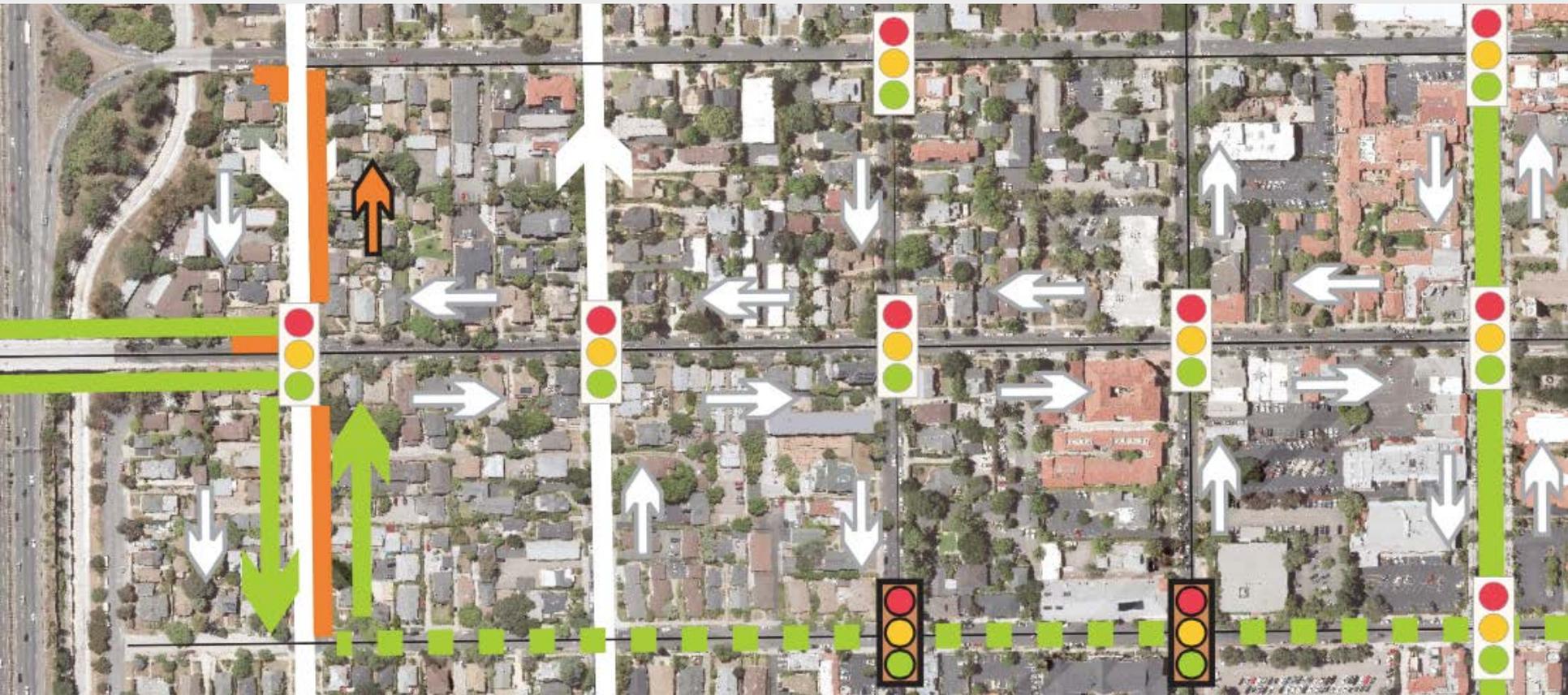
Option 1C - Micheltorena Green Lanes



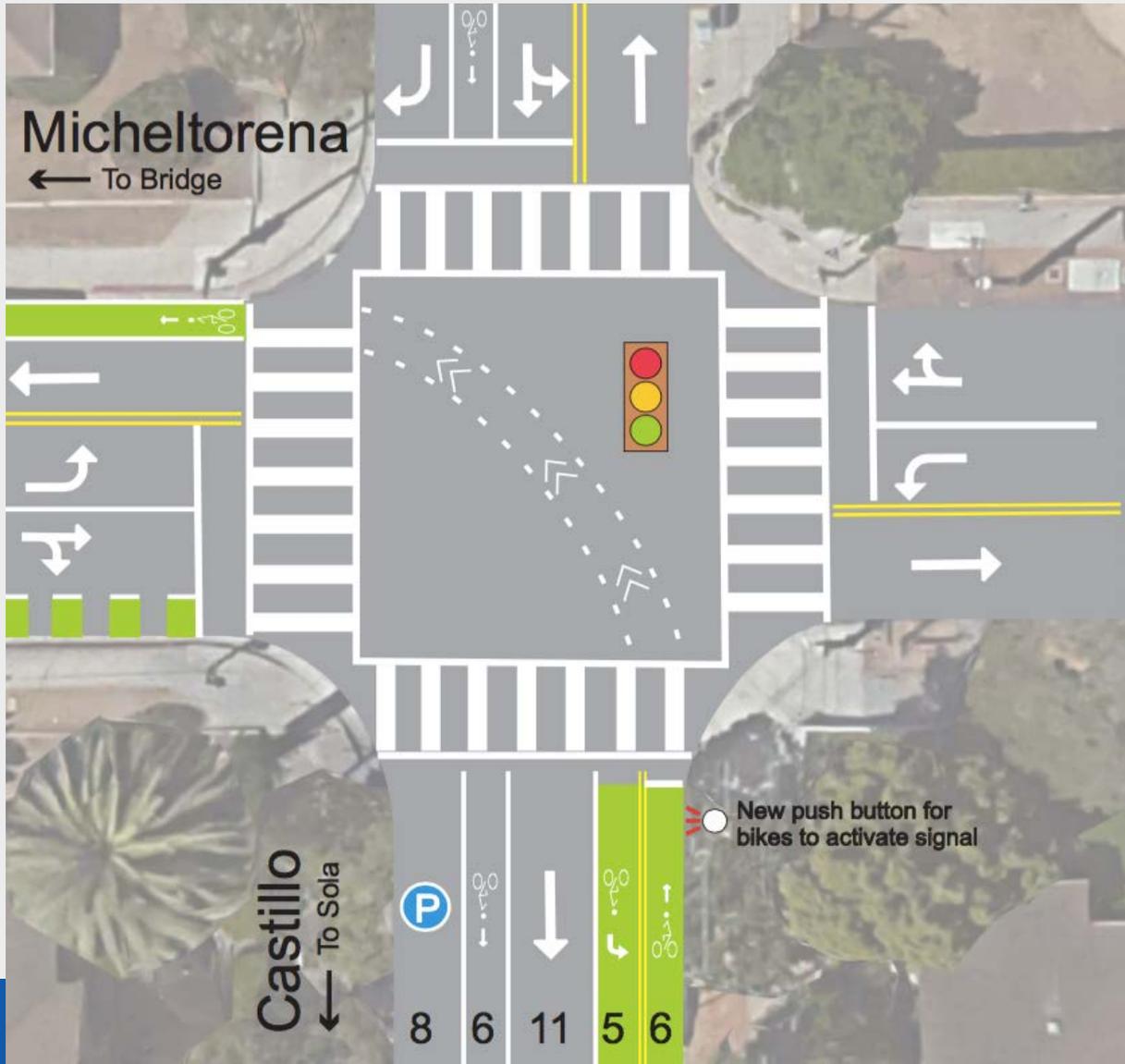
Option 6A – Sola Bike Boulevard



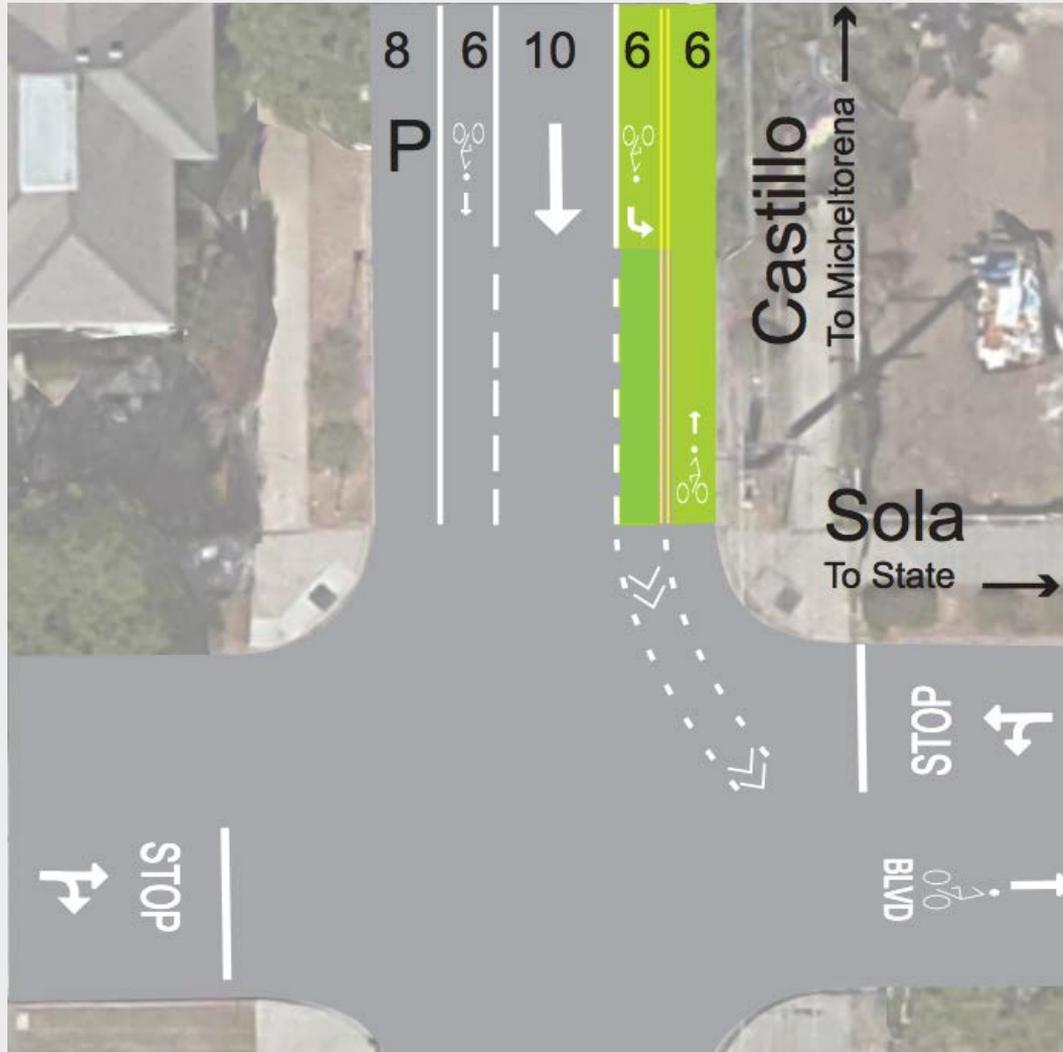
Option 6A – Sola Bike Boulevard



Option 6A – Sola Bike Boulevard



Option 6A – Sola Bike Boulevard



Option 6B – Sola Bike Boulevard



Option 6B – Sola Bike Boulevard



Option 6C – Sola Bike Boulevard

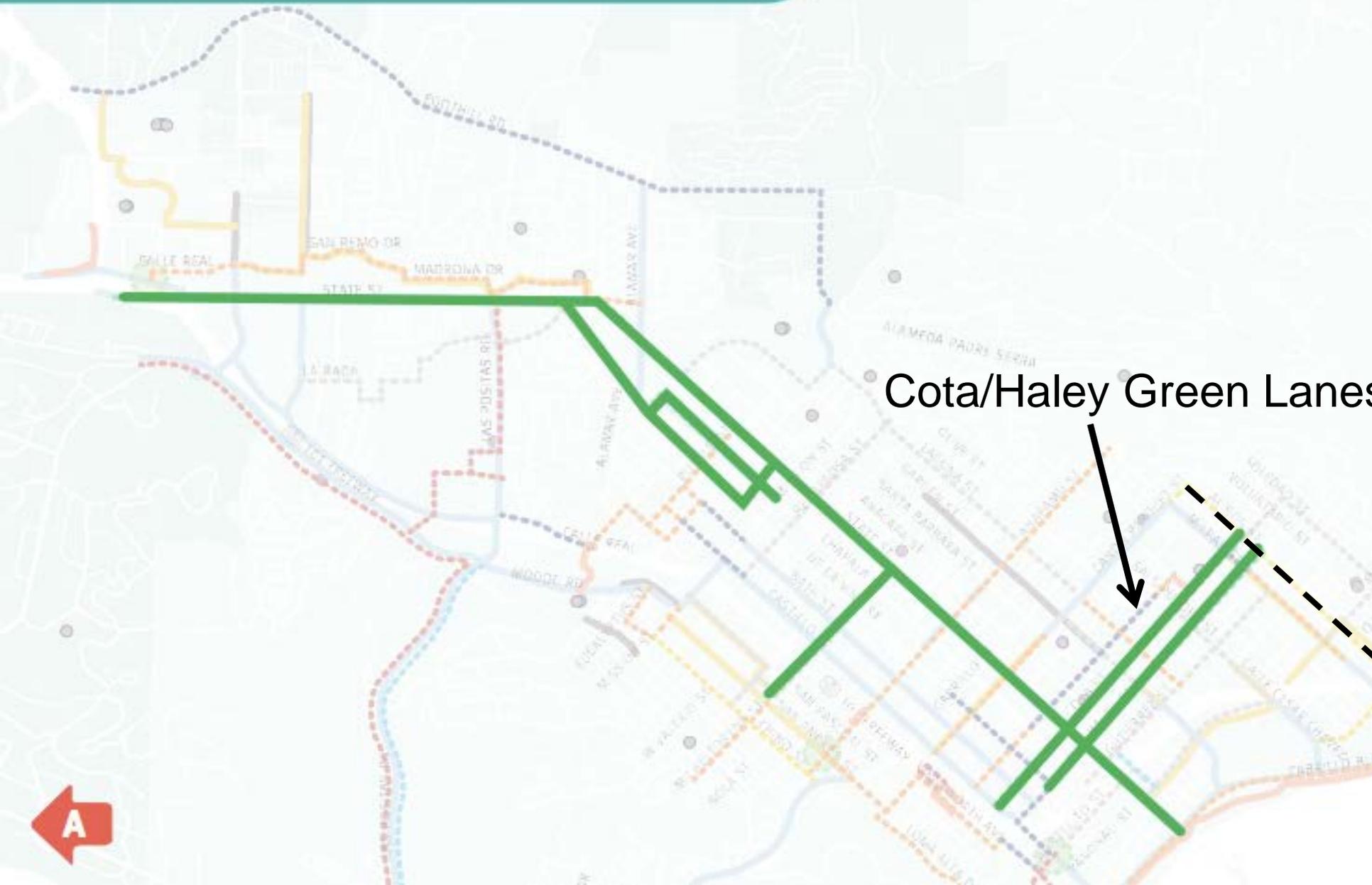


Option 6C – Sola Bike Boulevard



RECOMMENDED FACILITIES

SPINE NETWORK



Cota/Haley Green Lanes



Cota/Haley Green Lanes

- Haley green lane (eastbound)
- Cota green lane (westbound) – 2 options
 - Parking removal: 5 blocks one side of street (44 spaces)
 - Cota one-way (saves parking)

Cota/Haley Green Lanes



Cota/Haley Green Lanes



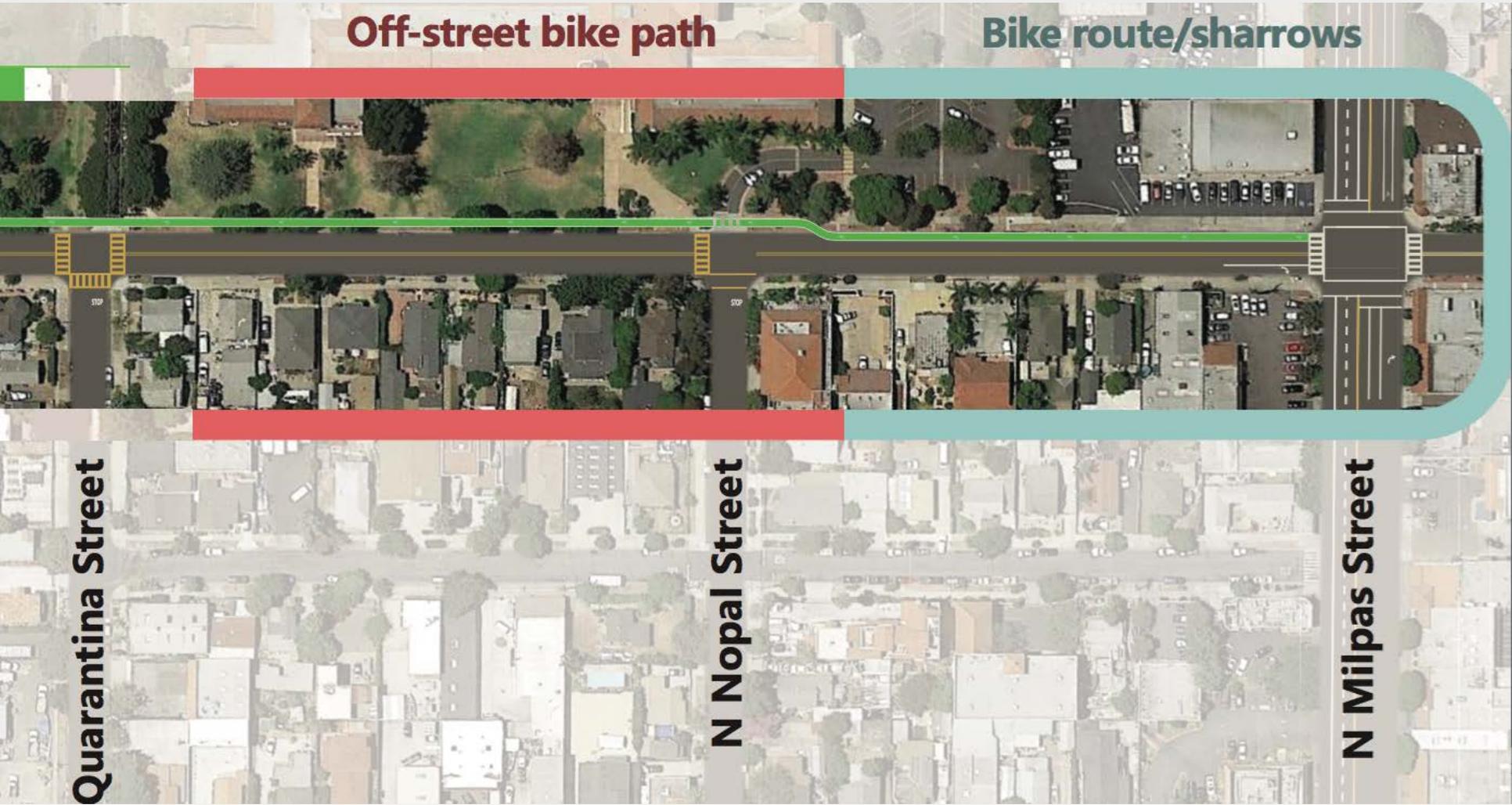
Cota/Haley Green Lanes



Cota/Haley Green Lanes

Off-street bike path

Bike route/sharrows



Quarantina Street

N Nopal Street

N Milpas Street

Cota/Haley Green Lanes

Potential New Cota
One Way*



*Need more analysis/community engagement

Cabrillo Boulevard Bike Lanes

- Los Patos to Milpas
- Convert 1 WB travel lane = 2 bike lanes
- No added delay in 2015 or 2030, including new development/US 101 HOV
- Eastbound lane reduction could add parking to East Beach
- Key to roadway capacity is at intersections, not segments

Cabrillo Bike Lanes



Cabrillo Bike Lanes



Westside Bike Route



Rancheria Bike Lanes

- 2 blocks, Montecito to Coronel
- Parking removed one side of street (28)
- Currently Class III - 4,700 ADT - 30mph
- Bike lanes for safety/gap closure
- Poor alternative routes
- Connects to SBCC/Waterfront

Rancheria Bike Lanes



Rancheria Street

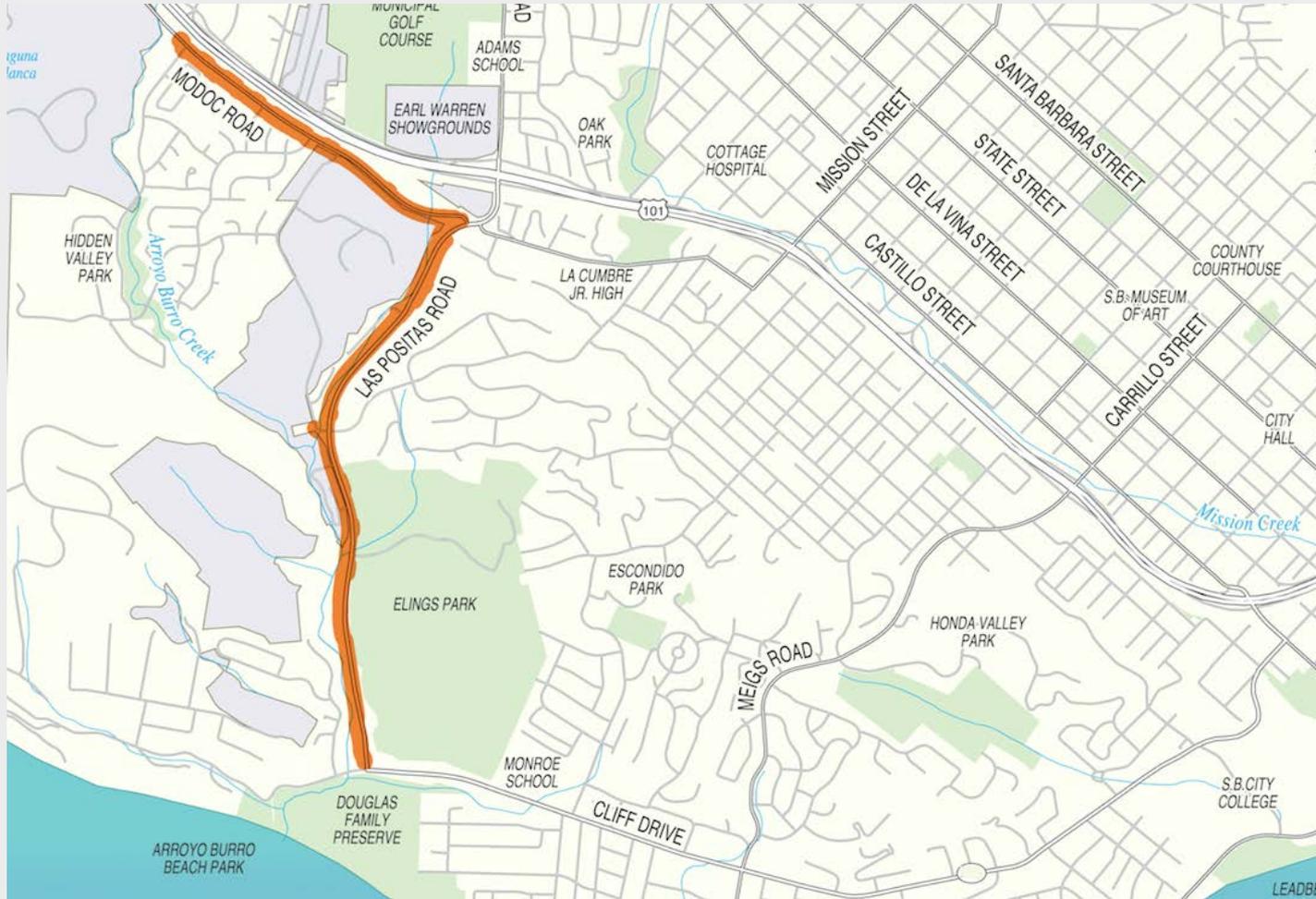
Rancheria Bike Lanes



ATP Grant Applications (first two)

1. Las Positas/Modoc Class I Path
Construction (\$16 Million)
2. Eastside Green Lanes and Bike Boulevard
Gap Closure (\$2.7 Million)

Las Positas Class I Path Construction



Eastside Green Lanes/Bike Boulevard Gap Closure

- Bike Boulevard on Alisos (10 blocks)
- 300 feet of sidewalk & curb ramps (Alisos)
- Green lanes - Haley (EB) & Cota (WB)
- Ortega bike lanes (WB to schools)
- Four school crosswalk enhancements on Cota & Canon Perdido

Council Action:

- Direction on the Draft BMP for future adoption (no later than August 2)
- Direction on submittal of ATP grants:
 1. Las Positas/Modoc Class I Path Construction
 2. Eastside Green Lanes and Bike Boulevard Gap Closure

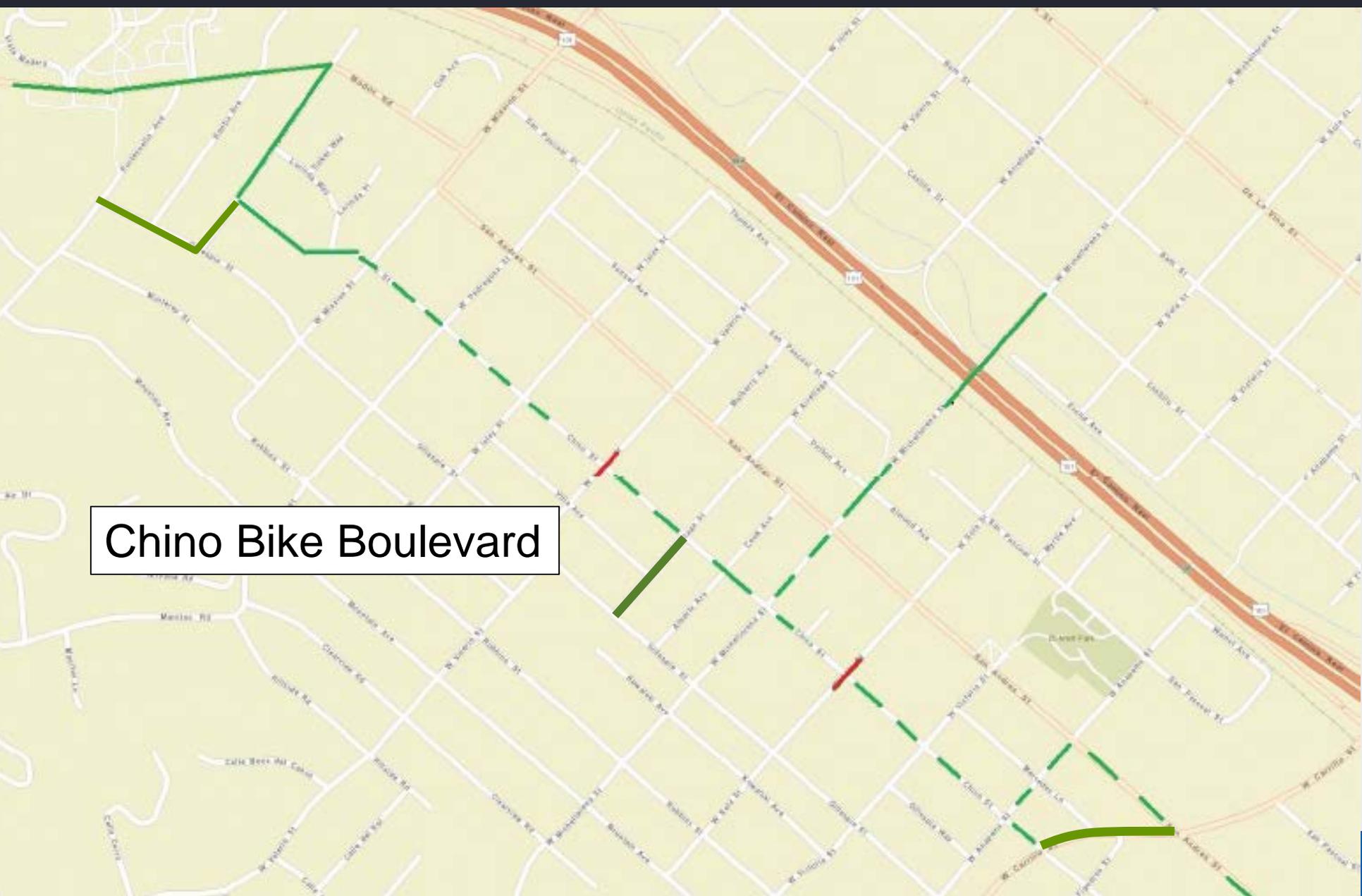


Break

Chino Bike Boulevard (BB)

- Westside meeting 4-25-16
- What is a BB, how does it work?
- If ATP Grant is awarded, Chino and Gillespie would be both studied
- Chino BB is packaged with Micheltorena Bridge and Sola BB for ATP Grant.
- BB also proposed for Alisos

Chino Bike Boulevard



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







Chino Bike Boulevard (BB)

- If ATP Grant is awarded:
 - Chino and Gillespie would be evaluated/designed
 - Additional Westside outreach

ATP Grant Application 3

Westside Bike Boulevard Gap Closure

- *Bike improvements:*
 - Three miles of bike boulevard (Chino/Sola)
 - Green bike lanes on Micheltorena Bridge
 - Contra-flow green bike lane (one block Castillo)
 - Improved vehicle access to NB US 101
 - Four new traffic signals on Sola Street
- *Pedestrian enhancements:*
 - 19 new curb ramps
 - Two improved crosswalks and median refuge islands

Westside Bike Boulevard Gap Closure



Council Action:

- Direction on the Draft BMP for Westside Bike Boulevard
- Direction on submittal of ATP grant:
 3. Westside Bike Boulevard Gap Closure



Extra Slides