

A USER GUIDE TO:



**SANTA BARBARA**





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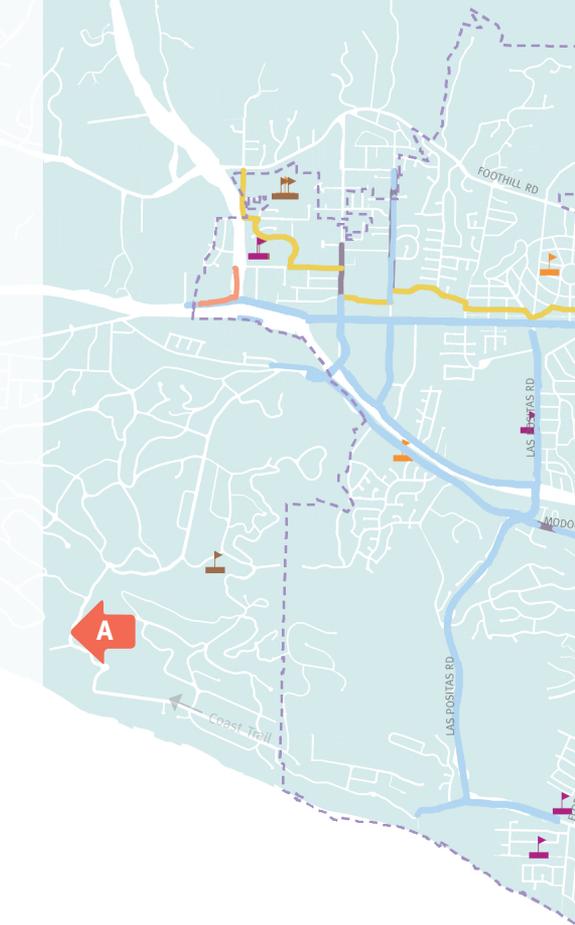
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# INTRODUCTION

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](http://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.





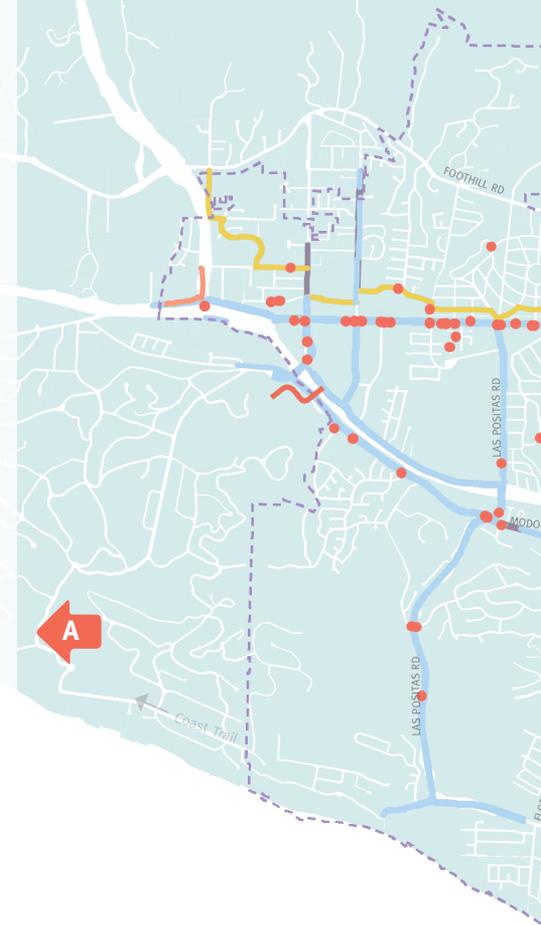
# SAFETY

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:

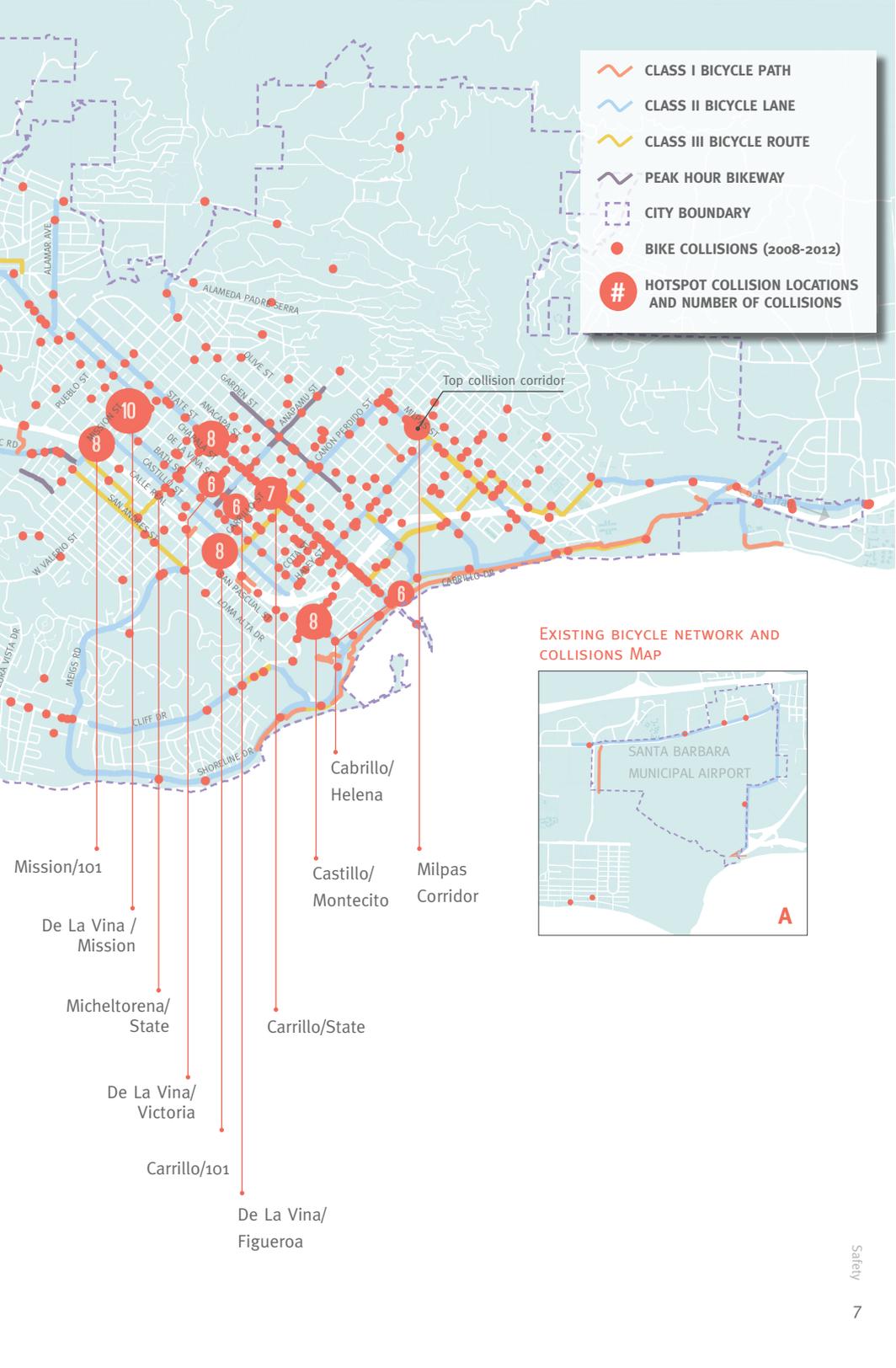
- 434 collisions occurring at intersections
- 420 collisions occurring at midblock locations
- 197 collisions occurring less than 75 feet from an intersection
- Collisions were also categorized into categories, such as: bicycle at fault (45%), driver at fault (55%), left-hook, signalized, and unsignalized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



-  CLASS I BICYCLE PATH
-  CLASS II BICYCLE LANE
-  CLASS III BICYCLE ROUTE
-  PEAK HOUR BIKEWAY
-  CITY BOUNDARY
-  BIKE COLLISIONS (2008-2012)
-  HOTSPOT COLLISION LOCATIONS AND NUMBER OF COLLISIONS

Top collision corridor

EXISTING BICYCLE NETWORK AND COLLISIONS MAP



- Mission/101
- De La Vina / Mission
- Micheltorena/ State
- De La Vina/ Victoria
- Carrillo/101
- De La Vina/ Figueroa
- Cabrillo/ Helena
- Castillo/ Montecito
- Milpas Corridor

## 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.

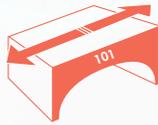
# COMMUNITY TAKE-AWAYS

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



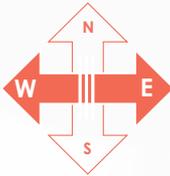
IMPROVE CONNECTIONS ACROSS 101 FREEWAY



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    |
| 3.1.4: Public Bike Share            | \$3,000,000 |

## 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   |

## 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

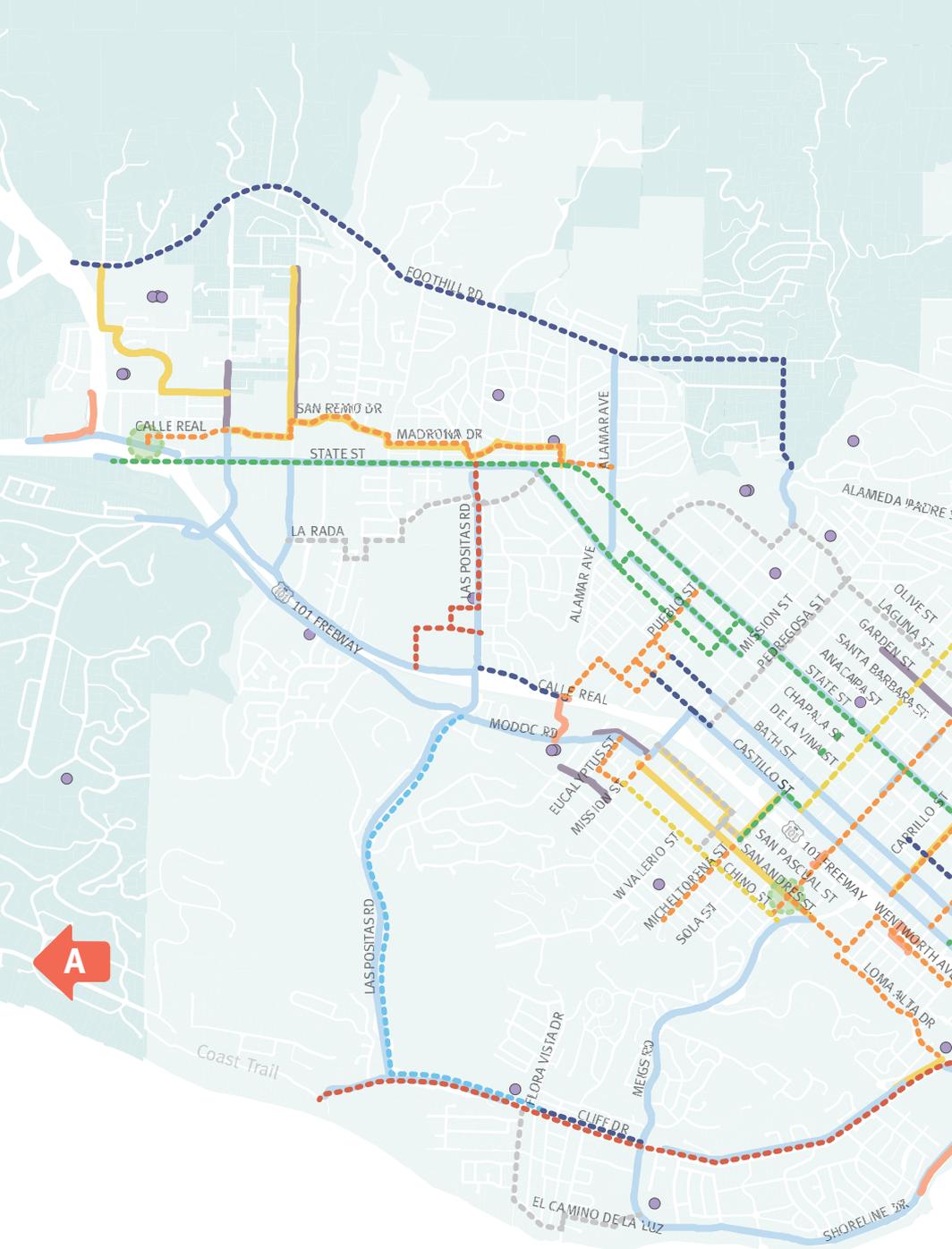
- Increase the number of people bicycling to work to 10% of all commuters from the 2014 figure of 6.1%.
- Reduce bicycle-related collisions by 25% from the 2014 figure of 1,050 collisions over a 10-year period.

## Key Metrics of Success: By 2025

- Increase the number of people bicycling to work to 13% of all commuters from the 2014 figure of 6.1%.
- Reduce bicycle-related collisions by 50% from the 2014 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 2014 figure of 6.1%.
- Eliminate bicycle-related collisions.



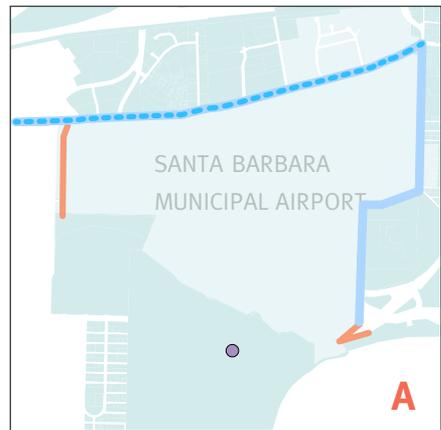


### Facility Types (Proposed)

- 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 |
|---|----------------|------------|-----------------------------|-----------------------------|---------------------------|-----------------------|-----------------------|
| State Street Green Lanes, Phase 1                 | X              | X          | X                           |                             |                           | X                     |                       |
| Cota Street / Haley Street Green Lanes            | X              |            | X                           | X                           | X                         |                       |                       |
| Canon Perdido Street Enhanced Route               | 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                     |                       |
| 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                           |                           |                       |                       |
| Sola Bike Boulevard                               | X              | X          | X                           | X                           | X                         | X                     | X                     |
| State Street Phase 3                              | X              | 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                     |                       |
| Anapamu Intersection Enhancements                 | 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                           |                           |                       |                       |



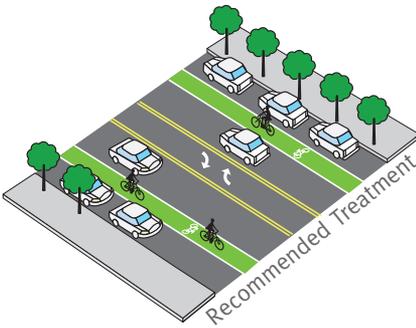
— Phase 1  
- - - Phases 2 and 3

## 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.



Recommended Treatment

### 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   |



## SOLA STREET BIKE BOULEVARD

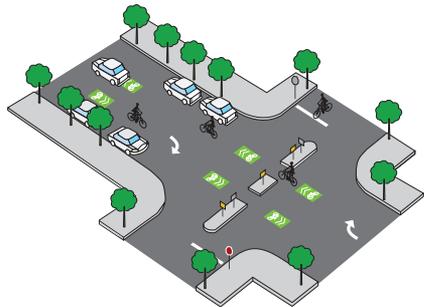
(CASTILLO - ALTA VISTA)

MICHELTORENA (CLEARVIEW - CASTILLO)

This project recommends green-backed shared lane markings, signage, and traffic safety improvements along Sola Street to create a bike boulevard between Castillo Street and Alta Vista Road. New traffic signals and diverters should be installed along Sola Street. The Sola Street Bike Boulevard would also link to the recommended Micheltorena bridge green lanes, via a contra-flow green lane on Castillo Street. The Micheltorena bridge green lanes should connect Castillo Street to San Andres Street, and green-backed sharrows should link San Andres Street to Clearview Road.

The installation of a bike boulevard along Sola Street and a Micheltorena connection would provide a continuous and safe east-west passage for those on bicycle, while also connecting to Santa Barbara High School.

This project came out of direct conversations with the community, who desired an east-west crosstown connection. The community outreach process introduced the Sola Street Bike Boulevard concept as an alternative to the Micheltorena Green Lane project.

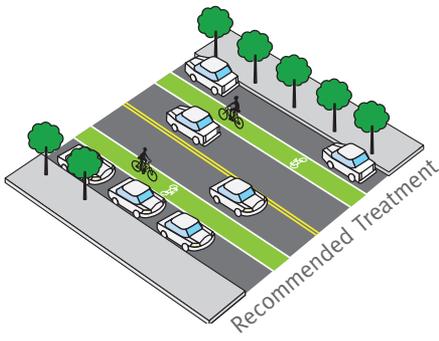


### Quick Facts: Sola Street Bike Boulevard

|                 |  |
|-----------------|--|
| Total Mileage   | 2.10 miles   |
| Key Connections | Connects Downtown Neighborhood Spine Network and Santa Barbara High School |
| Cost Estimate   | \$3,000,000  |
| Gap Closure     | Yes  |



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 on one side of the street). Phase 1 of the Cota Street project includes the creation of Class II lanes 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.

| 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  |

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.

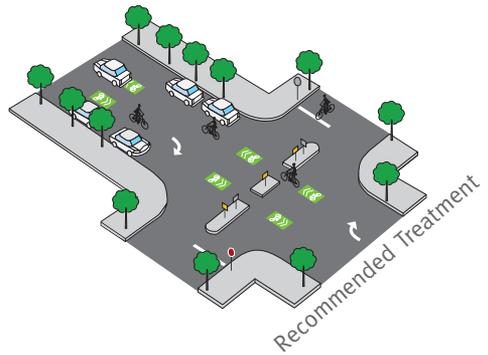


## ALISOS STREET (CANON PERDIDO - CACIQUE)

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.

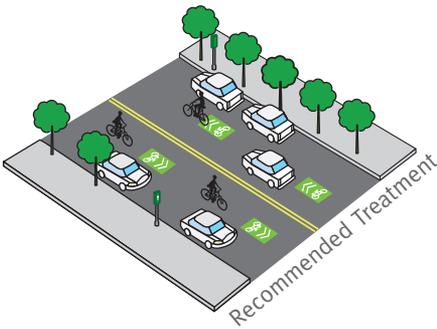


### Quick Facts: Alisos Street Bike Boulevard

|                 |                                |
|-----------------|--------------------------------|
| Total Mileage   | 1.17 miles                     |
| Key Connections | Connects Eastside Neighborhood |
| Cost Estimate   | \$500,000                      |
| Gap Closure     | No                             |



— Enhanced Route and Bike Lane



## WESTSIDE ENHANCED ROUTE (INCL. RANCHERIA) (ANAPAMU - CLIFF)

The Westside enhanced route project recommends the addition of green-backed sharrows in the Westside neighborhood, creating a route between Anapamu to Cliff Drive. Specifically, the project recommends green-backed sharrows on the following streets: San Andres between Anapamu and Canon Perdido; Canon Perdido between San Andres and Wentworth; Wentworth between Canon Perdido and Coronel; Coronel between Wentworth and Rancheria. Rancheria Class II between Coronel and Cliff are also recommended to connect and complete the route.

The Westside enhanced route will close gaps in the existing network, better connect users to SBCC, and will enhance safety for all road users.

### Quick Facts: Westside Enhanced Route

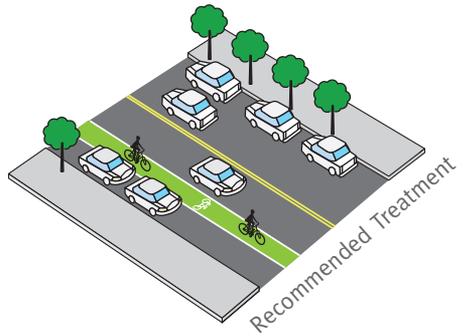
|                 |                               |
|-----------------|-------------------------------|
| Total Mileage   | 1.27 miles                    |
| Key Connections | Westside & Mesa Neighborhoods |
| Cost Estimate   | \$80,730                      |
| Gap Closure     | Yes                           |



## 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.

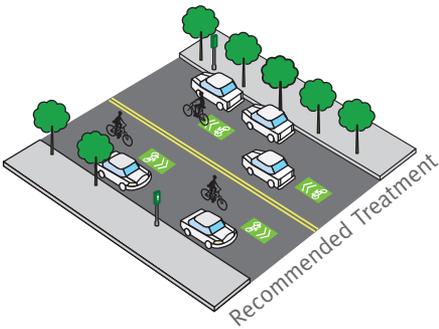


### Quick Facts: Ortega Street Bike Lanes

|                 |  |
|-----------------|--|
| Total Mileage   | 1.07 miles                                   |
| Key Connections | Connects Eastside and Downtown Neighborhoods |
| Cost Estimate   | \$123,360                                    |
| Gap Closure     | No   |



**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.

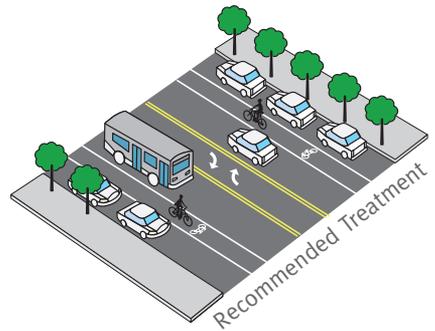
| Quick Facts: Canon Perdido Street Enhanced Route |  |
|--|--|
| Total Mileage                                    | 0.60 miles   |
| Key Connections                                  | Connects Westside, Downtown & Eastside Neighborhoods |
| Cost Estimate                                    | \$36,000   |
| Gap Closure                                      | Yes  |



## 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              | Canon Perdido Street Enhanced Route                          | Add green-backed sharrows to close the gap between Santa Barbara St and Castillo St  |
| 4              | Alisos Street Bike Boulevard*                                | Create a bicycle boulevard along Alisos St   |
| 5              | 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   |
| 6              | Ortega Street Bike Lanes*                                    | Addition of a mix of green-backed sharrows and bike lanes. See map.  |
| 7              | Loma Alta Drive Enhanced Route                               | Add green-backed sharrows along route  |
| 8              | Montecito Street / Castillo Street Intersection Improvements | Enhanced intersection treatment at Montecito/Castillo Crossing   |
| 9              | Cabrillo Enhanced Route                                      | Add green-backed sharrows along route between Castillo and Milpas Streets  |
| 10             | Westside Enhanced Route (Including Rancheria Street)         | Add green-backed sharrows and Class II lanes along route from Anapamu St to Cliff Dr   |
| 11             | 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  |
| 12             | 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. |
| 13             | Cliff Drive Class II Gap Closure Lanes                       | Bike lanes between Flora Vista Dr and Meigs Rd   |
| 14             | Chino Street Bike Boulevard**                                | Create a bicycle boulevard along Chino St  |
| 15             | Anapamu Street Enhanced Route                                | Add green-backed sharrows along route  |
| 16             | Foothill Enhanced Route                                      | Add green-backed sharrows along the Foothill route and improve Safe Routes to School at La Colina Rd and Primavera Rd  |
| 17             | 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   |

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)<br>Haley (Alisos-De La Vina)  | 2.59 mi         | \$700,000 |
| Canon Perdido (Santa Barbara-Castillo)   | 0.60 mi         | \$36,000  |
| Alisos (Cacique-Canon Perdido)<br>Canon Perdido (Milpas-Alisos)  | 1.17 mi         | \$500,000 |
| Cabrillo (Milpas-Los Patos)<br>De La Vina (Constance-Padre)<br>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)<br>Cliff (Las Positas-Mesa Lane)   | 2.13 mi         | \$63,900  |
| De La Vina (Padre-Calle Palo Colorado)<br>Chapala (Mission-Constance)<br>Constance (Chapala-De La Vina)<br>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 |
| Anapamu (Milpas-Chino)   | 1.17 mi         | \$70,200  |
| Meandering route (Calle Real-Alamar)   | 1.99 mi         | \$119,400 |
| Shoreline (Leadbetter Beach parking lot -Harbor Way)   | .35 mi          | \$420,000 |

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# PROPOSED FACILITY DETAILS

| Project Number | PROJECT   | PROJECT DESCRIPTION   |
|----------------|---|---|
| 18             | 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 Pueblo and Los Olivos. Add contraflow lane on Castillo between Pedregosa St and Mission St                                       |
| 19             | Traffic Signal Bicycle Detection  | Add bicycle detection on Former SR 225  |
| 20             | Cabrillo Boulevard / Los Patos Way Intersection Improvements                | Enhanced intersection treatment at Cabrillo Boulevard/Los Patos Way   |
| 21             | Canada Enhanced Route   | Enhanced route connecting Cacique to Old Coast Hwy  |
| 22             | Sola Street Bike Boulevard**  | Create a bike boulevard along Sola Street and then on Alta Vista to connect to Santa Barbara High School. Add contra-flow lane on Castillo. Add green lanes on Micheltoarena from Castillo to San Andres and green-backed sharrows from San Andres to Clearview |
| 23             | 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)   |
| 24             | 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.   |
| 25             | Pershing Park Path  | Bike path through Pershing Park, connecting Montecito to Cliff Drive  |
| 26             | Castillo Street / US 101 / Haley Street Crossing                            | Enhanced under-crossing treatment at Castillo/US 101/Haley Crossing   |
| 27             | Milpas Street Enhanced Route  | Add green-backed sharrows along Milpas St. Add a class II facility between Cota and Haley.  |
| 28             | 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   |
| 29             | State Street / Calle Real / Route 154 Intersection                          | Enhanced Crossing Treatment at State St/Calle Real Crossing   |
| 30             | Cliff Drive Bike Path   | Add a Class I bike path along Cliff Dr between Hendry's Beach and Rancheria Street  |
| 31             | Eucalyptus Avenue / Chino Street / Mission Street Enhanced Route            | Add green-backed sharrows along route   |
| 32             | Anapamu Intersection Enhancements   | Enhance intersection at Anapamu and San Andres  |
| 33             | Highway 192 Class II Lanes (Foothill Road)                                  | Class II bicycle lanes along Foothill Rd (requires Caltrans lead and funding)   |
| 34             | Cabrillo Bike Path  | Bike path along Cabrillo to connect to Old Coast Highway  |
| 35             | Hollister Buffered Bike Lanes   | Add bike lanes along Hollister Ave near the Santa Barbara Airport   |

\* The following projects have been packaged together by the City to apply for 2016 ATP grant funding: Ortega Bike Lanes, Cota Street Green Lanes, Haley Green Lanes, and Alisos Bike Boulevard

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

|  | LOCATION   | LENGTH          | COST         |
|--|--|-----------------|--------------|
|  | Bath & Castillo (Los Olivos-Pueblo)<br>Oak Park Lane (Pueblo-Bath)<br>Castillo Contraflow (Pedregosa-Mission)                | 0.79 mi         | \$53,900     |
|  | Former SR 225<br>(Las Positas and Cliff Drive)   | 4.50 mi         | \$105,000    |
|  | Enhancements TBD   | TBD             | TBD          |
|  | Canada (Cacique-Pitos)<br>Pitos (Canada-Park Place)<br>Park Place (Pitos-Old Coast Hwy)                                      | 0.53 mi         | \$31,800     |
|  | Sola (Castillo-Alta Vista)<br>Alta Vista (Sola-Anapamu)<br>Castillo (Micheltorena-Sola)<br>Micheltorena (Clearview-Castillo) | 2.10 mi         | \$3,000,000  |
|  | State (Mission-Calle Real)   | 3.2 mi          | \$8,000,000  |
|  | Las Positas (Adams School-State)<br>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)<br>Oak Park (Pueblo-Junipero)<br>Junipero (Oak Park-Calle RI)<br>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)<br>Mission (Chino-Modoc)  | 0.48 mi         | \$28,800     |
|  | Enhancements TBD (Anapamu and San Andres)  | At intersection | \$50,000     |
|  | 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     |

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**SANTA BARBARA**



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