



City of Santa Barbara Transportation & Circulation Committee Staff Report

DATE: July 9, 2015

TO: Transportation & Circulation Committee (TCC) Members and
Planning Commission (PC) Members

FROM: Browning Allen, Transportation Manager *BA*

SUBJECT: Bicycle Master Plan Direction

Recommendation:

That the Planning Commission and the Transportation and Circulation Committee find the community engagement process complete and recommend that Council authorize the staff/consultants to develop the Draft Bicycle Master Plan (BMP) which includes further analysis of all of the initial bicycle network improvements. Staff would return in the fall with a draft of the final plan.

DISCUSSION:

Bicycle Master Plan direction

This meeting is being held to provide an opportunity for the Planning Commission (PC) and Transportation Circulation Committee (TCC) to give input and make recommendations to City Council regarding the direction of the Bicycle Master Plan (BMP). The community outreach phase was completed in June. The next phase of the process is to develop a BMP that reflects what we heard during the community outreach process and meets the technical feasibility of Santa Barbara's transportation system. Staff is looking for direction from the Advisory Boards and decision-makers regarding bicycle infrastructure improvement alternatives based on the community's input and safety findings. Once this direction is received, the consultant will work through the summer and fall to complete the draft BMP. The plan is scheduled for completion prior to the end of the 2015 calendar year.

At the joint meeting, the consultant will summarize the findings and conclusions of the community input received to date. They will present bike infrastructure improvements that were developed based on the community input, collision data and feasibility. These project alternatives were vetted with the community at five neighborhood summits. Project alternatives were further refined and will be presented to the PC and TCC for consideration. The PC and TCC received a previous progress report(s) regarding the public outreach process. The City Council is scheduled to receive the PC and TCC recommendations regarding the direction of the BMP at its July 21, 2015 meeting. Once

developed, the draft BMP will be presented to the PC and TCC for recommendations, prior to going to City Council for adoption.

BACKGROUND

The City of Santa Barbara last did a comprehensive BMP in 1998. The City received a Measure A grant totaling \$170,000 to create a new plan and is providing a 40% match with local street funds and Transportation Development Act Funds. The 2015 BMP has been underway since December of 2014 with the project consultant team.

In order to develop the 2015 BMP, City Council directed that a robust community engagement process be conducted asking what the future of bicycling in Santa Barbara should look like. The process was designed to include multiple methods of community engagement, including an on-line survey, intercept surveys, an interactive website, bilingual community outreach, neighborhood summits, and organizational "roadshows." Public participation was higher than expected with 1,440 individuals participating in the survey, 190 participants during the Citywide neighborhood summits, 10 organizations held roadshows, and over 400 comments on the interactive on-line mapping tool on the project website. The consultant team, Melendrez, (including Fehr and Peers) and City engineering and transportation staff also conducted a bicycle collision analysis using police reports. The various collision types included bicyclists at fault, motorists at fault, dooring, left hook collisions, right hook collisions, and collisions involving a bicyclist on the wrong side of the road or travelling on sidewalk. The consultant team identified collision hotspot locations, analyzed trends to identify how bicycle infrastructure, enforcement, and education efforts could be improved to make bicycling safer in Santa Barbara.

The community engagement process was held during the months of April and May concluding with five neighborhood summits. The results of the process suggest that people believe it should be a goal of the City to accommodate more bicyclists for all types of trips (1,310 of 1,440 survey respondents). The results also suggest that this perspective is shared between all types of road users. For example, 85% of survey respondents who drive as their primary mode of travel support this goal. The bicycle network improvements were created with this goal in mind.

After developing initial bicycle network recommendations based on the community engagement results and safety analysis, neighborhood summits were held in five neighborhoods. The purpose of the summits was to vet the initial findings and recommendations with community members near the proposed locations. Each event included a presentation that outlined the history of the BMP effort, preliminary community engagement findings, safety analysis, and potential bicycle facilities for participants to consider. The presentation was followed by participatory activities that allowed all summit attendees to ask questions, share knowledge of local transportation conditions, and point out where they thought bicycle facilities should be added or prioritized. Overall, approximately 190 participants were in attendance. At each neighborhood summit, several bicycle facilities and options were discussed and refined with the public. The projects presented to the PC and TCC reflect input through the following: the community

engagement process, safety analysis, technical feasibility, and neighborhood summit feedback.

Conclusion

The project team has reviewed these comments, and provided a draft of the refined bicycle network recommendations for presentation to the PC and the TCC. The results of participatory activities as well as the surveys are included in the summary report. Based on the pulse of the community, safety needs and the feedback from the neighborhood summits, the consultant team is recommending that the PC and TCC recommend that all of the network improvements in the proposed facility chapter of the Public Outreach and Safety Findings Summary (attached) be further developed for consideration in the Draft BMP. The network improvements below will be illustrated in the consultant presentation.

- State Street green bike lanes
- Cota Street westbound green bike lane to complement the Haley Street eastbound green bike lanes
- Micheltorena Street bike route between Chino and Olive Streets with green bike lanes between San Andres and State Streets
- Pedregosa Street bike boulevard and one block Castillo Street contraflow bike lane to Mission
- Cabrillo Boulevard eastbound green-backed sharrows between Castillo and Milpas Streets and class II bike lanes between Milpas and Los Patos via a road diet
- Bath Street and Castillo Street one-way couplet with bike lanes between Mission and Pueblo Streets
- "Foothill" Route (State alternative) green-backed sharrows between Calle Real and Calle Palo Colorado
- State Street, Calle Real, Hwys 154 and 101 painted intersection enhancement
- Cliff Drive Class I bike path from Hendry's Beach to Castillo Street
- Cliff Drive bike lanes between Meigs and Las Positas Roads (with buffered lanes between Mesa Lane and Las Positas)
- Shoreline Drive bike path gap closure between Harbor Way and Ledbetter Beach
- Las Positas Road and along Modoc Road Class 1 bike path from Hendry's Beach to city limits (in design and environmental, needs construction funding)
- Las Positas Road bike lane gap closure between State and US 101
- Chino Street/San Andres Street one-way couplet with bike lanes between Mission and Carrillo Streets
- San Andres Street/Canon Perdido Street/Wentworth Avenue/Coronel Place bike friendly route and Rancheria Street bike lanes
- Class 1 path from Rancheria Street to Beachway through Pershing Park

- Eucalyptus Avenue/Chino Street/Mission Street sharrows (to connect Modoc Road bike lanes to new Chino Street bike lanes)
- Alisos Street bike boulevard between Cacique and Canon Perdido Streets
- Cacique Street bike boulevard (in design phase) between Alisos and Salinas Streets
- Laguna Street/Olive Street one-way couplet with bike lanes, or downhill sharrowed route, or Olive Bike Boulevard connecting to Mission Canyon bike lanes
- Canada Street/Los Pitos Street/bike friendly street (to connect Cacique to Old Coast Highway)
- Downtown and Santa Barbara City College Bike Share Program (in previous BMP and current Capital Improvement Program)
- Buffered Class II lanes on Hollister near the Airport
- Verano Street and La Colina sharrows to connect existing Boysel Class I to Bishop High and La Colina Junior High

Exhibit: Public Outreach and Safety Findings Summary



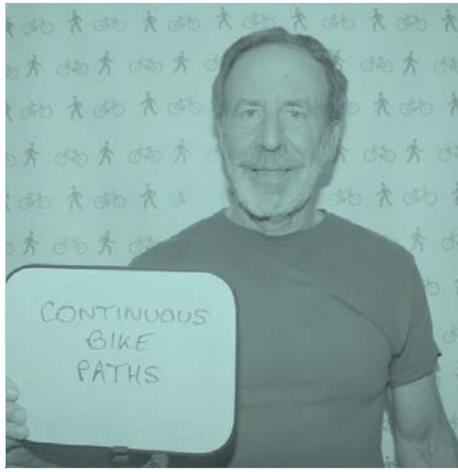
PUBLIC OUTREACH & SAFETY FINDINGS
SUMMARY

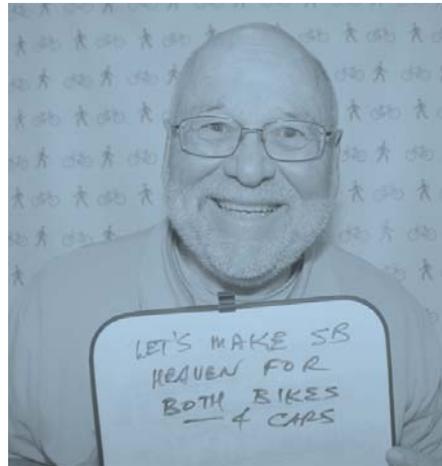
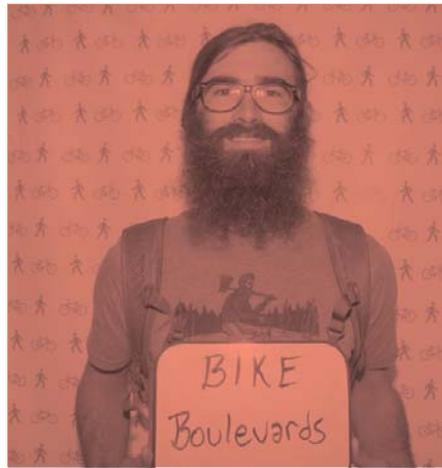


June 2015



MELÉNDREZ





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CHAPTER 1

INTRODUCTION

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INTRODUCTION

The primary focus of the of 2015 Santa Barbara Bicycle Master Plan (SB BMP) is to engage the community; involving a high quality media and tech interface, and creating various avenues for community members to identify the future of bicycling in the City of Santa Barbara. To engage the community, outreach methods were developed and launched that included an online survey, Facebook page, intercept surveys, an informational video, roadshows (informational meetings), an interactive mapping tool, and 5 neighborhood summits.

Each community-centered touch-point listed above, in addition to a technical analysis of bicycle safety in the City, provided quality insight into the future of bicycling in the City of Santa Barbara. This document summarizes the results of the outreach efforts that occurred from March - May of 2015.

The following chapters are included in this summary:

Chapter 1: Introduction

Introduction to the summary of public outreach to date.

Chapter 2: Survey Results and Findings

Summary of the online survey results and key takeaways.

Chapter 3: Interactive Mapping Summary

Summary of the interactive mapping tool that was hosted on the project website.

Chapter 4: Safety Summary

Summary of safety findings and collision mapping from 2004-2013 in the City of Santa Barbara.

Chapter 5: Neighborhood Summit Summary

Summary of the 5 Neighborhood Summits held in May, 2015.

Appendix

Sign-in sheets, activity maps, image gallery, and Neighborhood Summit presentations.

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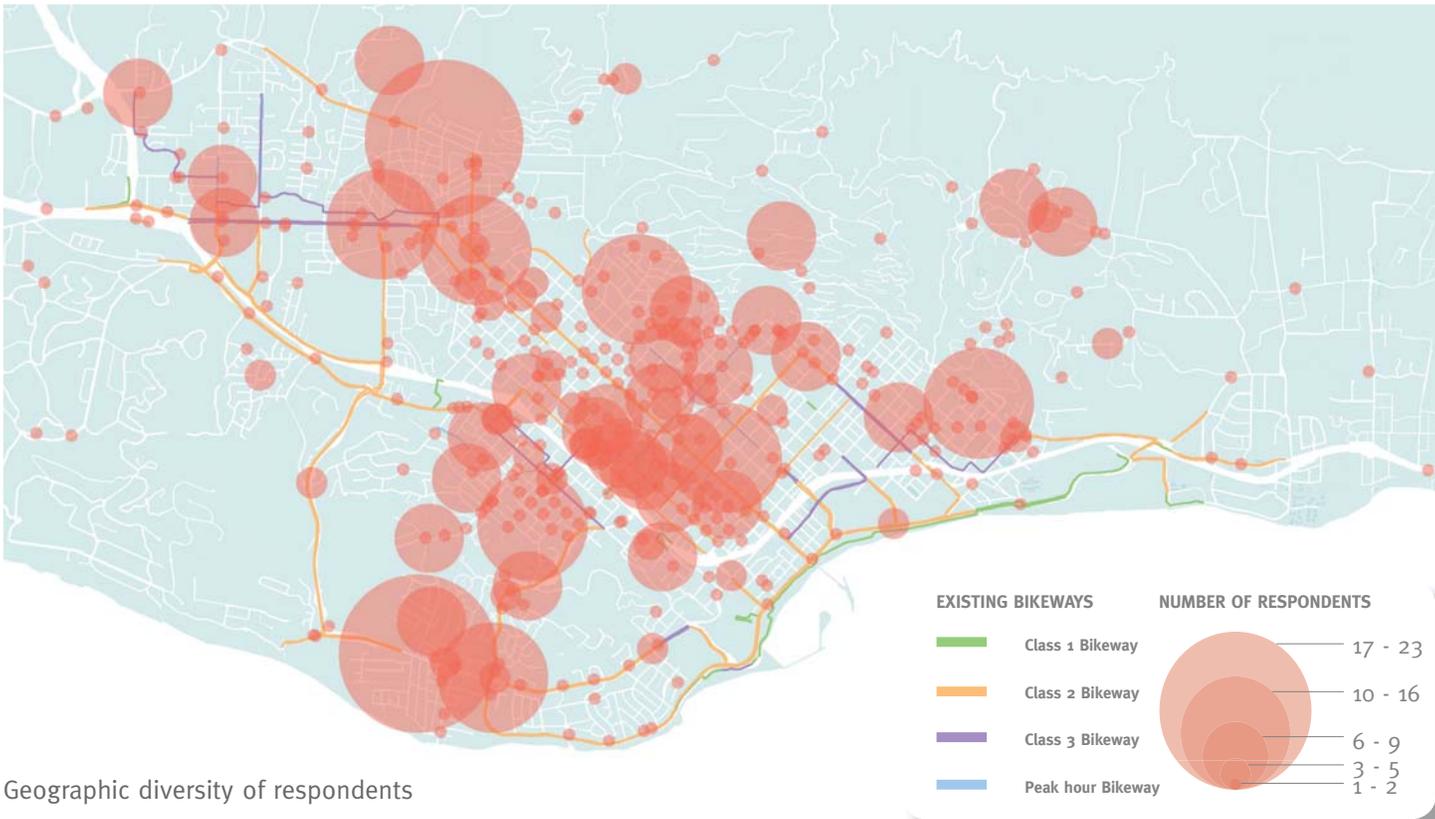
CHAPTER 2

SURVEY RESULTS + FINDINGS

SURVEY RESULTS + FINDINGS

The Bicycle Master Plan survey has proven helpful in gathering and quantifying community preferences regarding the future of bicycling in Santa Barbara. The survey was self-selected, online, and had a high rate of participation (1440 responses). While useful and informative, as a result of the online format, it is not a random selection of the entire population of Santa Barbara and therefore is not a statistically valid representation of the entire community's opinions. However, the results do show a diversity of Santa Barbara road users, businesses, and age groups. Additionally, the survey findings are indicative of a strong community desire to enhance existing bicycle facilities and safety for all road users in Santa Barbara.

WHAT IS THE NEAREST INTERSECTION TO WHERE YOU LIVE?



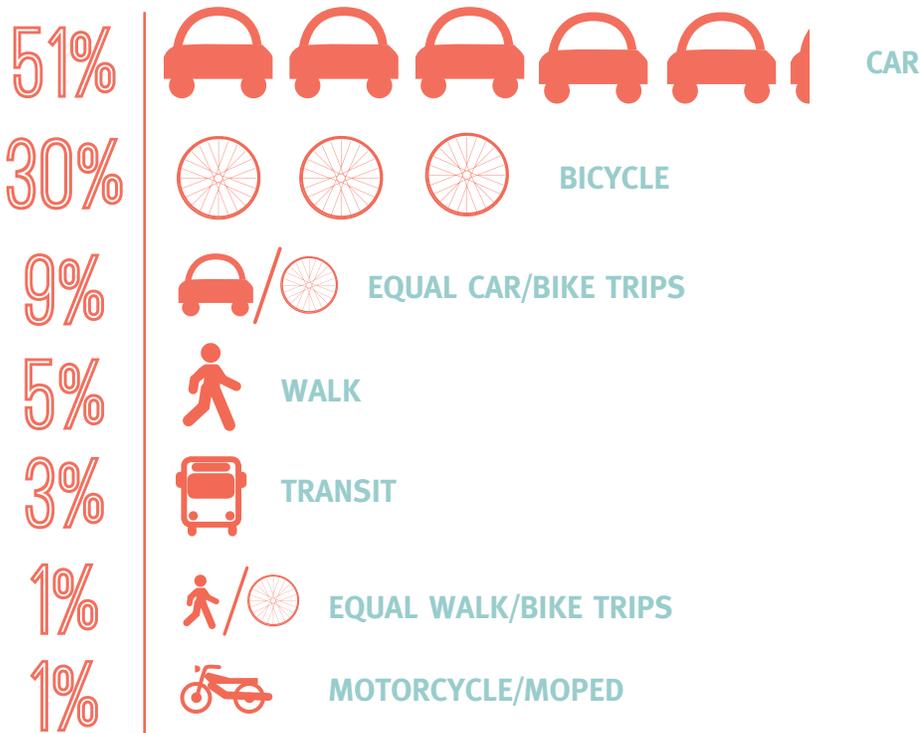
Geographic diversity of respondents

WHO WERE THE RESPONDENTS?



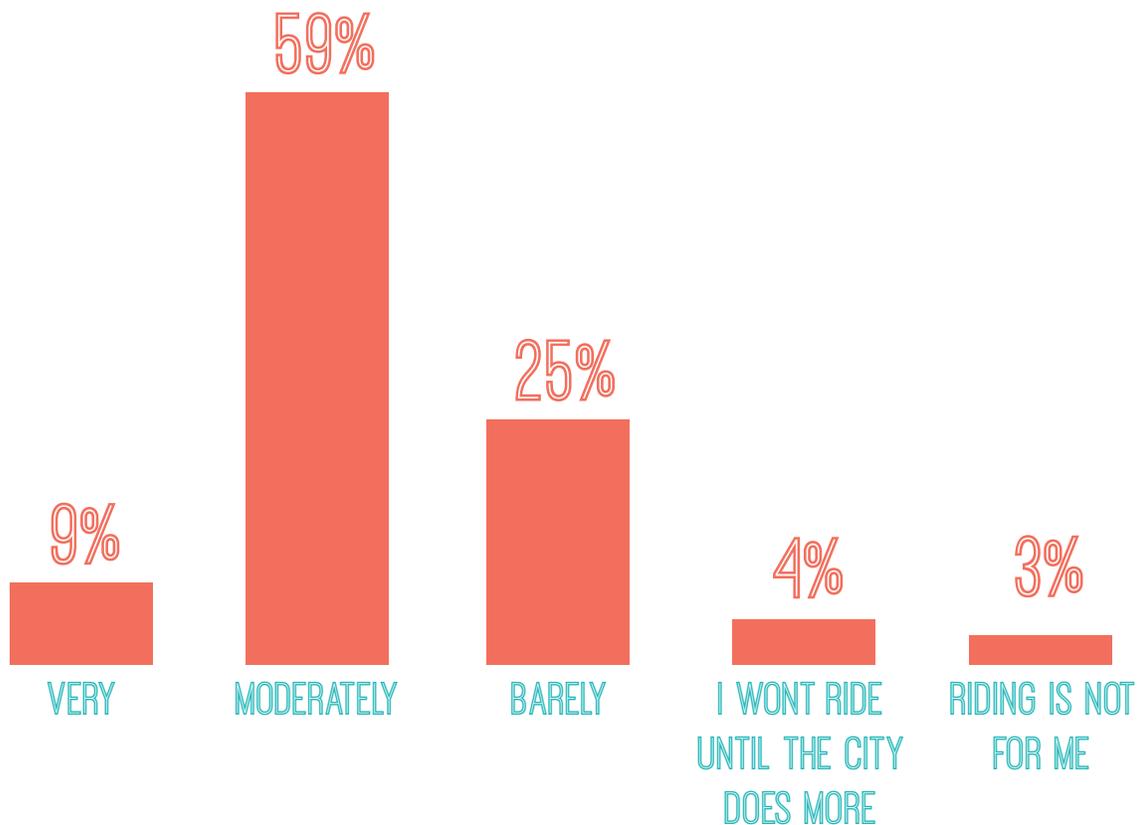
Diversity of respondents

WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION?



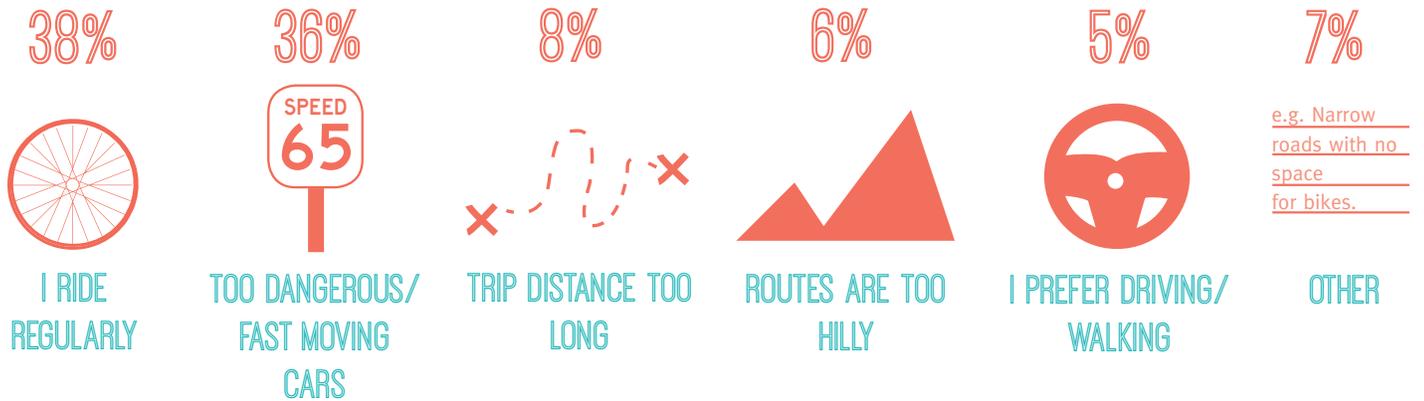
The majority of respondents (51%) identify using a car as their primary mode of travel in the last 7 days.

DO YOU THINK SB IS A SAFE PLACE TO RIDE A BIKE?



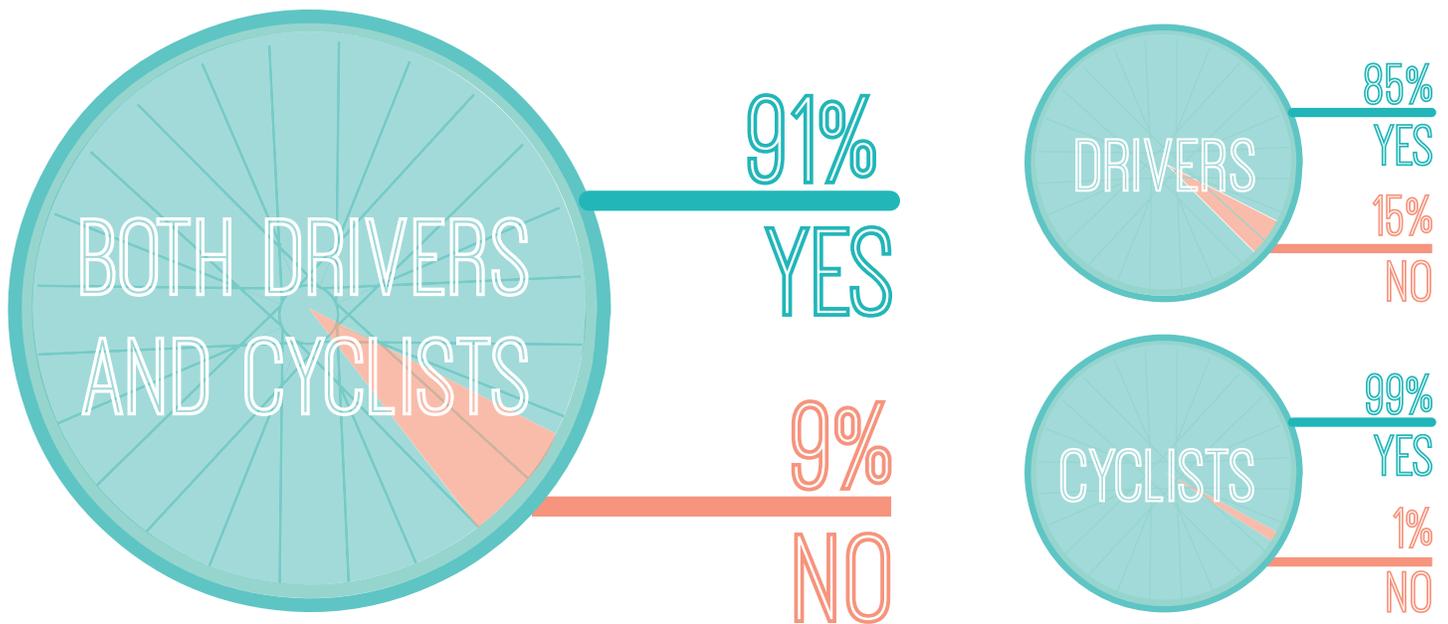
The majority of respondents think Santa Barbara offers a moderate level of safety for those riding a bicycle.

WHAT MOST PROHIBITS YOU FROM RIDING A BIKE IN SB?



A split of respondents ride a bicycle regularly in the City, while others identify fast moving cars as the primary obstacle to riding a bicycle in Santa Barbara.

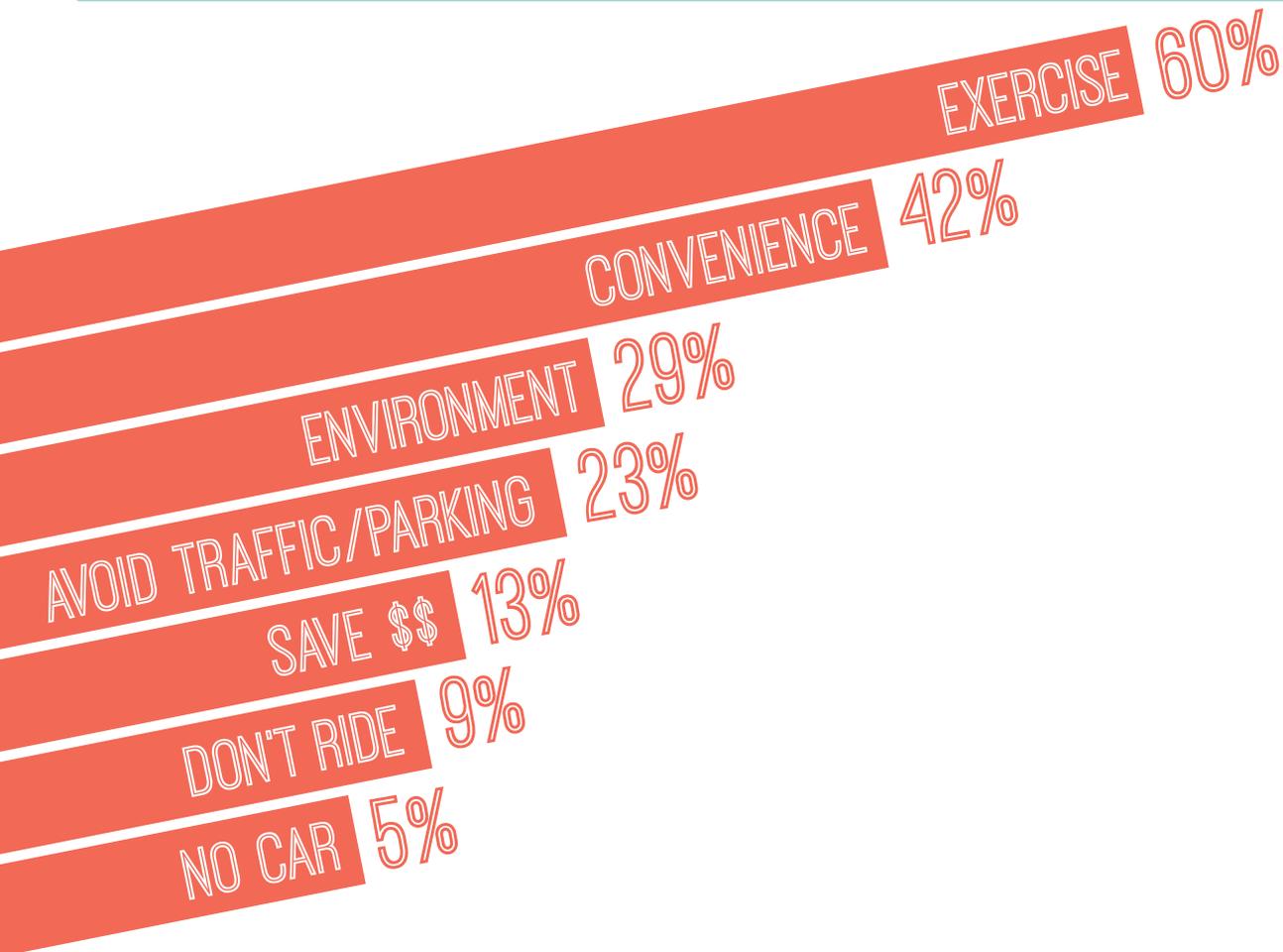
DO YOU THINK IT SHOULD BE A GOAL TO ACCOMMODATE MORE PEOPLE TO RIDE BIKES FOR WORK AND RECREATIONAL TRIPS?



Of all respondents, 91% think it should be a goal to accommodate more people to ride bikes for work and recreational trips. Of those that stated that they used a vehicle as a primary mode of transportation in the last 7 days, 85% voted yes to this question. Of those that stated that they used a bicycle as a primary mode of transportation in the last 7 days, 99% voted yes to this question.

WHY DO YOU RIDE A BIKE?

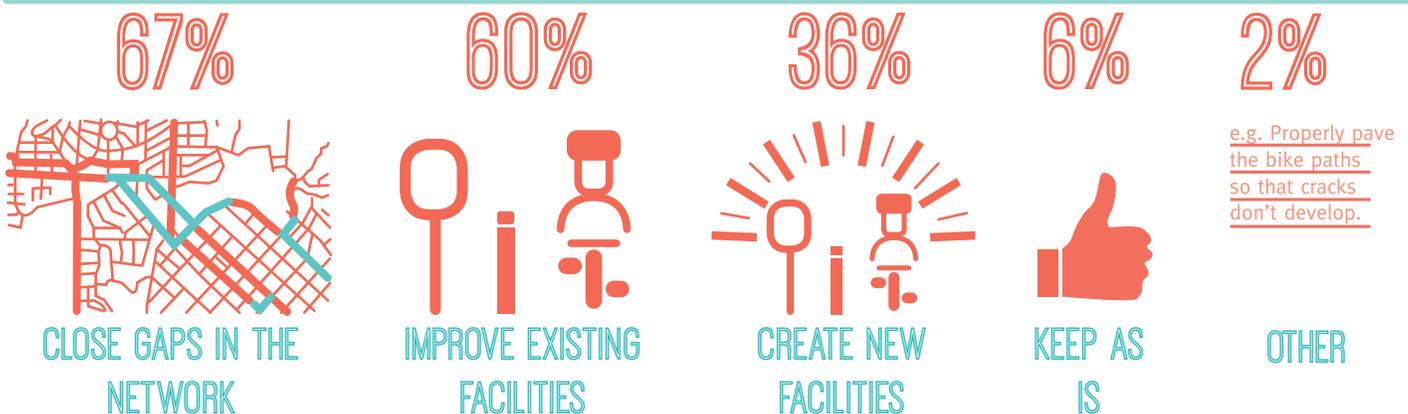
(RESPONDENTS CHOSE TOP 2 - ANSWERS DON'T EQUAL 100%)



The top three responses to the question, “Why do you ride a bike” were: exercise, convenience, and the environment.

WHAT ARE YOUR PRIORITIES FOR THE SB BIKE PLAN?

(RESPONDENTS CHOSE TOP 2 - ANSWERS DON'T EQUAL 100%)



The majority of respondents would like to close gaps in the bicycle network and see improvements to existing facilities as a result of the SB BMP.

WHAT TYPES OF BIKE FACILITIES WOULD YOU LIKE TO SEE MORE OF IN SANTA BARBARA? (RESPONDENTS CHOSE TOP 3 - ANSWERS DON'T EQUAL 100%)

BUFFERED BIKE LANES

70%



PROTECTED BIKE LANES

65%



COLORED BIKE LANES

53%



PAINTED BIKE LANES

35%



BIKE BOULEVARDS

31%



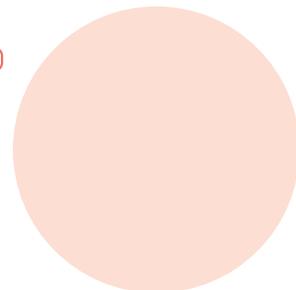
SHARROWS

12%



NONE

8%



A majority of respondents would like to see buffered bike lanes, protected bike lanes, and colored bike lanes in Santa Barbara.

WHAT ARE YOUR TRANSPORTATION PRIORITIES FOR SB? (RESPONDENTS CHOSE TOP 3 - ANSWERS DON'T EQUAL 100%)

LARGEST = MOST POPULAR RESPONSE

SAFETY FOR ALL ROAD USERS 71%

EXTENDED BIKE ROUTES 67%

IMPROVE EXISTING ROUTES 58%

EDUCATION / ENFORCEMENT 27%

ENHANCED TRANSIT SERVICE 24%

COMFORTABLE WALKING EXPERIENCE 24%

KEEP EXISTING PARKING 15%

EASE OF DRIVING 12%

Respondents identified safety for all road users, extended bike routes, and improvement of existing routes as the top transportation priorities for Santa Barbara.

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CHAPTER 2

INTERACTIVE MAPPING SUMMARY

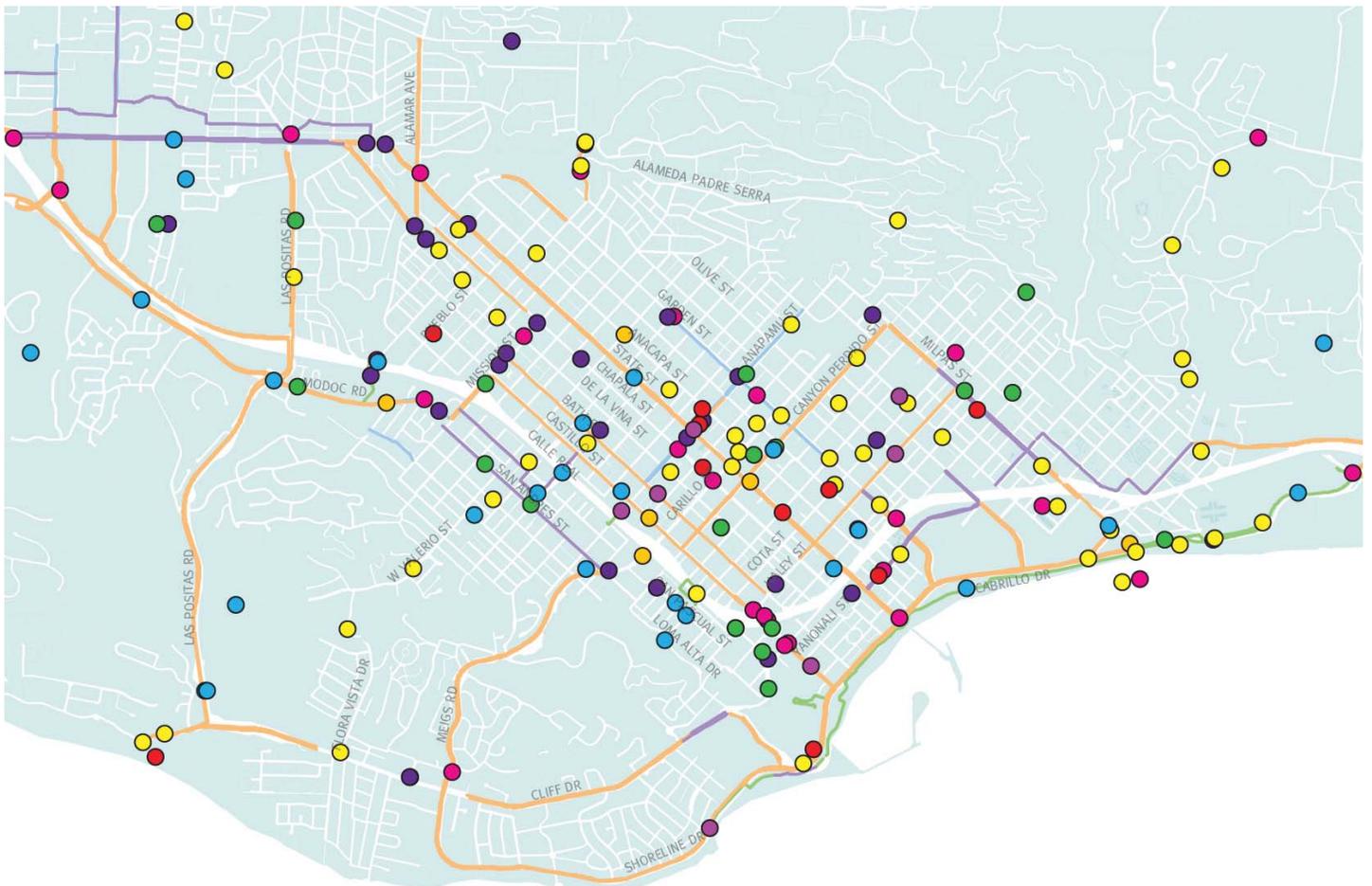
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INTERACTIVE MAPPING SUMMARY

The interactive online mapping activity allowed community members to analyze existing bikeways and conditions of bicycling throughout the City of Santa Barbara. Participants were also able to propose ideas for additional improvements that could be made for cyclists. On the SB BMP project website, an interactive map at the top of the site prompted visitors to geolocate issue areas with regards to cycling in Santa Barbara. Participants were able to choose from the list below to identify areas of concern related to bicycling. Additionally, participants were able to “like”, discuss, and comment on previously submitted comments. 179 participants submitted individual comments, while an additional 200+ participants commented on previously submitted responses.

- **MAINTAIN ROUTE AS IS**
- **UNDESIRABLE BIKE ROUTE**
- **DIFFICULT INTERSECTION**
- **IMPROVED TRAFFIC FLOW NEEDED**
- **BIKE PARKING NEEDED**
- **BIKE FACILITY NEEDED**
- **GAP IN THE NETWORK**
- **OTHER**

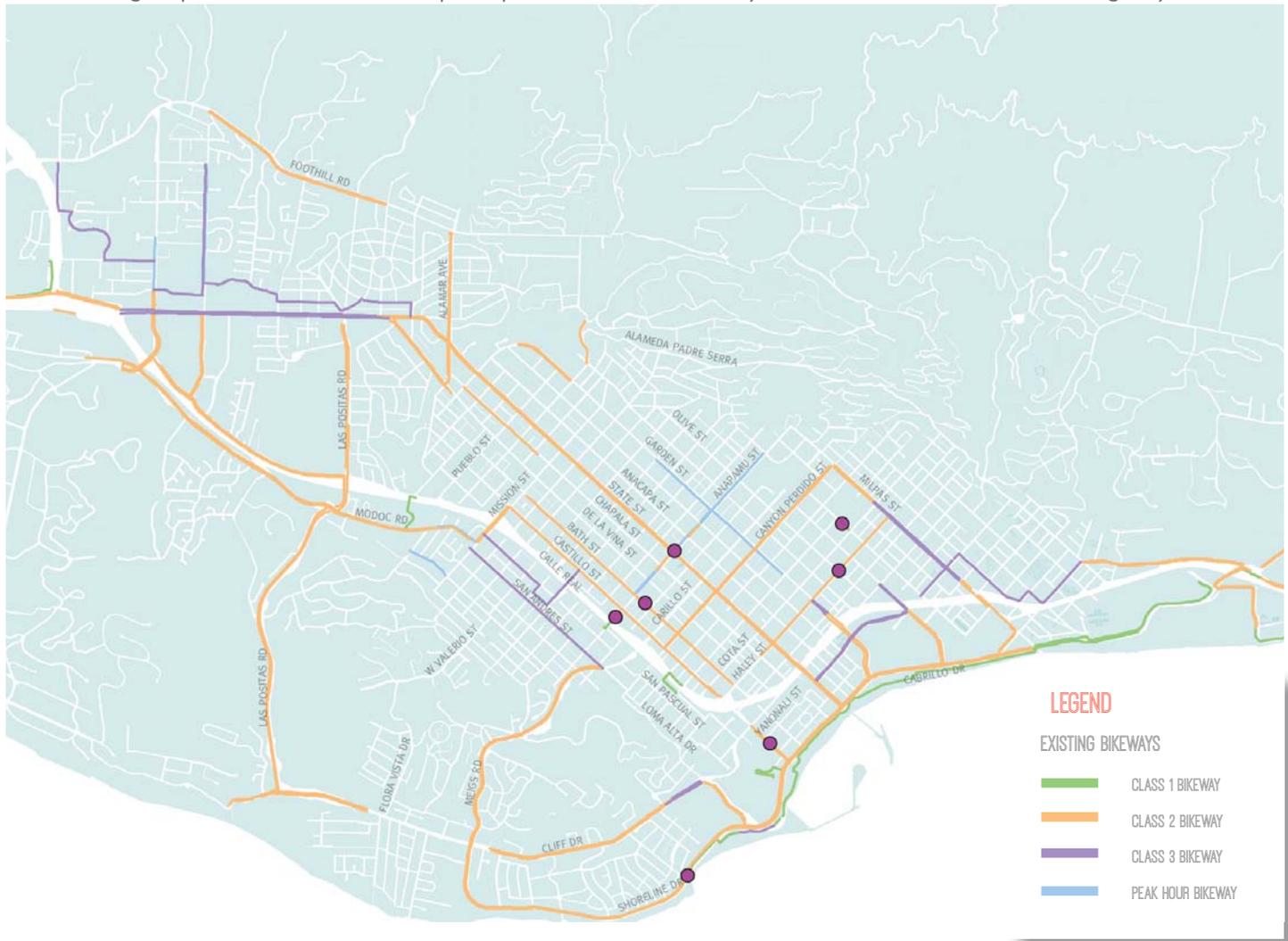
Of all responses, “gaps in the network” and “bicycle facilities needed” were identified as top areas of concern. Responses were mapped throughout the City, and provided key insights into the conditions of bicycling in Santa Barbara. Specific detail of findings are reflected in the pages that follow.



This image depicts the interactive mapping summary that shows individual comments made. Comments, likes, and discussions that occurred as a result of these pinpointed responses are reflected in the narrative of the summaries that follow.

MAINTAIN ROUTE AS IS

The following map shows locations where participants identified that they would like to maintain the existing bicycle route.



Participants most frequently identified quality existing bike paths in the Downtown, Westside and Mesa neighborhoods.

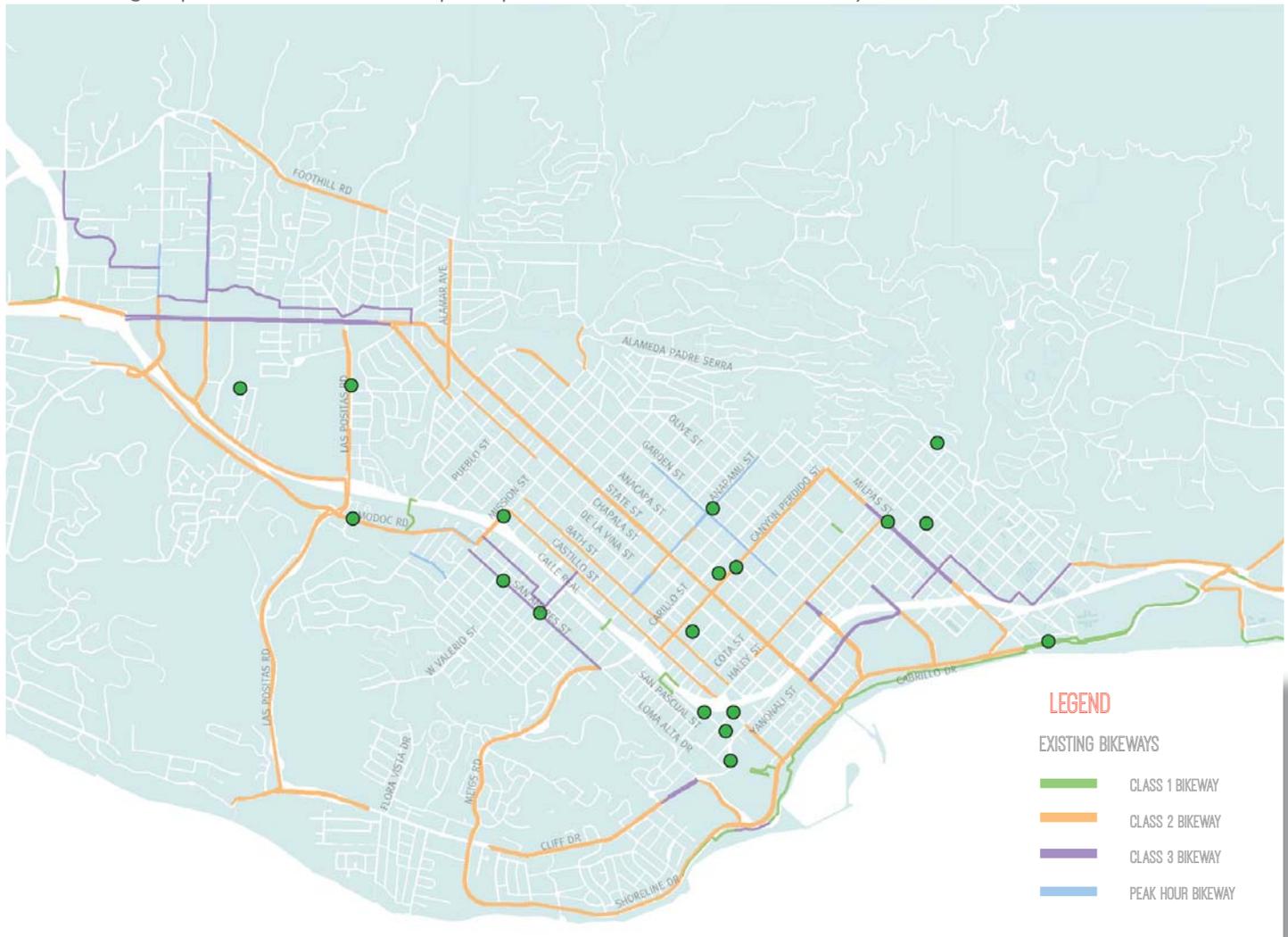
Reoccurring Comments / Themes

- **State Street:** Great bike lanes along State Street.
- **Bath Street / Castillo Street Couplet:** Great facilities for Uptown/Downtown movements.
- **Anapamu Street Overpass/Footbridge:** Great 101 crossing.
- **Castillo Street (South of Montecito Street):** Nice, wide bike lanes.
- **Haley Street:** Nice cross-town bike lanes.
- **Ortega Park:** Nice bike path along Ortega Park on Quarantina Street.
- **Shoreline Drive:** Great bikeway along Shoreline Drive.

UNDESIRABLE BIKE ROUTE



The following map shows locations where participants identified an undesirable bicycle route.



Participants identified undesirable bike paths on the Westside and Eastside, identifying a need for enhanced safety along the routes identified below.

Reoccurring Comments / Themes

- **Las Positas Road:** Narrow lanes, need for north/south connection.
- **Modoc Road:** Peak Bike hours create confusion along Modoc Rd.
- **Mission Street:** Need for east/west connection across the 101.
- **San Andres Street:** Modoc Rd. lanes end before crossing Mission St. -- need for a continued north/south connection. Cyclists today using Chino St. instead of San Andres St.
- **Overall:** Need for an alternative north/south bike route to State Street for bicycle riders.
- **Castillo Street:** Need for a bike path under the 101, connecting the Mesa to Downtown.
- **Cliff Drive:** Need connection from Cliff Dr. to Castillo St. (connecting people to SBCC campus).
- **Milpas Street:** Sharrows on Milpas St. do not work, need enhanced safety for north/south connection on the eastside.
- **Cabrillo Boulevard:** Pedestrians using Class I beach-way create conflicts. Currently undesirable route.

IMPROVED TRAFFIC FLOW NEEDED



The following map shows locations where participants identified a need for improved traffic flow.



Participants identified a need for improved road traffic flow on many streets that currently cross the 101-Fwy.

Reoccurring Comments / Themes

- **Castillo Street:** Although already a bicycle route, cars are moving fast along Castillo St.- potential for traffic calming measures.
- **Carrillo Street:** Need lights to be synced for through traffic.
- **Cabrillo Boulevard:** Need to have continuous bike path along Cabrillo.
- **State Street:** Difficult for through-moving bicyclists given consistent stop lights.

BIKE PARKING NEEDED



The following map shows locations where participants identified a need for bicycle parking.



Participants identified key locations for bike parking; many of which fall within the Downtown neighborhood.

Reoccurring Comments / Themes

- **Hendry's Beach:** Bike parking needed at Hendry's Beach.
- **Cottage Hospital:** Need for public bike parking at Cottage Hospital (currently restricted).
- **Chapala Street:** Need for enhanced bike parking (to deter theft) along Chapala St.
- **Cota Street / Santa Barbara Street:** Need for bike parking near Farmer's Market.
- **Funk Zone:** Need more bike parking within the Funk Zone.

BIKE FACILITY NEEDED



The following map shows locations where participants identified a need for a bicycle facility (e.g. bike lane, bike route, etc.).



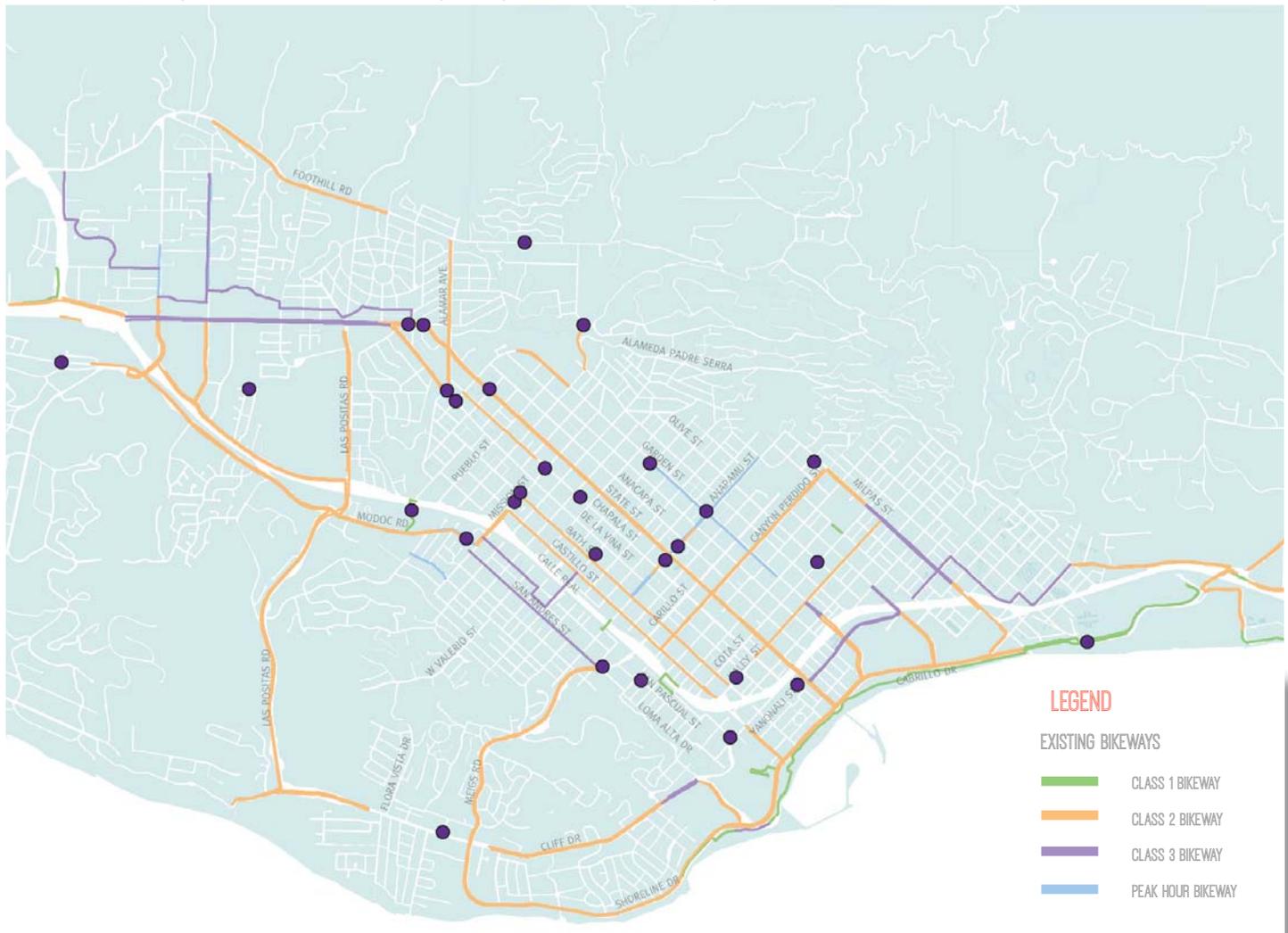
Participants identified many opportunities for a bike facility throughout the City.

Reoccurring Comments / Themes

- **De La Vina Street:** Either need to direct bicyclists off of De La Vina at Constance, or to the Bath St. / Castillo St. couplet or provide lanes along De La Vina if possible.
- **Chino Street:** Consider treatment to Chino St. to pull bikes off of San Andres St.
- **Micheltorena Street:** Narrow at the 101 crossing. Need for enhanced facility connecting Downtown and the Westside.
- **East/west path needed downtown.** Potential for heightened facility on Canon Perdido or Carrillo
- **North/south path needed adjacent to State Street.** Potential for Santa Barbara, Anacapa, Olive, or Garden St.
- **Cota or Gutierrez Street:** Need westbound bike lane to provide a couplet to Haley St.
- **Connection to the beach:** Need for north/south connection to the beach.
- **Cabrillo Boulevard:** Need to separate pedestrians and bicyclists. Need for continuous path.

GAP IN THE NETWORK

The following map shows locations where participants identified a gap in the bicycle network.



Participants identified a number of gaps in the bicycle network. Gaps from Uptown to Downtown and Downtown to the Westside were frequently discussed by participants.

Reoccurring Comments / Themes

- **State Street:** Gap in the lane near Calle Laureles.
- **De La Vina Street:** Bike lane ends at Constance Ave - may benefit from better signage directing people to existing routes off of De La Vina.
- **Chapala Street:** Either extend Chapala St. bike lane or connect Chapala St. over to existing bike lanes on Bath and Castillo
- **Bath Street / Castillo Street:** Extend Bath St. and Castillo St. bike couplet north of Mission Street to the hospital
- **Mission Street:** Need to have an east/west connection like Mission St. to cross the 101. Difficult to ride along Mission St.
- **Haley Street:** Gap existing on Haley St. between Castillo St. and Chapala St.
- **Garden Street:** Gap in the network - need for a north south connector in addition to State St.
- **Cabrillo Boulevard and Niños Drive:** Either extension of Class I bike path needed or appropriate signage for bicyclists as the facility changes.

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CHAPTER 3

SAFETY SUMMARY

SAFETY SUMMARY

As safety continued to arise as a key community-identified area of concern throughout the outreach process, the project team examined bicycle-involved collisions in the City of Santa Barbara over the period of 2004 – 2013. In total, 1,051 bicycle-involved collisions were reported. The data were sourced from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) and processed by the City of Santa Barbara. The City provided the data to the project team in the standard SWITRS tabular format. This non-geocoded format assigns each collision to a nearby intersection or other reference point and, as necessary, includes an offset distance to the exact collision location. 434 collisions occurred at intersections, 197 collisions occurred less than 75 feet from an intersection, and the remaining 420 collisions occurred at midblock locations. Geocoding midblock collisions to their precise locations, using SWITRS offset distance and direction, was not possible within the scope of this project. Therefore, the City and the project team focused on mapping collisions that occurred at intersections or less than 75 feet from an intersection. The latter collisions were assigned to their nearest intersection since they can be considered to have occurred within the intersection approach area.

9 bicycle collision maps are reflected in the pages that follow:

- All bicycle-involved collisions
- Bicyclist at fault – signalized intersection
- Bicyclist at fault – unsignalized intersection
- Vehicle at fault – signalized intersection
- Vehicle at fault – unsignalized intersection
- Vehicle at fault – dooring (vehicle opened door in path of oncoming cyclist)
- Vehicle at fault – left hook (vehicle made left turn while bicycle proceeded straight in other direction)
- Vehicle at fault – right hook (vehicle made right turn while bicycle proceeded straight in same direction)
- Bicyclist on wrong side of road or traveling on sidewalk

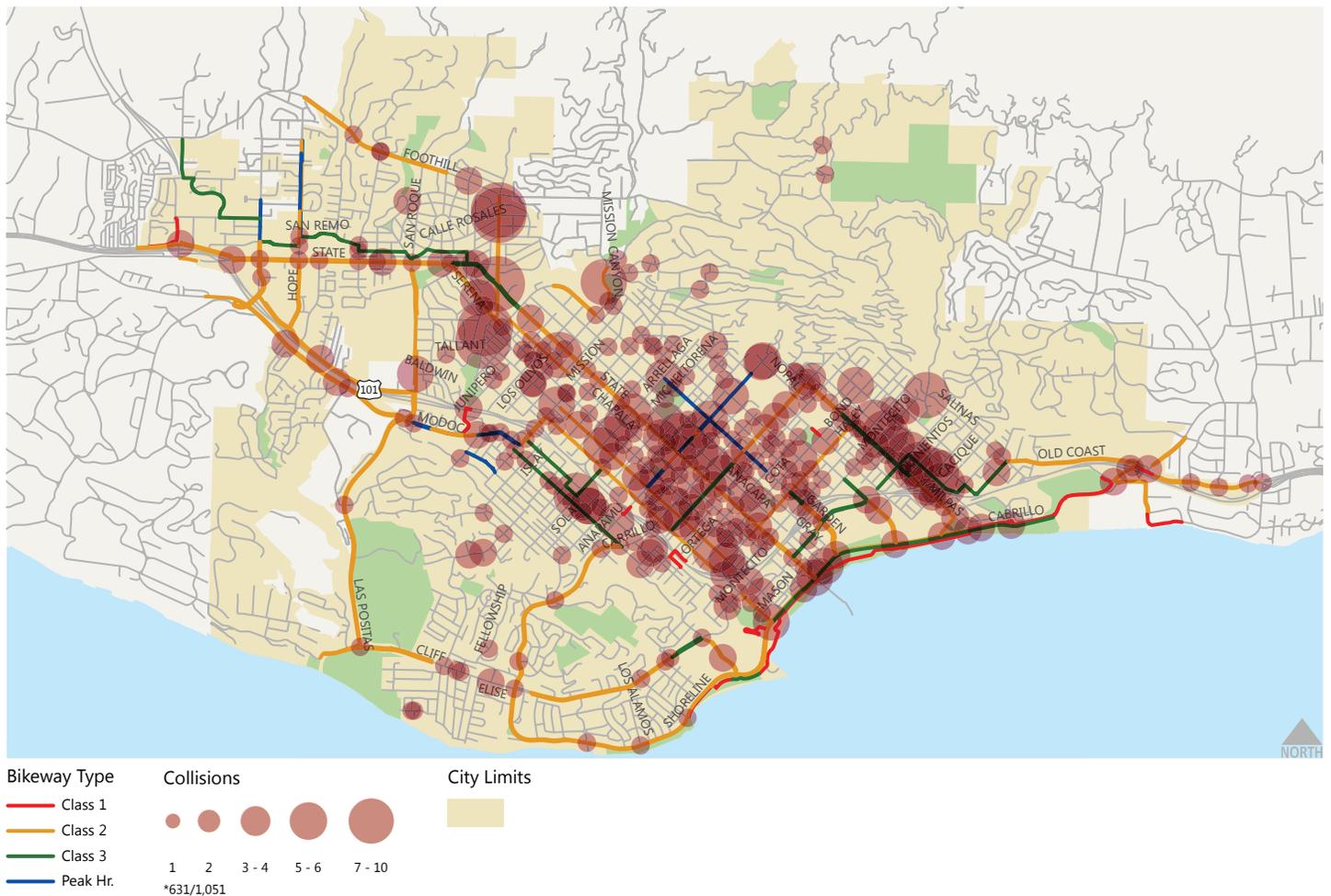
The first map on page 26 shows all bicycle-involved collisions regardless of collision type. For the remaining 8 maps, the City of Santa Barbara examined collision factors and classified collisions into the categories listed above. Each of these maps shows a subset of the mappable collisions and is designed to highlight a particular behavior. These maps help identify where specific physical modifications, targeted enforcement, or education may be most beneficial.

In reviewing the 10-year bicycle-involved collision history for Santa Barbara, the following themes emerge:

- The majority of bicycle-involved collisions were reported in the greater Downtown Area and on the Eastside, which may be explained by generally high bicycle use in these areas
- Of the various collision types, Bicyclist at Fault – Unsignalized Intersection (138 incidents) and Bicyclist on Wrong Side of Road or Traveling on Sidewalk (127 Incidents) were the most commonly reported
- Vehicle at Fault – Signalized Intersection (63 incidents) and Vehicle at Fault – Left Hook (64 incidents) were the least reported collision types
- Vehicle at Fault – Left Hook, Vehicle at Fault – Right Hook, and Vehicle at Fault – Dooring collisions tended to be less clustered. In other words, it was less likely for multiple collisions of these types to occur at a single location

The following section summarizes key trends observed on each map.

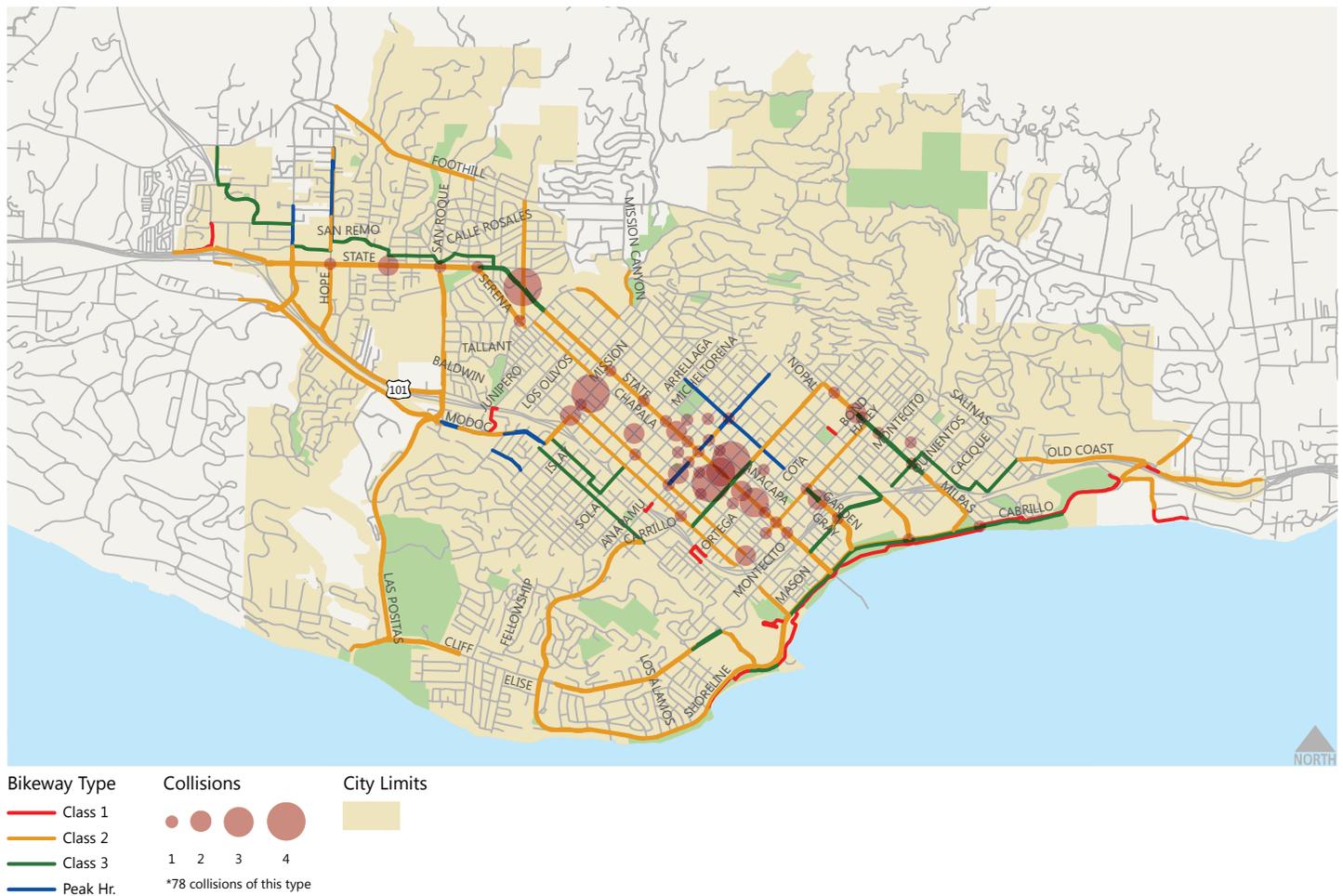
All Collisions



1,051 bicycle-related collisions were reported in the City of Santa Barbara between 2004 and 2013; 631 occurred at or within 75 feet of an intersection and were mapped. The citywide locations with the highest concentrations of collisions are shown in the table below. Each location experienced 6 or more bicycle-related collisions between 2004 and 2013. Many of these top-collision locations are near freeway ramps or along principal routes between freeways and major activity centers (e.g. Downtown or Santa Barbara City College [SBCC]).

Intersection	Neighborhood	Number of Collisions
De la Vina Street & Mission Street	Downtown	10
Carrillo Street & Highway 101	Downtown/Westside	8
Castillo Street & Montecito Street	Waterfront/SBCC	8
Micheltorena Street & State Street	Downtown	8
Mission Street & Highway 101	Downtown/Westside	8
Carrillo Street & State Street	Downtown	7
Cabrillo Boulevard & Helena Avenue	Waterfront	6
De la Vina Street & Figueroa Street	Downtown	6
De la Vina Street & Victoria Street	Downtown	6

Bicyclist at Fault - Signalized Intersection

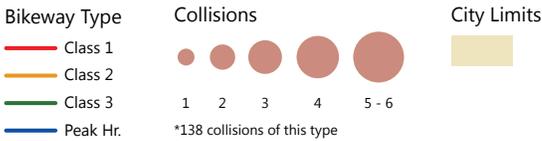
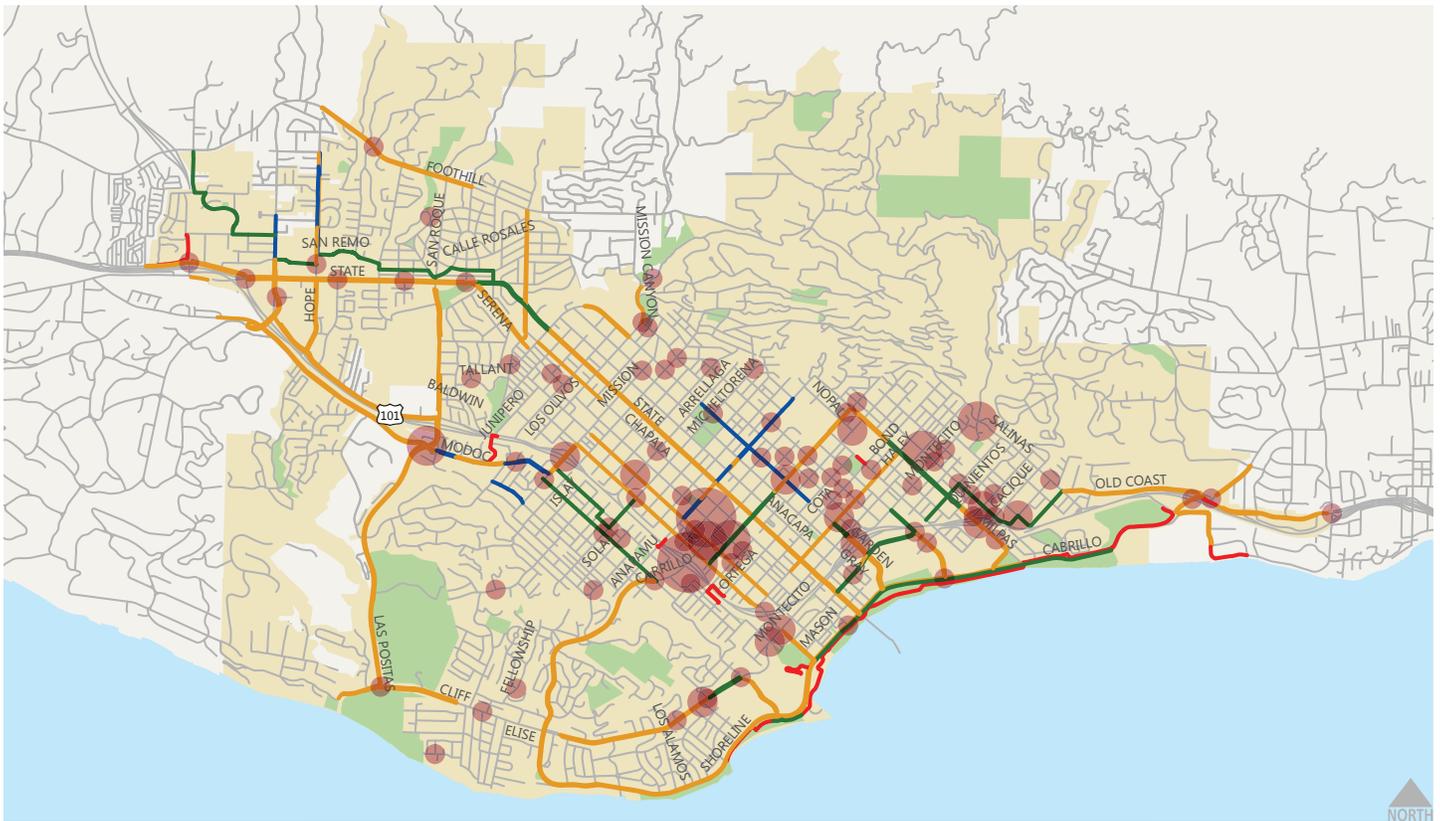


78 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. All occurred at intersections and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Alamar Avenue & State Street	Upper State Street	4
De la Vina Street & Mission Street	Downtown	4
Carrillo Street & Chapala Street	Downtown	4
Anacapa Street & Carrillo Street	Downtown	4
Carrillo Street & State Street	Downtown	3

Source: Statewide Integrated Traffic Records System.

Bicyclist at Fault - Signalized Intersection

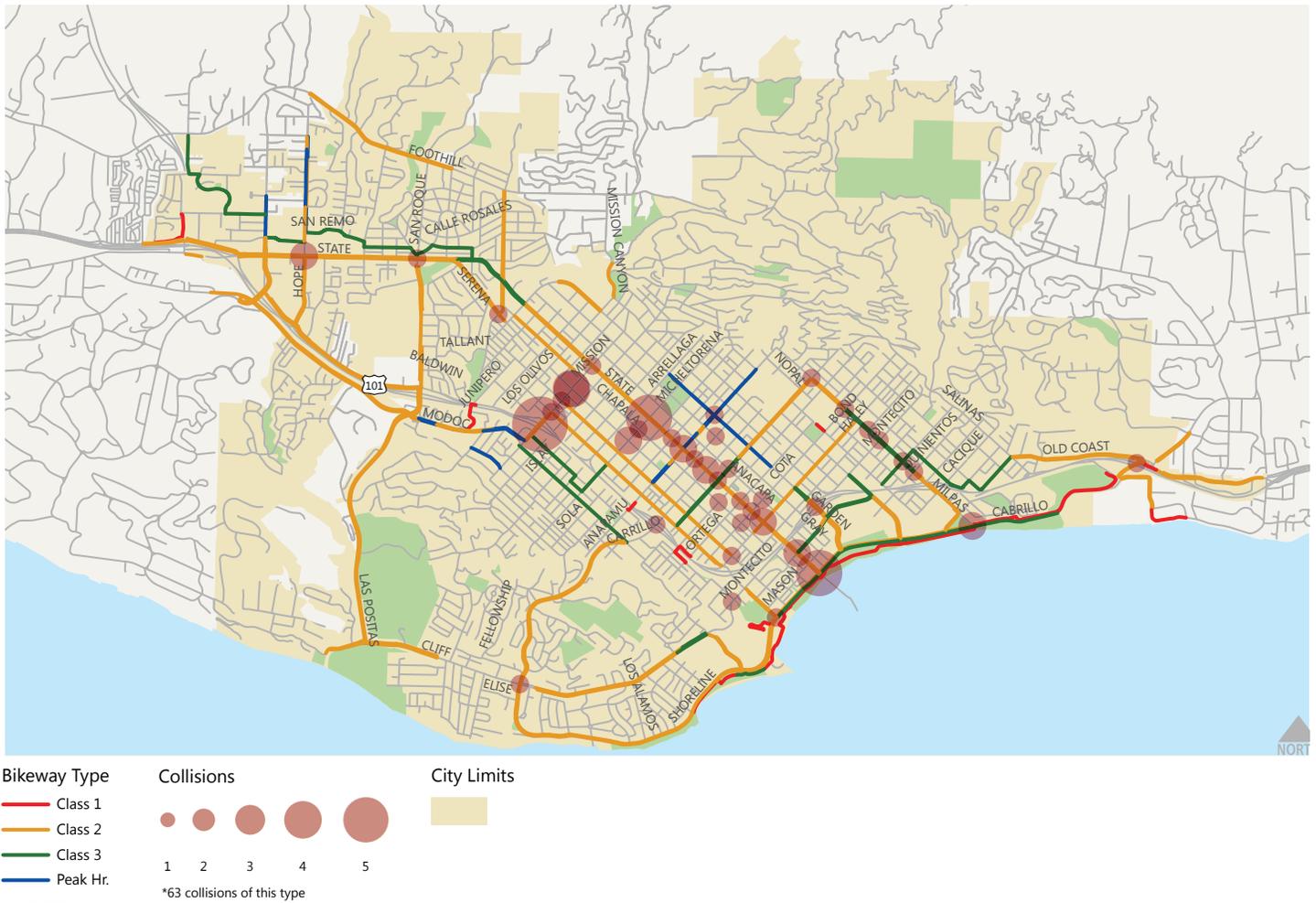


138 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. All occurred at intersections and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Carrillo Street & Highway 101	Downtown/Westside	6
De la Vina Street & Figueroa Street	Downtown	5
Las Positas Road & Modoc Road	Las Positas/Westside	3
Bath Street and Carrillo Street	Downtown	3
Canon Perdido Street & De la Vina Street	Downtown	3

Source: Statewide Integrated Traffic Records System.

Vehicle at Fault - Signalized Intersection

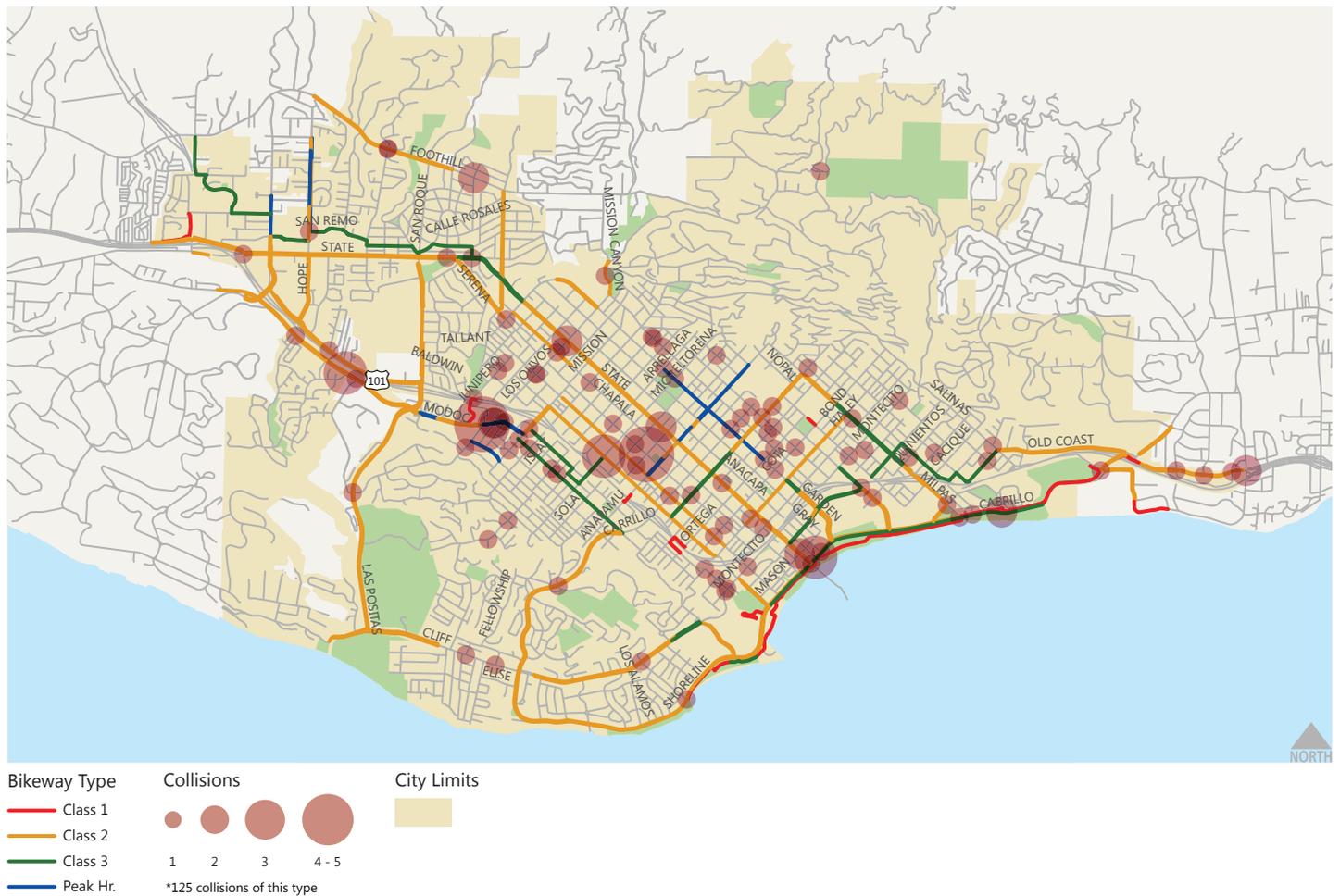


63 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. All occurred at intersections and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Mission Street & Highway 101	Downtown/Westside	5
Micheltorena Street & State Street	Downtown	4
Cabrillo Boulevard & State Street	Waterfront	4
De la Vina Street & Mission Street	Downtown	3
Hope Avenue & State Street	San Roque	2

Source: Statewide Integrated Traffic Records System.

Vehicle at Fault - Unsignalized Intersection

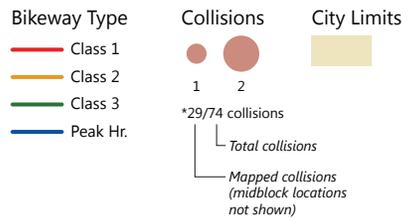


125 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. All occurred at intersections and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Modoc Road & Portesuello Avenue	Las Positas	5
De la Vina Street & Victoria Street	Downtown	5
Modoc Road & Palermo Drive	Las Positas	3
Castillo Street & Micheltorena Street	Downtown	3
Cabrillo Boulevard & Helena Avenue	Waterfront	3

Source: Statewide Integrated Traffic Records System.

Vehicle at Fault - Dooring

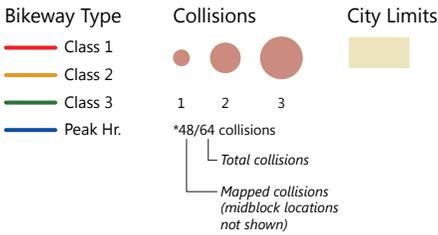


74 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. 29 occurred at or within 75 feet of an intersection and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
De la Guerra Street & State Street	Downtown	3
Figueroa Street & State Street	Downtown	2
Anacapa Street & Canon Perdido Street	Downtown	2
Allaire Street & Quinientos Street	Eastside	1
Anacapa Street & Sola Street	Downtown	1

Source: Statewide Integrated Traffic Records System.

Vehicle at Fault - Left Hook

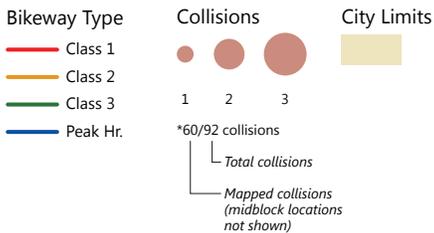


64 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. 48 occurred at or within 75 feet of an intersection and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Mission Street & Highway 101	Downtown/Westside	3
Modoc Road & Portesuello Avenue	Las Positas	3
De la Vina Street & Micheltorena Street	Downtown	2
Haley Street & State Street	Downtown	2
Modoc Road & Palermo Drive	Las Positas	2

Source: Statewide Integrated Traffic Records System.

Vehicle at Fault - Right Hook*



92 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. 60 occurred at or within 75 feet of an intersection and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Cabrillo Boulevard & State Street	Waterfront	3
Cabrillo Boulevard & Milpas Street	Waterfront	2
Castillo Street & Micheltoarena Street	Downtown	2
Hope Avenue & State Street	San Roque	2
Milpas Street & Montecito Street	Eastside	2

Source: Statewide Integrated Traffic Records System.

Bicyclist on Wrong Side of the Road or Traveling on Sidewalk



127 collisions of this type were reported in the City of Santa Barbara between 2004 and 2013. 73 occurred at or within 75 feet of an intersection and were mapped. The top 5 locations for collisions of this type are shown in the table below.

Intersection	Neighborhood	Number of Collisions
Carrillo Street & Highway 101	Downtown/Westside	4
Castillo Street & Montecito Street	Waterfront/SBCC	4
Calle Cesar Chavez & Yanonali Street	Waterfront	2
De la Guerra Street & Milpas Street	Eastside	2
Milpas Street & Highway 101	Eastside/Waterfront	2

Source: Statewide Integrated Traffic Records System.

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CHAPTER 4

NEIGHBORHOOD SUMMIT SUMMARY



190 PARTICIPANTS

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NEIGHBORHOOD SUMMIT SUMMARY

The following chapter summarizes the five neighborhood summits that took place in different parts of the City of Santa Barbara (Uptown, Downtown, Mesa, Eastside, and Westside) from May 16th to May 20th, 2015. The purpose of the neighborhood summits was to gain direction from the community regarding the future of bicycling in Santa Barbara. Each summit covered the same materials, yet focused on neighborhood-specific bike routes that were chosen based on preliminary survey findings, project goals, roadshows, intercept surveys, and safety analysis, and were then tested and vetted with participants at each neighborhood summit. In order to better engage the community, the workshops were highly interactive and held in Spanish or English depending on those in attendance (with translators available). Of the 2 Spanish language summits, one was held in English.

Each neighborhood summit included a presentation that outlined the history of the project, preliminary survey findings, data analysis, and potential bicycle facilities for participants to consider. The presentation was followed by participatory activities that allowed attendees to share knowledge of local transportation conditions and where they thought bicycle facilities should be added or prioritized. The addition of a photo booth also made the summit fun for attendees of all ages. Overall, 190 participants signed into the neighborhood summits. The results of participatory activities as well as the surveys are included in this summary report.



Summit Attendee Map. Upon arriving at a neighborhood summit, participants were asked to place a sticker near their place of residence.

EASTSIDE SUMMIT

1. ALISOS STREET BIKE BOULEVARD

- Introduction of the Alisos St. bike boulevard should be a priority between Cacique St. and Gutierrez St.
- North of Cota St. becomes hilly
- Cota St. between Milpas St. and Alisos St. is currently not preferred for bicycle riding

2. CACIQUE STREET BIKE BOULEVARD

- Consider extending the bike boulevard to Calle Cesar Chavez to make strong connection for a Downtown connection
- Cacique St. is under design as a bike boulevard

3. SALINAS STREET BIKE LANES OR BIKE FRIENDLY STREET

- Considered to be a challenging improvement
- Explore additional options east of Soledad St.

4. LAGUNA/OLIVE STREET BIKE FRIENDLY STREET

- Support for green backed sharrows uphill and downhill lanes
- Alternative idea: create a bike boulevard on Olive St.

5. SALSIPUEDES STREET/CALLE CESAR CHAVEZ BIKE FRIENDLY STREET

- Short term: Provide route on Quarantina St. under the 101 freeway
- Long term: Salsipuedes/Calle Cesar Chavez connection

6. MASON STREET BIKE LANES

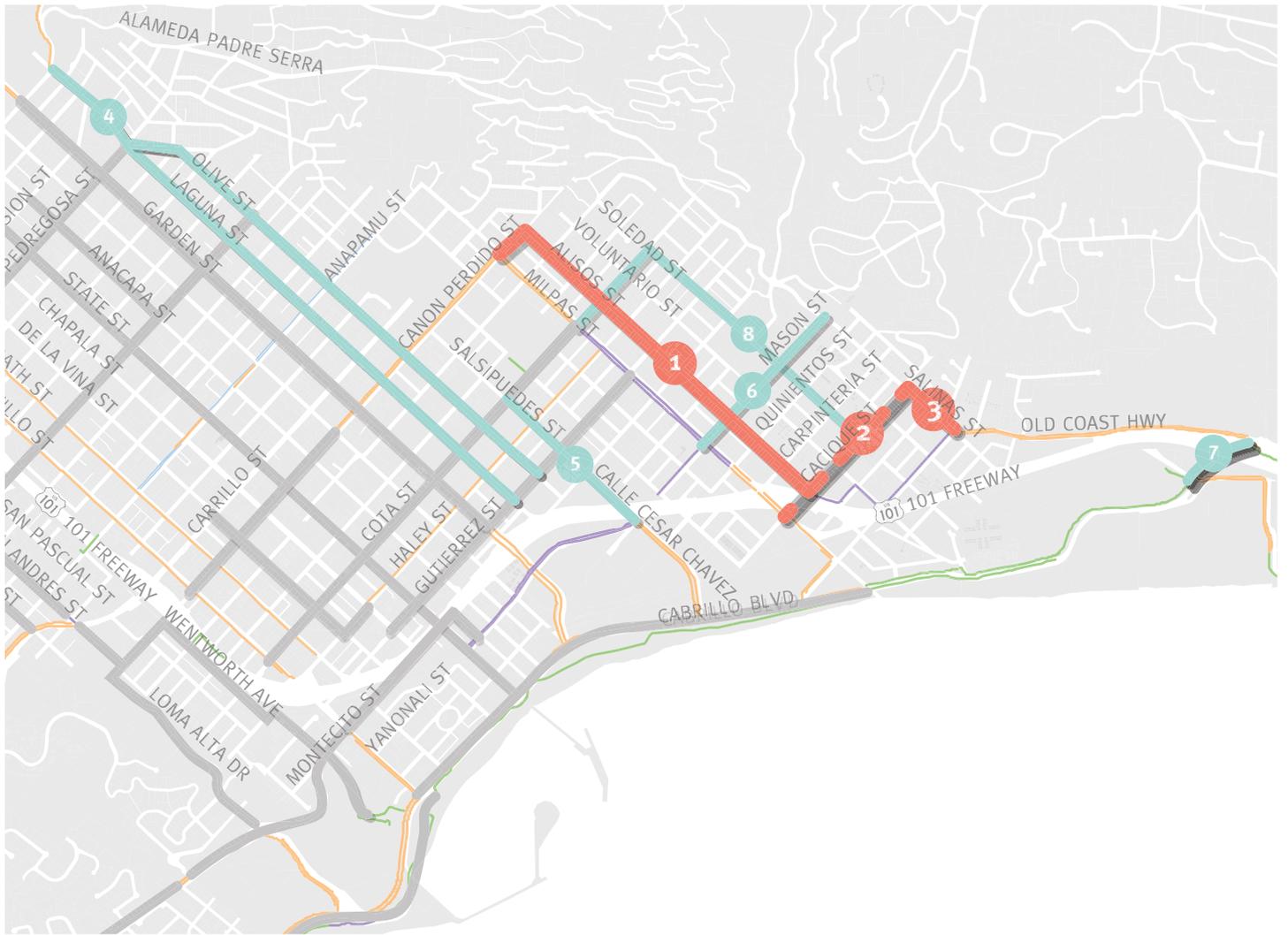
- This might interfere with pick up/drop off for schools
- This is already a good route to bike on even for kids, although it is currently not marked
- Consider green-back sharrows on Mason St.

7. CABRILLO BOULEVARD CLASS I BIKE PATH

- General support for this project suggestion; participants agreed for the need to for a connection to Old Coast Hwy.

8. SOLEDAD STREET BIKE FRIENDLY STREET

- General support for this project suggestion



Suggested Eastside neighborhood projects
 Dashed lines indicate projects already underway

WESTSIDE SUMMIT

1. CHINO STREET/SAN ANDRES STREET ONE-WAY COUPLET WITH BIKE LANES

- Improve difficult intersection at Chino St. and Carrillo St.
- Mixed reviews: some participants suggested focusing improvements on Chino Street rather than San Andres street
- City engineering sees other benefits to the one-way couplet system

2. SAN ANDRES STREET/CANON PERDIDO STREET/WENTWORTH AVENUE/ CORONEL PLACE BIKE FRIENDLY STREET & RANCHERIA STREET BIKE LANES

- Good connection to the beach, San Andres St. and Meigs Rd.
- Need for better connections to the bridges on Wentworth Ave.

3. MICHELTORENA STREET BIKE LANES WEST OF STREET STATE AND BIKE FRIENDLY STREET EAST OF STATE STREET

- Need for a cross-town east/west route
- Will require further study given parking needs along Micheltoarena St.
- Would require parking removal between Castillo St. and State St.

4. EUCALYPTUS/CHINO/MISSION STREET SHARROWS

- General support for this project suggestion
- Potential to add a spur along Modoc Rd. between Eucalyptus St. and Mission St.

5. SAN PASCUAL STREET/ARRELLAGA STREET/DUTTON AVENUE BIKE FRIENDLY STREET

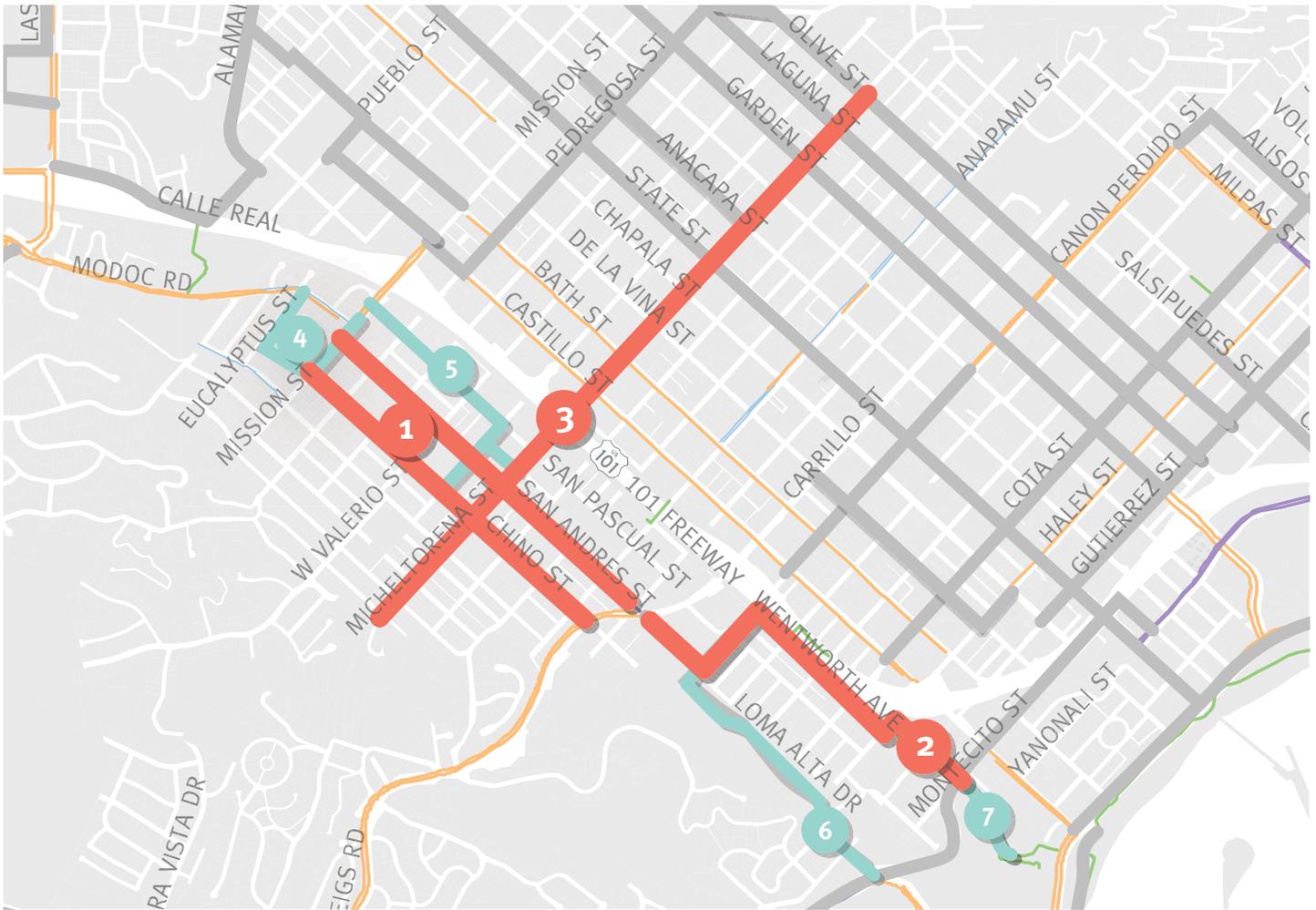
- Strong support for this project suggestion

6. LOMA ALTA DRIVE GREEN-BACKED SHARROWS

- While a nice concept, hills on Loma Alta Dr. make this a less desired project
- Good project suggestion

7. PERSHING PARK BIKE PATH

- General support for this project suggestion



Suggested Westside neighborhood projects

ADDITIONAL COMMENTS

- Support for facility on Pedregosa St.
- Milpas St. should remain auto-oriented
- Chapala St. and Carrillo St. should also remain auto-oriented
- Possibility to connect #5 to San Pascual, through alleyways?

UPTOWN SUMMIT

1) STATE STREET GREEN BIKE LANES

- Fix the gap between Constance Ave. and Calle Palo Colorado
- Improve the intersections from Uptown into Downtown
- Do not reduce traffic flow
- Strong support for green lanes

2) BATH STREET/CASTILLO STREET ONE-WAY COUPLET WITH BIKE LANES

- Strong support for this project suggestion
- Provide a bike box for left-turns on Mission St.

3) FOOTHILL ROUTE GREEN-BACKED SHARROWS

- Strong support for this project suggestion
- Enhance safety for all modes at intersections
- Continue the route depicted to connect to the Riviera
- Additional idea: introduce a parallel neighborhood bike route off of State St. in addition to the Foothill route

4) UPPER STATE STREET BICYCLE/PEDESTRIAN CONNECTOR (LONG-TERM)

- Approved in the 2006 Upper State Street study as consistent with the Circulation Element
- Some residents concerned about impacts to parking in their neighborhood

5) MODOC ROAD - CALLE PALO COLORADO CONNECTOR VIA 101 OVERPASS AND BIKE PATH ALONG SANTA BARBARA GOLF CLUB AND MACKENZIE PARK, WITH SPUR TO TALLANT

- Long-term project
- This suggestion should be further refined and studied

6) ALAMAR AVENUE/JUNIPERO STREET GREENBACKED SHARROWS

- De La Vina/Pueblo as an alternate to this project
- A good solution to alert car drivers
- City engineer recommends maintaining Alamar Ave. as a car-priority street for access to the 101

7) BATH STREET / CASTILLO ST CONNECT TO PUEBLO STREET: BIKE FRIENDLY STREET

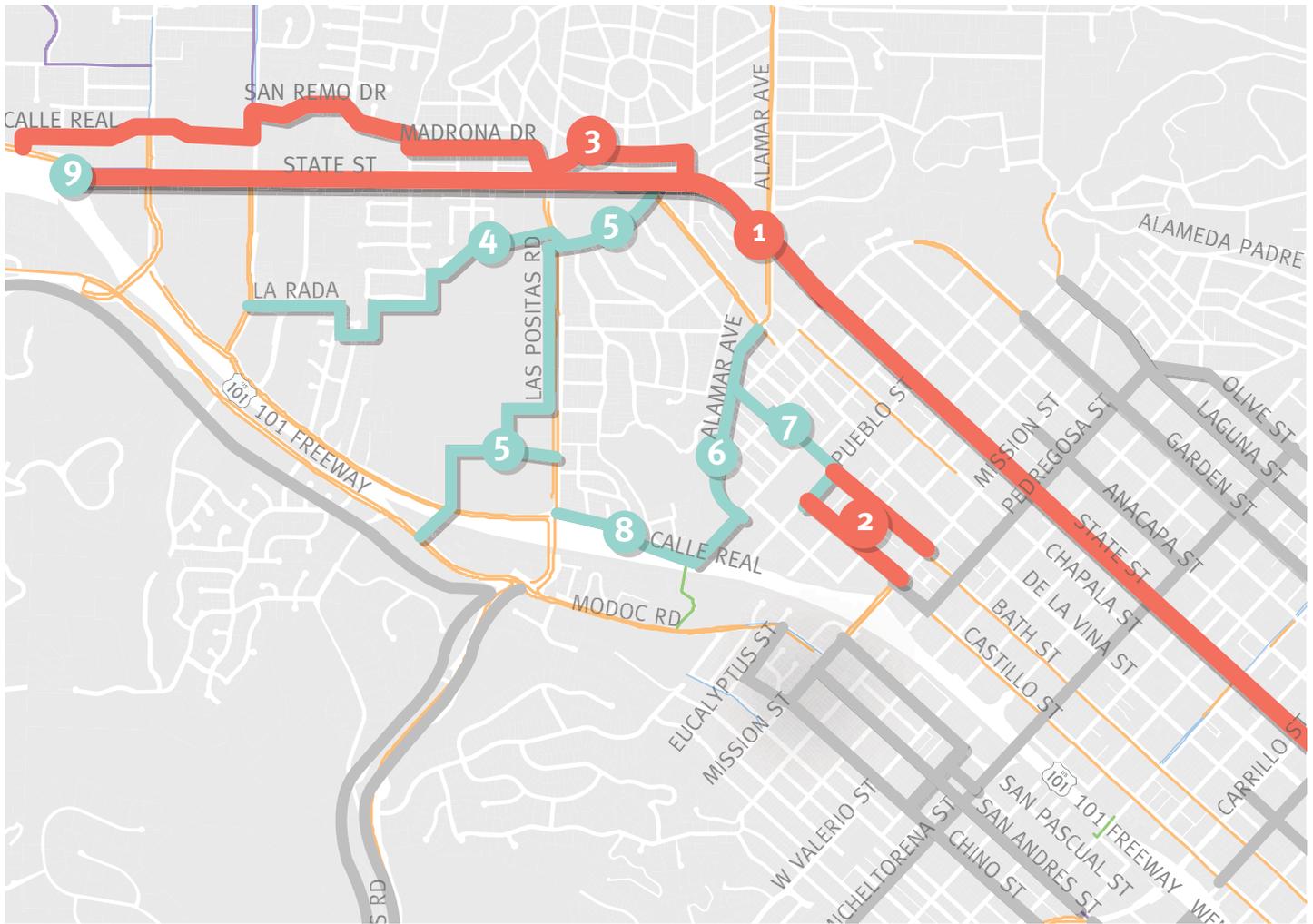
- General support for this project suggestion
- Additional idea: De La Vina connection from Constance St. to Pueblo St. with connection to Bath St. / Castillo St. via a three-block extension of bike lanes south on De La Vina St.

8) CALLE REAL CLASS II BIKE LANES

- Calle Real bridge needs to be enhanced with signage
- Potential contraflow on Calle Real

9) STATE STREET, CALLE REAL, 154, AND 101 INTERSECTION ENHANCEMENT

- Strong support for this project suggestion, many concerns regarding safety at this intersection
- Near term improvement may be done with directional paint



Suggested Uptown neighborhood projects

ADDITIONAL COMMENTS

- Problematic intersections along Foothill Route at the 101

DOWNTOWN SUMMIT

1) STATE STREET GREEN BIKE LANES

- Strong support for coloring green bike lane
- Closing the gap is a priority

2) COTA STREET BIKE LANE (WESTBOUND) OR SHARROWS

- General support for a Cota St. bike lane
- Possible removal of travel lane or parking lane to add bike lane
- Difficult intersections at Garden Street & State Street
- Gutierrez St. would be a long term parallel connection

3) MICHELTORENA STREET BIKE LANES WEST OF STREET STATE & BIKE FRIENDLY STREET EAST OF STATE STREET

- Need for a cross-town east/west route
- Workshop participants indicated that Sola St. may be an alternative option
- Will require further study given parking needs along Micheltorena St.
- Suggestion to add bike lanes or sharrows east of State St.
- Would require parking removal between Castillo St. and State St.

4) PEDREGOSA STREET BIKE BOULEVARD STREET & CASTILLO STREET CONTRAFLOW BIKE LANE

- Pedregosa St. may be a short term solution prior to Mission Street facility

5) GARDEN STREET SHARROWS AND BIKE LANES (GUTIERREZ STREET - HALEY STREET)

- Laguna Street is a preferable route over Garden St. However, Garden St. connects to the waterfront

6) ANACAPA STREET BIKE LANE (SOUTHBOUND)

- Anacapa St. road diet between Micheltorena St. and Mission St. to connect to the proposed Micheltorena St. cross-town route

7) CABRILLO BOULEVARD BIKE LANE (EASTBOUND) REQUIRES TRAFFIC ANALYSIS

- General support for this project suggestion
- Green-backed sharrows between Castillo St. and Milpas St. and a road diet between Milpas St. and Los Patos Wy. would create a strong eastbound connection

8) CANON PERDIDO STREET SHARROWS (BETWEEN CASTILLO ST. AND SANTA BARBARA ST.)

- Important east/west connection; signage and education are critical

9) DE LA VINA STREET BIKE LANE (SOUTHBOUND)

- Some residents considered this a low priority project
- Lots of cyclists using De La Vina because of speed
- Would require a road diet between Carrillo St. and Haley St. to create Class II neighborhood connection

10) HALEY STREET BIKE LANE (EASTBOUND BETWEEN CHAPALA STREET AND DE LA VINA STREET)

- Some residents considered this a low priority project
- City engineering and transportation consider this an important gap closure

11) GUTIERREZ STREET BIKE LANE (WESTBOUND)

- Long-term project that requires a repaving and restriping of Gutierrez
- Short term solution: Cota St. bike lane

12) MONTECITO STREET/HELENA AVENUE SHARROWS

- Strong support for this project suggestion

MESA SUMMIT

1) CLIFF DRIVE CLASS I BIKE PATH (BETWEEN MEIGS RD. AND LAS POSITAS RD.)

- Strong support for this project suggestion
- Contiguous class II lanes currently being sought by City via separate grant

2) CLIFF DRIVE BIKE LANES (SBCC CLIFF ROAD ENTRANCE – CASTILLO STREET) OR BIKE PATH (CLIFF ROAD ENTRANCE – RANCHERIA STREET)

- Strong support for this project suggestion

3) CLIFF DRIVE CLASS II BIKE LANES BETWEEN MEIGS ROAD AND LAS POSITAS ROAD. WITH BUFFERED LANES BETWEEN MESA LANE AND LAS POSITAS ROAD

- Cliff Drive road diet where needed.

4) SHORELINE DRIVE BIKE PATH GAP CLOSURE

- Strong support for this project suggestion

5) ARROYO BURRO CREEK/MODOC ROAD TRAIL WITH SPUR TO HENDRY'S BEACH (ALSO REFERRED TO AS: LAS POSITAS CLASS I MULTI-USE PATH)

- Strong support for this project suggestion.
- Interest in seeing this project through soon
- Project design and environmental review underway

6) LAS POSITAS ROAD BUFFERED CLASS II BIKE LANE (BETWEEN MODOC ROAD AND CLIFF DRIVE)

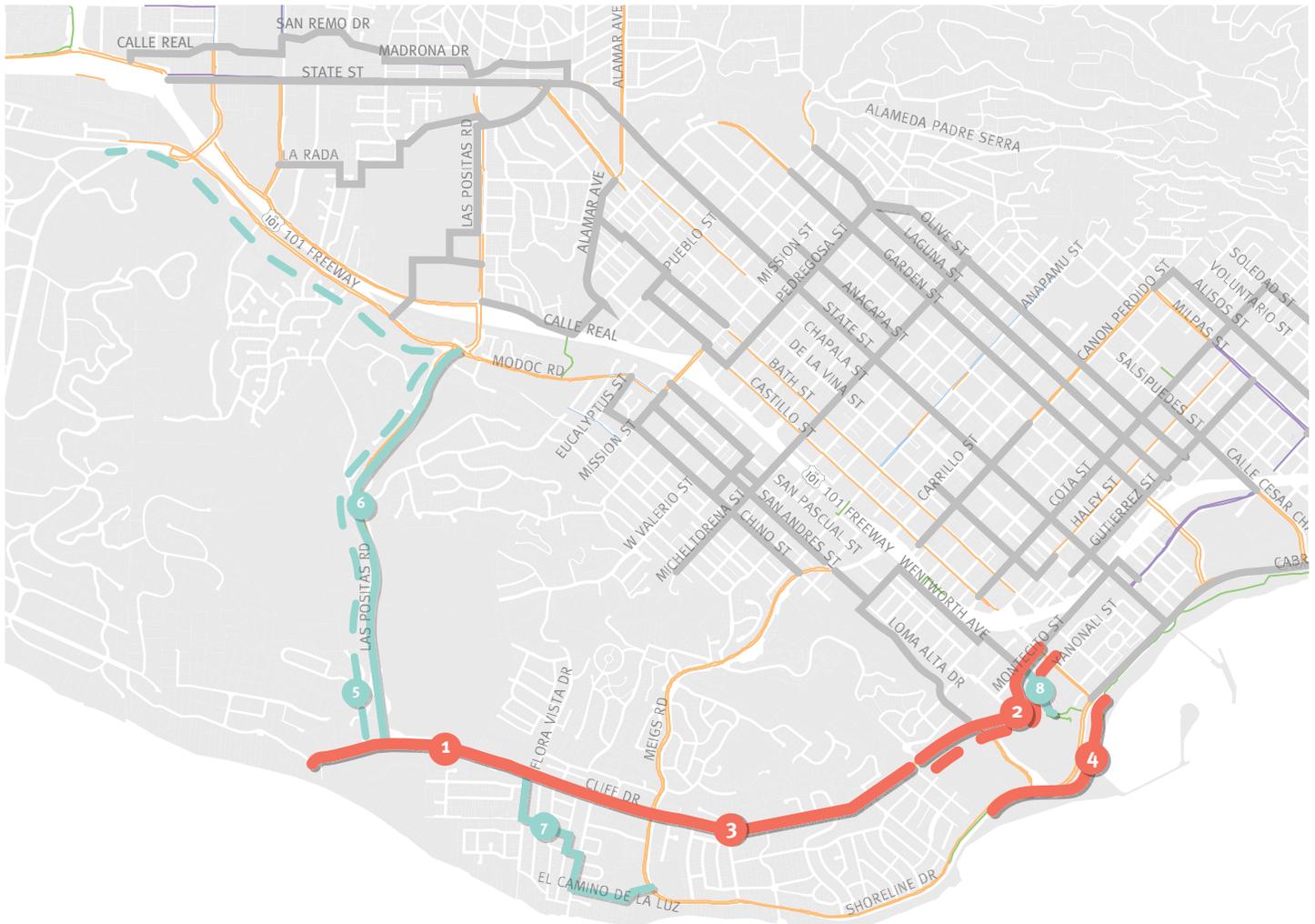
- Consider painting this bike lane green
- Needs street lighting
- Strong support for this project suggestion

7) MESA LANE/CARLTON WAY/PALISADES DRIVE/ HUDSON DRIVE/OLIVER ROAD/ EL CAMINO DE LA LUZ/ LA MESA PARK BIKE FRIENDLY STREET/PATH

- Strong support for this project suggestion / possible additional routes, but this route is favored as it touches many residences

8) PERSHING PARK BIKE PATH

- Strong support for this project suggestion



Suggested Mesa neighborhood projects
Dashed lines indicate projects already underway

ADDITIONAL COMMENTS

- Need for Flora Vista Dr. connection
- Additional perimeter route in addition to the recommended #6 Bike Friendly Route
- Crossing at Castillo St. at Cliff Dr. is difficult



