



## City of Santa Barbara Transportation & Circulation Committee Staff Report

**DATE:** October 15, 2015

**TO:** Transportation & Circulation Committee (TCC) Members

**FROM:** Robert J. Dayton, Principal Transportation Planner  
Peter Brown, Mobility Coordinator,

**SUBJECT:** Citywide: 2015 Bicycle Master Plan, Draft Goals and Policies

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### **RECOMMENDATION:**

That the Transportation and Circulation Committee receive the draft Bicycle Master Plan (BMP) table of contents, goals and policies, and provide comments to staff.

### **DISCUSSION:**

This meeting is being held for the Transportation and Circulation Committee (TCC) to receive and review the Draft 2015 Bicycle Master Plan (BMP) table of contents, goals and policies.

This meeting provides an opportunity for the TCC and the public to review and refine the Draft BMP's goals and policies in advance of the joint meeting with the TCC and Planning Commission (PC) that is scheduled for October 29, 2015, where the entire draft document will be reviewed. Commissioners have requested ample time for this process, and staff believes an advanced review of the table of contents, goals, and policies should expedite and facilitate the upcoming joint meeting.

### **BACKGROUND**

The City of Santa Barbara last did a comprehensive BMP in 1998. In May and June of 2015, the consultant team led by Melendrez and Fehr & Peers, conducted an outreach campaign that emphasized surveying the public, holding multiple public meetings, five Neighborhood Summits, and ten Stakeholder Roadshows.

On July 9, 2015, the consultant team returned to the PC and the TCC to report key safety analysis findings, community participation and preferences, as well as the critical components of the proposed bicycle network to be studied. In general the PC and TCC supported the community driven network, green lane concepts, buffered bike lanes, bicycle boulevards, and the potential for the plan to help improve modal choice for Santa Barbarans interested in riding bikes more often. Other comments received focused on the need for development of the BMP goals and policies, connection with the General Plan

Circulation Element, project prioritization and funding options, and more detailed information on potential conversion of parking lanes to bike lanes.

Council received a similar update on July 21, 2015, and minor modifications to the draft network were made based on that meeting and Council preferences: parking removal on Micheltorena between State Street and the Westside should be minimized, and bicycle boulevards on the Westside should be studied in lieu of one-way couplets on Chino and San Andres Streets.

Staff held one open house regarding parking removal on Cota Street on October 12, 2015, and another open house is scheduled for October 19, 2015, from 5:30-8:30 p.m. at the Westside Community Center to discuss other parking removal proposals.

### **Next Steps**

The Draft BMP document is scheduled for review at joint meeting on October 29, 2015, with the PC and the TCC prior to being presented to City Council for final action. Neighborhood, business, advocates, and community interests have been analyzed and have significantly shaped the Bicycle Master Plan effort. The consultant team, with staff's help, is using the information gathered to design a plan that enhances safety, enables more biking trips and that meets a majority of the public desires received through the engagement process while ensuring that those who chose to drive a car for a cross-town trip, will be able to do so without added delay. The PC provided staff comments on the table of contents, goals and policies on October 1, 2015.

Exhibits:

- A. Draft Table of Contents
- B. Draft list of Goals and Policies

# Santa Barbara Bicycle Master Plan Outline

## I. INTRODUCTION

- What is the Plan and why are we doing it? (Purpose)
  - Community-driven plan that envisions the future bike network for the City of Santa Barbara
  - BMP as a vehicle for grant funding
- Vision: Livable and sustainable community
  - Environment
  - Safety
  - Health
  - Complete Streets
  - Economy
  - Equity
- Introduction to the 5 E's
  - Education
  - Enforcement
  - Engineering
  - Encouragement
  - Evaluation
- Goals Introduction
  - Safety for all road users
  - Close gaps in the network
  - Complete streets & multi-modal access
  - Develop Santa Barbara style infrastructure
- Context: Relevant Policies, Plans and Programs (include evaluation of outcomes when relevant; keep short)
  - General Plan Framework (2011)
    - Sustainability Framework
  - Circulation Element, Complete Streets (1998 and 2011 update)
  - Other GP Elements
  - SB BMP (1998)
  - Pedestrian Master Plan (2006)
  - Eastside Plan
  - County BMP
  - SB Regional ATP (SBCAG 2015)
  - 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS), 2013
  - State (Active Transportation Program, Complete Streets Policy)
- How to use this document
  - Brief description of each chapter

- Description of the Appendix (includes Existing Conditions report and Impact Analysis)
- Reference to the 20 page summary document

## II: COMMUNITY ENGAGEMENT

Introduction: Translating public input into the Plan

- Online engagement
  - Website
  - Interactive map
  - Online survey
- Media engagement
- Blast of project information
- Stakeholder roadshows
- Neighborhood summits
- Committee interface (TCC, PC, CC)
- Project video documentation

## III. GOAL 1: SAFETY FOR ALL ROAD USERS

- Quantifiable objectives (e.g., collision reductions, number of safety/enforcement programs, bike helmet giveaways: (SB Bike and Coast)
- Policies and Strategies
  - Proposed Programs
    - Education
    - Enforcement
    - Evaluation
    - Engineering
    - Encouragement
  - Enhance safety at intersections (outreach takeaway)
  - Etc.

## IV. GOAL 2: CLOSING THE GAPS IN THE NETWORK

- Quantifiable objectives (e.g., miles of gaps filled, change in mode-share (10% of trips by 2030 by bike), facility maintenance budget, funding for SRTS, percentage ridership)
- Policies and Strategies
  - Close gaps in the network (outreach takeaway)
  - Inter-modal connections
  - East/West connectors (outreach takeaway)
  - Connections to schools (outreach takeaway)
  - Improve connections across 101 Freeway (outreach takeaway)

- Implementation and evaluation tools
- Etc.

## V. GOAL 3: COMPLETE STREETS & MULTI-MODAL ACCESS

- Quantifiable objectives (ridership numbers, available parking, equity metric...)
- Policies and Strategies
  - 8-80 (develop a network that young and old can use comfortably)
  - End-of-trip facilities
    - Short-term parking
    - Long-term parking
    - Other facilities
  - Programs
    - Encouragement
    - Equitable access
    - Multi-modal access
    - Bikeshare
    - Signage and wayfinding
    - Bike-Friendly business
  - Etc.

## VI. GOAL 4: DEVELOP SANTA BARBARA STYLE BICYCLE INFRASTRUCTURE

- Quantifiable objectives
- Policies and Strategies
  - Include gamut of shared lanes, buffered lanes, etc.
  - Infrastructure design/engineering standards
    - Road diets, couplets, bike boulevards, bike-friendly street
  - Intersection design standards
  - Parking facility design standards
  - Maintenance standards
  - Etc.
- References to existing design guides

## VII. 20 BIKE PROJECTS

- 20 bike projects
  - Timing, funding, location, description of each of the 20 projects
- Cut sheets (3-5 in greater detail)
  - Location
  - Description
  - Cost
  - Responsible agencies
  - Illustrative section or other image
- Near-term funding options for 3-5 projects

- Long-term – remainder of the projects that are much longer term that are mentioned. These only need to be listed because they refer to the previous chapter

## VIII. MAKING IT HAPPEN: FINANCING AND IMPLEMENTATION

- Criteria for Prioritizing and Costing (task 7.4)
- Cost-benefit analysis (task 7.7)
- Refer regular funding programs roadway maintenance repaving and repainting programs that will enable us to time implementation.

## IX. APPENDIX

### IX.1: EXISTING CONDITIONS

- Community Profile
  - Bicycling in SB today
  - Opportunities and challenges
- Existing Bicycle Network
  - Zoning Context
  - Circulation Context (rail lines, regional bikeways)
  - Existing bicycle network and facilities
  - Existing gaps in the bikeway system
    - Evaluation of outcomes of prior planning efforts
- Transportation Infrastructure/facilities (What's on the ground)
  - Images of existing facility types and design
  - Signage/wayfinding
  - Existing roadway maintenance repaving and repainting programs
- Safety
  - Bicycle collision data 2004-2013
  - Collision mapping
  - Existing programs
    - Education
    - Enforcement
      - Police Department and OTS grants
    - Evaluation
    - SRTS – COAST / SBBike/ CITY
- Multi-modal Convenience
  - Points of Interest (trip generators)
    - Destinations
  - Parking and other end-of-trip facilities
    - City's current efforts
      - i.e.: Bike stations
    - Existing design standards for racks and corrals
- Existing programs & services

- Encouragement and Promotion
  - CycleMAYnia and the Bike Challenge
  - County and City bike pools
  - Business encouragement campaigns (e.g. Sonos comprehensive bike program)
- Capital Improvement Program (CIP)
  - 7 Bike projects (incl. bike share)
- Tourism
  - Hotels bikes available

**IX.2: IMPACT ANALYSIS (TECHNICAL MEMORANDUM)**

# Santa Barbara Bicycle Master Plan Goals and Policies

This memo outlines the **draft** goals and policies for the 2015 Santa Barbara Bicycle Master Plan, and is reflective of community input received to date, previously adopted City policies, current best practices, and modified adjustments to existing Santa Barbara bicycle and circulation policies. Key policies referred to in this memo are:

- **BMP:** Refers to the 1998 City of Santa Barbara Bicycle Master Plan
- **CE 1997 & CE 2011:** Refers to the City of Santa Barbara Circulation Element
- **ATP Plan:** Refers to the 2015 SBCAG Active Transportation Plan

## Circulation Element Guiding Vision:

*“While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity. To meet this challenge, the City is rethinking its transportation goals and land use policies, and focusing its resources on developing balanced mobility solutions...” (2011 Circulation Element Update)*

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**GOAL 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 regularly evaluate safety conditions.

- **Policy 1.1:** The City shall develop educational, training and outreach tools that instruct road users – including bicyclists, pedestrians, and motorists – about the rules of the road and laws that pertain to the use of bicycles. (Rephrased and broadened BMP Policy 1.1; CE1997 4.5.4).
- **Policy 1.2:** The City shall ensure consistent enforcement of the rules of the road and decrease bicyclist and motorist traffic law violations.
- **Policy 1.3:** The City shall conduct City-wide evaluation and monitoring of collisions involving bicyclists and pedestrians. (Expanded BMP 2.4.3)
- **Policy 1.4:** The City shall integrate the safety needs of people bicycling into all City roadway projects.

**GOAL 2: CLOSING THE GAPS IN THE NETWORK.** Make bicycling a safe and convenient mode of transportation by developing a continuous, gap-free network of safe bikeways that connect communities and destinations.

- **Policy 2.1:** Through implementation of the Bicycle Master Plan, the City shall expand the bikeway network and close gaps in the existing system. (Expanded BMP 2.1)
- **Policy 2.2:** The City shall seek and allocate adequate funding to enhance the bicycle network.

**GOAL 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. (Expanded CE 2011 Intro Goal)

- **Policy 3.1:** The City shall work with transit providers to enable bicycle transit integration. (BMP 3.4; CE2011 1.3; CE1997 4.2.4)
- **Policy 3.2:** The City shall increase the number of secure, convenient, and attractive bicycle parking and storage facilities on public property. (BMP 3.2)
- **Policy 3.3:** Bicycle parking and other end-of-trip facilities shall be required in private development, construction, or reconstruction projects, as appropriate. (BMP combined and expanded Policies 3.1 and 3.3)
- **Policy 3.4:** The City shall promote Santa Barbara as a Bicycle-Friendly community. (Revised BMP 1.2, 1.3 and 1997 CE 4.5)
- **Policy 3.5:** The City shall ensure equitable access to the bikeway network for all Santa Barbara residents, and facilitate strategies supporting bicycling as an attractive, convenient transportation choice for all demographic groups.
- **Policy 3.6:** The City shall enhance the bikeway network through the continued integration and expansion of its established bicycle wayfinding system. (Expanded BMP 2.3.4)

**GOAL 4: DEVELOP SANTA BARBARA STYLE BICYCLE INFRASTRUCTURE.** Make Santa Barbara a model for innovative roadway and bikeway design that is both leading-edge and responsive to the local community.

- **Policy 4.1:** The City shall utilize leading-edge practices in Bikeway Facility Design, while also considering context sensitive design.
- **Policy 4.2:** The City shall ensure that bicycle facilities are properly maintained for safety. (Expanded BMP 2.2 and 2015 ATP Plan)