CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 24, 2022

TO: Mayor and Councilmembers

FROM: Public Works Downtown Division, Public Works Department

SUBJECT: 2022 Bicycle Master Plan Update And Addendum

RECOMMENDATION:

That Council receive an update on the 2016 Bicycle Master Plan (BMP) implementation effort and approve an addendum to the BMP that includes updated maps showing existing, funded, and proposed bike facilities since BMP adoption; and find the map updates consistent with the City's Circulation Element, Bicycle Master Plan and Vision Zero Strategy.

DISCUSSION:

The City's first BMP dates back to 1974 with updates in 1998 and 2016. The 2016 BMP was a result of robust community outreach focusing on four goals:

1) Safety for all road users;
2) Closing the gaps in the bike network;
3) Designing and constructing complete streets and multi-modal access; and
4) Developing a Santa Barbara style of bicycle infrastructure.

The community-driven 2016 BMP identified bikeway projects to help create a continuous bicycle network and enhance safety. These projects were prioritized across three phases with milestone implementation years of 2020, 2025, and 2030. Phase 1 and 2 projects are described in more detail in the 2016 BMP Phase 1 and Phase 2 Projects and Implementation Summary (Attachment 1).

Subsequent to the Council's adoption of the 2016 BMP, Council adopted the Vision Zero Strategy in 2018 to eliminate severe injuries and fatalities on City roadways. The ethos of Vision Zero became an additional driver for identifying and implementing active transportation projects from an injury prevention perspective. An example of this is the State Street Undercrossing Project, which will add protected on-street bike lanes between Gutierrez and Yanonali Streets to address a collision pattern of bike-involved collisions. Another example is along Chapala Street from Sola to Mission, where a pattern of vehicle collisions can be addressed with the removal of a northbound vehicular lane. The vehicular lane removal will provide the opportunity to install an on-street bike lane, which

will connect to existing and planned bike infrastructure. This new bike lane on Chapala Street was not identified during the 2016 BMP, but instead was identified as part of a Vision Zero collision reduction strategy for Chapala Street.

In October 2021, staff provided a detailed update to the Transportation and Circulation Committee (TCC) on the implementation of the 2016 BMP identified projects, as well as scope changes of those projects that received prior community support and subsequent City Council approval. Staff also provided an update on Vision Zero projects that resulted in additional bike facilities. Staff returned to the TCC on April 28, 2022, with updated 2022 BMP Existing, Funded, and Proposed Facilities Maps documenting the existing, funded, and proposed bike routes (Attachment 2), and minor updates to the Implementation Summary (Attachment 1). At that meeting, the TCC recommended these map updates as an addendum to the BMP, and found the map updates consistent with the City's Circulation Element, Bicycle Master Plan, and Vision Zero Strategy.

The updates include further details on the types of bikeway facilities, and whether the bike facility is part of a larger project, Vision Zero effort, or routine Pavement Maintenance program. These additional details will help create a definitive record of bike infrastructure as projects are completed.

While the 2022 BMP Existing, Funded, and Proposed Facilities Maps are static in the current iteration, staff are working to develop a dynamic/interactive map that can show additional bike project implementation status details such as date of construction, type of facility, and length of routes. Ideally, this map will be made interactive, publicly accessible, and regularly updated to reflect progress.

NEXT STEPS:

This addendum to the Bicycle Master Plan demonstrates changes to the 2016 BMP since adoption, Vision Zero projects that resulted in changes to bike facilities as a result of a Vision Zero collision analysis, and other relevant bike facility details. This update acts as a point-in-time snapshot of our City-wide existing, funded, and proposed bike facilities as of 2022. These maps will require future updates to reflect changes as new projects are completed.

As projects are funded, City staff will continue with community outreach of the BMP and Vision Zero identified projects throughout the projects' design and construction phases. The final phase of BMP implementation is anticipated to be completed by 2030 when Staff aim to return to the community with a major update to the BMP. Until then, updates or addendums to the 2016 BMP are anticipated to reflect changes to the existing facilities maps as projects get funded and constructed, or when major scope changes arise.

BUDGET/FINANCIAL INFORMATION:

The proposed action has no financial impact on the City.

SUSTAINABILITY IMPACT:

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

ATTACHMENTS: 1. 2016 BMP Phase 1 and Phase 2 Projects and Implementation Summary
2. 2022 BMP Existing, Funded, and Proposed Facilities Maps

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SUBMITTED BY: Clifford M. Maurer, P.E., Public Works Director

APPROVED BY: City Administrator's Office

MAKING IT HAPPEN

The community-driven 2016 Santa Barbara Bicycle Master Plan presents 28 proposed bikeway projects (including the 7 Recommended Projects discussed in the previous chapter) that will help create a continuous bicycle network and enhance safety. While each project is integral to reaching these goals, it is helpful to prioritize them in order to guide the phasing of project implementation. A cost-benefit analysis was completed that prioritizes network improvements based on BMP goals as well as ease and cost of implementation.

The 28 proposed bikeway projects for the SB BMP are made up of many segments, which range in length, existing conditions, and proposed bikeway type. These diversifying aspects have been translated into scores for each project to help determine project phasing and prioritization.

Each project was given a score of 0 to 3 for each of the following five categories: 1) potential for safety enhancement, 2) connectivity/gap closure, 3) potential impact on auto traffic, 4) bikeway quality, and 5) community input. Safety enhancement was calculated using the number of reported bicycle-related traffic collisions, giving higher scores to segments where a bikeway improvement might have the greatest potential to reduce collisions. Connectivity/gap closure looked at how many existing bicycle facilities the new segments would touch, thereby adding connections and closing gaps in the network. Traffic impact was studied with the City's traffic model at the citywide level and at key intersections. The model can only study bike projects where a vehicle lane is removed or converted to one-way operation. Therefore, this analysis was only applicable to a few projects. Of these corridors, segments with lower potential traffic impacts received higher scores. Bikeway types were quantified based on level of comfort for the bike rider. Bikeways where there is less bicyclist-motorist interaction received higher scores. Finally, scores based on community input received at the neighborhood summits were tallied.

Each bikeway segment was given a score, which was then averaged for each overall project. Scores for safety enhancement, connectivity/gap closure, traffic impact, and bikeway quality were totaled for each project and then divided by the project's total estimated cost. Projects are ranked by this benefit-cost score, so projects with the best ratio of cost to positive impact are at the top of the priority/phasing list, while those with a relative higher cost to their positive impact are lower down on the list.

2016 Bicycle Master Plan Implementation Summary

BMP Implementation Summary

As a point of reference, the City of Santa Barbara has spent $2,959,726 on identified bikeway facilities and crossings since the adoption of the 1998 BMP.

Begin Implementation by 2020 - Phase 1

CAPITAL: INFRASTRUCTURE	Total Cost Estimate
State Street Green Lanes (Phase 1)	$303,120
Cota/Haley Green Lanes	$700,000
Canon Perdido Street Enhanced Route	$36,000
Alisos Street Bike Boulevard	$500,000
Cabrillo/De La Vina Road Diet	$262,440
Ortega Street Bike Lanes	$123,360
Loma Alta Drive Enhanced Route	$40,200
Montecito/Castillo Intersection	TBD
Cabrillo Enhanced Route	$12,600
Westside Enhanced Route (Including Rancheria)	$80,730

PROGRAMS: EDUCATION AND ENFORCEMENT	Total Cost Estimate
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

KEY METRICS OF SUCCESS

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.

Begin Implementation by 2025 - Phase 2

CAPITAL: INFRASTRUCTURE	Total Cost Estimate
Las Positas Buffered Bike Lane	$63,900
State Street Phase 2 (also referred to as the Chapala/De La Vina Green Lanes)	$166,050
Cliff Drive Class II Gap Closure Lanes	$319,090
Chino Street Bike Boulevard	$500,000
Anapamu Street Enhanced Route	$70,200
Foothill Enhanced Route	$119,400
Shoreline Drive Class I Bike Path	$420,000
Bath/Castillo Couplet Extension	$53,900
Traffic Signal Bike Detection (SR 225)	$105,000
Cabrillo/Los Patos Intersection Improvements	TBD
Canada Enhanced Route	$31,800
Sola Bike Boulevard	$3,000,000

PROGRAMS: EDUCATION AND ENFORCEMENT	Total Cost Estimate
1.3.6: Safe Routes to School	$30,000*
1.4.1: Enhance Police Enforcement	$500,000*
1.3.1: Bicycle Traffic School Programs	$100,000
2.1.6: School Coordination	$10,000

KEY METRICS OF SUCCESS

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

2016 Bicycle Master Plan Implementation Summary

Begin Implementation by 2030 - Phase 3

CAPITAL INFRASTRUCTURE	Total Cost Estimate
State Street Phase 3 (Mission-154)	$8,000,000
State St to Modoc Rd Class I Bike Path	$15,000,000
Pershing Park Path	$240,700
Castillo/US 101/Haley Crossing	$700,000
Milpas Street Enhanced Route	$30,000
Pueblo/Oak Park/Junipero Enhanced Route	$100,320
State/Calle Real/154 Enhanced Intersection	TBD
Cliff Drive Bike Path	$15,000,000
Eucalyptus/Chino/Mission Enhanced Route	$28,800
Anapamu Intersection Enhancements	$50,000
Highway 192 Class II Lanes (Foothill Rd)	$2,000,000
Cabrillo Bike Path	$288,000
Hollister Buffered Bike Lanes	$51,000

EDUCATION AND ENFORCEMENT PROGRAMS	Total Cost Estimate
1.3.6: Safe Routes to School	$30,000*
1.4.1: Enhance Police Enforcement	$500,000*

KEY METRICS OF SUCCESS

Increase the number of people bicycling to work to 15% of all commuters from the 2014 figure of 6.1%.

Eliminate bicycle-related collisions

* Indicates annual cost

Note: All cost estimates are in 2015 dollars

2016 Bicycle Master Plan
Summary of Phase 1 Projects and Programs and Phase 2 Projects

Phase 1 Projects and Programs (Milestone Target: Begin Implementation by 2020)

Capital Projects

State Street Green Lanes (Phase 1): Status: On hold. The purpose of the project was to supplement green conflict intersection striping to the existing on-street bikes lanes along State Street from Mission Street to Cabrillo Blvd. State Street is the spine of the City's bicycle network and the project would address a collision pattern history of right turning vehicles colliding with cyclists. The striping through the intersections provides a continuation of the bicycle path of travel by increasing driver awareness of the potential presence of cyclists. This project was put on hold when the pandemic hit. As a temporary measure, green conflict striping was installed in 2021 at intersections throughout the State Street Promenade as a safety measure to minimize conflicts between cyclists, pedestrians, and drivers when crossing the perpendicular streets to State Street. The long term project will continue to be on hold until the State Street Revitalization Master Plan is approved by City Council. Through this effort, it may be determined that a higher level bike facility is needed, as State Street is a Council identified Vision Zero Priority Corridor due to a pattern of serious injury collisions.

Cota/Haley Green Lanes: Status: Funded/Construction 2022. The Cota Street Protected Bike Lane, a Class II buffered bike lane with flexible delineators running from Chapala Street to Milpas Street, was installed in 2018, and an on-street bike lane on Haley Street was installed in 2012. Green intersection conflict striping will be installed along Cota and Haley Streets between Chapala and Milpas Streets with the upcoming Eastside Community Paseos Project that is on schedule for construction in 2022. The green bike lane treatment was a response to the community during the BMP's robust outreach effort to improve existing bicycle facilities. The striping through the intersections provides a continuation of the bicycle path of travel by increasing driver awareness of the potential presence of cyclists. This project is mainly funded by the State's Active Transportation Program Grant (ATP) and will provide safer routes for Eastside residents to travel to and from Downtown.

Canon Perdido Street Enhanced Route: Status: On hold. This project has been identified as a "Lower Priority" project that may need reevaluation to determine long-term viability. Per input from the City's Principal Traffic Engineer, there is not currently a timeline for implementation for this project, and it may be removed entirely pending reevaluation. There will be an eastbound on-street bike lane installed along Ortega Street between Chapala and Santa Barbara Junior High with the Eastside Community Paseos Project. Ortega Street is two streets down from Canon Perdido and provides a higher level bike facility than the one identified along Canon Perdido Street.

Alisos Street Bike Boulevard: Status: Funded/Construction 2022. This project is part of the Eastside Community Paseos Project, and will be implemented in 2022. Along this bike friendly street, pedestrians and cyclists using Alisos Street will no longer have stop signs along Alisos Street. All the stop signs will be flipped to the perpendicular streets, which will allow cyclists to travel along Alisos Street from top to bottom without stopping. Since cyclists will still share the roadway with vehicles along Alisos, the volume of vehicles on the street needs to be lowered. To make Alisos a low volume vehicle and slower street, there will be certain features like traffic diverters and landscape peninsulas installed. Alisos Street provides a safe alternative to Milpas Street for families biking and walking to nearby schools. This project is mainly funded by the ATP.

Cabrillo/De La Vina Road Diet:
Cabrillo: Status: Funded/Complete. The Cabrillo Boulevard Safety Restriping Project was installed in 2019. Although the BMP called for eastbound and westbound bike lanes, Council approved a new roadway configuration in 2019 to East Cabrillo Boulevard as a result of a Vision Zero Collision Analysis that involved restriping from Milpas Street to the intersection at Los Patos Way. The westbound direction provided a westbound on-street bike lane and vehicular travel lane and a buffered bike lane in the eastbound direction, allowing for two eastbound lanes coming from the intersection of Ninos Drive to merge into one. Parallel parking was extended from just east of Sycamore Creek to the western border of the Santa Barbara Zoo property. This area included one eastbound lane, a 3' buffer, a 6' bike lane, and an additional 3' "door zone" buffer, adjacent to the parallel parking area. At the Zoo border, parking transitioned to the City's first back-in angle parking that continued to the start of the S-curves by the Andree Clark Bird Refuge. This project addressed patterns of vehicle and cyclist collisions through the "S" turn and U-turn involved collisions from the existing parking aisle.

Lower De La Vina: Status: Funded/Construction 2022. This project is part of the Downtown De La Vina Street Safe Crosswalks and Buffered Bike Lanes Project that will include a lane reduction between Carrillo and Haley Streets, and the addition of a buffered bike lane, curb extensions, high visibility signs, and pavement markings. Along Haley Street from De La Vina to Chapala Streets, four parking spaces will be removed to accommodate a protected bike lane that will connect to an existing bike route that goes from Downtown to the Eastside and Lower Eastside Neighborhoods. A separate project that is currently under construction will add corridor lighting in the project area providing improved safety at night by making pedestrians and cyclists more visible. Together these projects address significant patterns of pedestrian and cyclist involved collisions that were prevalent in the project area.

Upper De La Vina: Status: Funded/Construction 2024. The project is located on De La Vina Street from Alamar Avenue to Padre Street, on Padre Street from De La Vina Street to State Street, and the intersection of Alamar Avenue and Junipero Street. The project will install 0.65 miles of new on-street buffered bike lanes, curb extensions at six intersections, and 210-feet of sidewalk infill to close gaps in the

network and improve safety for cyclists and pedestrians. The project was awarded ATP Cycle 5 grant funding. Portions of the bike lane/striping were installed in late 2021 as part of a scheduled pavement maintenance project, and the remaining sections of the project are anticipated to be constructed in 2024.

Ortega Street Bike Lanes: Status: Funded/Construction 2022. This project provides an eastbound on-street bike lane between Chapala and Santa Barbara Junior High and will be part of the Eastside Community Paseos Project scheduled for construction in 2022. This project was also mentioned in the Canon Perdido Street Enhanced Route section, above. This project is mainly ATP funded.

Loma Alta Drive Enhanced Route: Status: On hold. This project has been identified as a "Lower Priority" project that may need reevaluation to determine long-term viability. Per input from the City's Principal Traffic Engineer, there is not currently a timeline for implementation for this project, and it may be removed entirely pending reevaluation. There is a higher level facility along Cliff Drive planned (pending Cycle 6 ATP grant funding) that would provide a more attractive route than Loma Alta Drive from a safety and topography perspective.

Montecito/Castillo Intersection: Status: Funded for Preliminary Design in 2022/2023. The Castillo Undercrossing is located along a Vision Zero Priority Corridor, where a high number of severe and fatal collisions occur in the City. In an effort to reduce this pattern of collisions, the Castillo Undercrossing Bicycle and Pedestrian Facility Improvements Vision Zero Planning Project (BMP Phase 3 Project) will facilitate preliminary design and public outreach to identify opportunities to improve bicycle and pedestrian infrastructure through the Castillo Undercrossing, and intersection approaches (Montecito/Castillo and Castillo/Haley) to increase the safety and usability of a critical active transportation connection between West Downtown, coastal attractions, and City College. The improvements of the preliminary design may include buffered bike lanes, parkways and landscaping to provide sidewalk separation, the addition of lighting, or sidewalk infill and repair. Preliminary design and community outreach will commence in 2022 or 2023.

Cabrillo Enhanced Route: Status: Complete. This project involved the installation of sharrows along Cabrillo Boulevard from Castillo to Milpas, and was completed in 2019 using City Streets Operations and Pavement Maintenance Program funding.

Westside Enhanced Route: Status: Partially Complete. In the City's Lower West Neighborhood, on-street bike lanes were installed along Rancheria Street between Coronel Place and Montecito St in 2018. The Council adopted Westside and Lower West Neighborhood Transportation Management Plan (March 2020) identified bike lanes and bicycle boulevard/bike friendly street features to close the gap between the Westside and Lower West – which will provide a needed bike route connection through these neighborhoods. These improvements were part of a larger ATP grant in 2020 for the Westside and Lower West Neighborhoods. Unfortunately the grant

was not awarded in 2020, and per Council direction in December 2021, staff will be submitting an ATP Cycle 6 grant application in 2022.

Programs: Education and Enforcement

Safe Routes to School: The City of Santa Barbara continues to fund the regional Safe Routes to School (SRTS) programming that is delivered by COAST+SB Bike. In 2018, the City developed certain performance metrics to identify areas for SRTS program improvements. In 2019, in light of the identification of certain programmatic needs, the City increased the SRTS contribution from $15,000 annually to $18,615 annually. Current SRTS funding is applied to bike and pedestrian safety education, helmet fittings, neighborhood rides/walks, bike and walking school tallies, and school safety assessments.

Enhance Police Enforcement: As part of the Vision Zero Strategy, City Transportation Staff instituted quarterly meetings between Transportation, Streets Engineering, and the Police Department (PD). Together they targeted areas for increased enforcement, including California Office of Traffic Safety (OTS) grant-funded enforcement operations in areas with patterns of poor crosswalk compliance. Staff will continue to meet with PD to better integrate Vision Zero messaging, direct enforcement, and develop longer-term approaches to address known collision patterns.

Sharrows and Share the Road: See Public Service Announcements.

Public Service Announcements: Prior to the Covid-19 pandemic, City staff were mobilized to launch a public media campaign for the Vision Zero Strategy. A Vision Zero Website, Video and Community Outreach Media Kit were completed. With impacts still being felt from the pandemic, it is difficult to predict when a concerted media campaign may be most timely. In the meantime staff continues Vision Zero messaging in the City's Streets Transportation Capital Improvement Plan as well as specific messaging of specific capital projects. Staff is also developing an approach with SRTS and bike advocacy contacts at COAST+SB Bike. In addition to Vision Zero messaging, this outreach would provide consistent messaging about safe and responsible road use and shared responsibility for all modes.

Public Bike Share: City Council gave direction to staff in May 2019 to implement a Bicycle Share Pilot Program. Council subsequently approved BCycle as the City's Pilot Bike Share Permitted Operator in 2019. In conjunction with BCycle, the City launched the first phase of the three-year Bike Share Pilot Program on January 28, 2021. The Bike Share Pilot Program will include the installation of 500 docks that will serve a fleet of around 250 pedal-assist e-bikes. As the program develops, the City will assess whether the Bike Share Pilot Program is a good fit for Santa Barbara, and will return to City Council for direction near the end of the three-year period. As of the

end of March 2022, the bike share system is not fully launched but doing well: with ~140 bikes in service at ~311 docks, BCycle users have logged about 100,000 trips and travelled over 386,000 miles.

Phase 2 Projects and Programs (Milestone Target: Begin Implementation by 2025)

Capital Projects

Las Positas Buffered Bike Lane: Status: Completed 2022. These on street buffered bike lanes are in addition to the Las Positas /Modoc Multiuse Path Project, which was funded primarily through Active Transportation Program (ATP) grant funds in addition to local Measure C funds for local matching costs. The Las Positas /Modoc Multiuse Path Project was completed in early 2022, and provides a 2.6 mile-long separated pathway for bicyclists, runners, and pedestrians of all ages and abilities along Las Positas and Modoc Roads (Project was a BMP1974/1998 Project).

State Street Green Lanes (Phase 2): Status: Complete. This project is part of the BMP's spine network, specifically focusing on portions of De La Vina and Chapala Streets in the City's Oak Park Neighborhood. The was completed in late 2021.

Cliff Drive Class II Gap Closure Lanes: Status: Actively seeking funding through ATP Cycle 6. Given robust community outreach over the past eight years, this project was re-scoped to include a 3.1 mile long multiuse/bike path, 10 new crosswalks and safety enhancements for four existing crosswalks along Cliff Drive from the Arroyo Burro Beach County Park entrance to Castillo Street (also identified as a BMP Phase 3 Project). This project, which is also known as the Cliff Drive: Urban Highway to Complete Street Transformation Project, would close the final gap in the 30-mile long regional Coastal Bike Route. The City submitted an ATP grant in 2020 for the project and unfortunately the grant was not awarded. Per Council direction in December 2021, staff will be submitting an ATP Cycle 6 grant application in 2022.

Chino Street Bike Boulevard: Status: Scope Modified/Funded/Construction 2022. The project's scope of work was modified and documented in the Council-adopted Westside Neighborhood Transportation Management Plan (March 10, 2020) to change the original neighborhood route from Chino Street to San Pascual and Gillespie Streets after further traffic analysis determined that too many vehicles would need to be diverted from Chino Street onto neighboring streets. The proposed bike friendly streets along San Pascual and Gillespie Streets are a part of the Westside Community Paseos Project, with construction set to commence in spring of 2022. This project is mainly ATP funded. While roadway volumes are low on San Pascual and Gillespie Streets, additional roadway treatments will be installed to slow vehicular speeds so cyclists of all ages and abilities feel comfortable riding along vehicles.

Anapamu Street Enhanced Route: Status: Scope Modified/Funded/Construction 2022. This project was modified as part of the Westside Community Paseos Project,

with Sola Street as the primary bike friendly route through Downtown that eventually connects to the Westside and Eastside Neighborhoods. For cyclists traveling east along Sola Street towards Santa Barbara High School, cyclists will take a neighborhood route going through Panchita Place, Victoria Street, Alta Vista Road, and Anapamu Street. No diverters or bike lanes are proposed in this area as it is already great for biking. No parking will be removed. Small painted stencils will be added to the roadway for route wayfinding purposes.

Foothill Enhanced Route: Status: On hold. Community outreach is needed to develop this project further, and to support grant funding opportunities. The project would be a Community Paseo (bike-friendly street) within the San Roque and Hope Neighborhoods and provide an alternative to Foothill Road.

Shoreline Drive Class I Bike Path: Status: On Hold. While this project will close a critical gap in the Leadbetter Beachway Class I facility, it will be very costly to implement. Future grant funding will need to be explored.

Bath/Castillo Couplet Extension: Status: Preliminarily Analyzed and On Hold. In May 2019, the City commissioned a Traffic and Circulation study by Stantec to assess potential impacts of the project to extend the existing Bath and Castillo Streets couplet system from Mission Street to Pueblo Street and add Class II bike lanes on both streets. The results of the report indicate that extending the couplet system will result in lower levels of service at the project area intersections and increased vehicle queues at these intersections. The City is currently working with a consultant to review traffic circulation Citywide, and plan to revisit this project at a later date.

Traffic Signal Bike Detection (SR225) – Status: Partially Complete: There is partial bike detection at Cliff/Loma Alta, Cliff/Meigs, and Cliff/Mesa Lane/Flora Vista. Full bike detection of these intersections is part of the scope of the Cliff Drive: Urban Highway to Complete Street Transformation Project. New bike detection was installed at Las Positas/Veronica Springs and Las Positas/Elings Park intersections as part of the Las Positas/Modoc Multiuse Path Project.

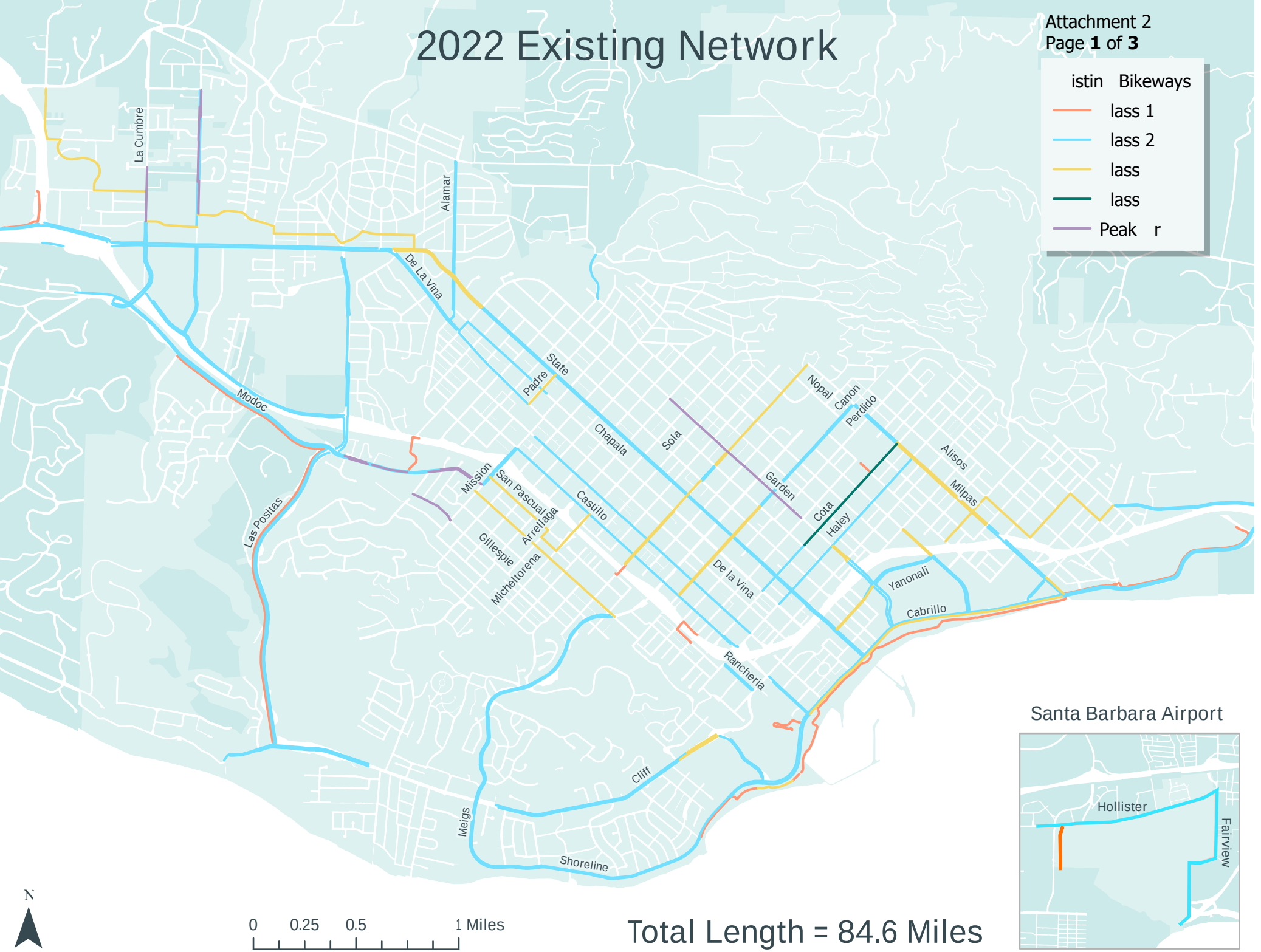
Cabrillo/Los Patos Intersection Improvements: Status: Partially Funded/On Hold. The Pedestrian and Bicycle Improvements on East Cabrillo Boulevard and Replacement of the Union Pacific Railroad Bridge Project would provide a safe connection for pedestrians and bicyclists through the East Cabrillo corridor and improve vehicular circulation between Los Patos Way and the Highway 101 Interchange at East Cabrillo Boulevard. The project would also reconfigure the intersection of East Cabrillo Boulevard and Los Patos Way and replace the existing Union Pacific Railroad (UP) Bridge. The project includes construction of on-street bike lanes, sidewalks, and a multiuse path along Cabrillo Boulevard. Currently, Cabrillo Boulevard under the UPRR Bridge has a narrow opening that requires pedestrians and bicyclists to share the roadway shoulders with vehicular traffic. The construction of these facilities will improve the access for all users to and from

the Waterfront and commercial areas along Los Patos Way and Coast Village Road. This project is being coordinated with Caltrans' 101 HOV Widening Project and will be constructed in phases, with the first phase anticipated to begin in 2023.

Canada Enhanced Route: Status: On Hold. The project would involve minor pavement markings to identify route connections to existing bike infrastructure.

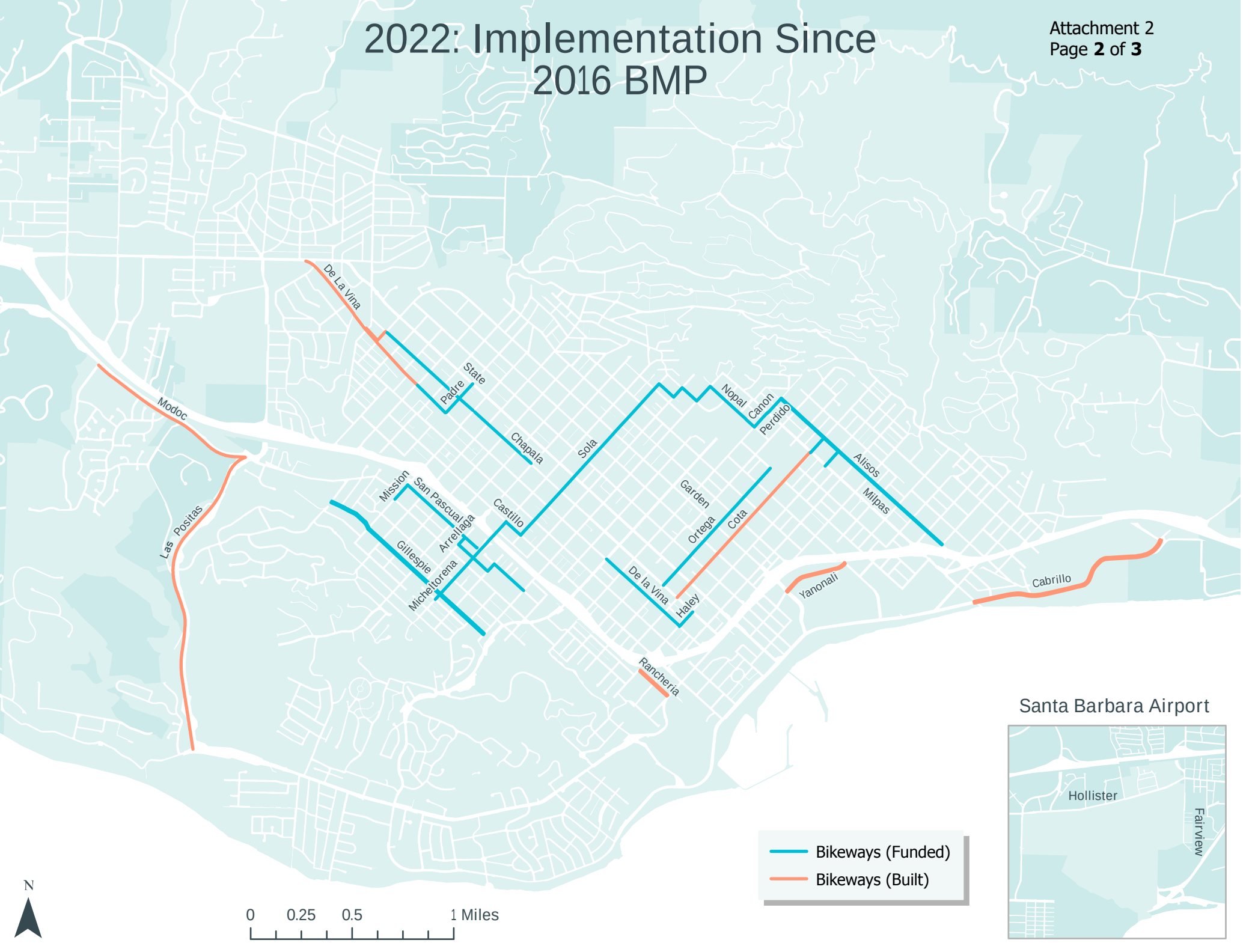
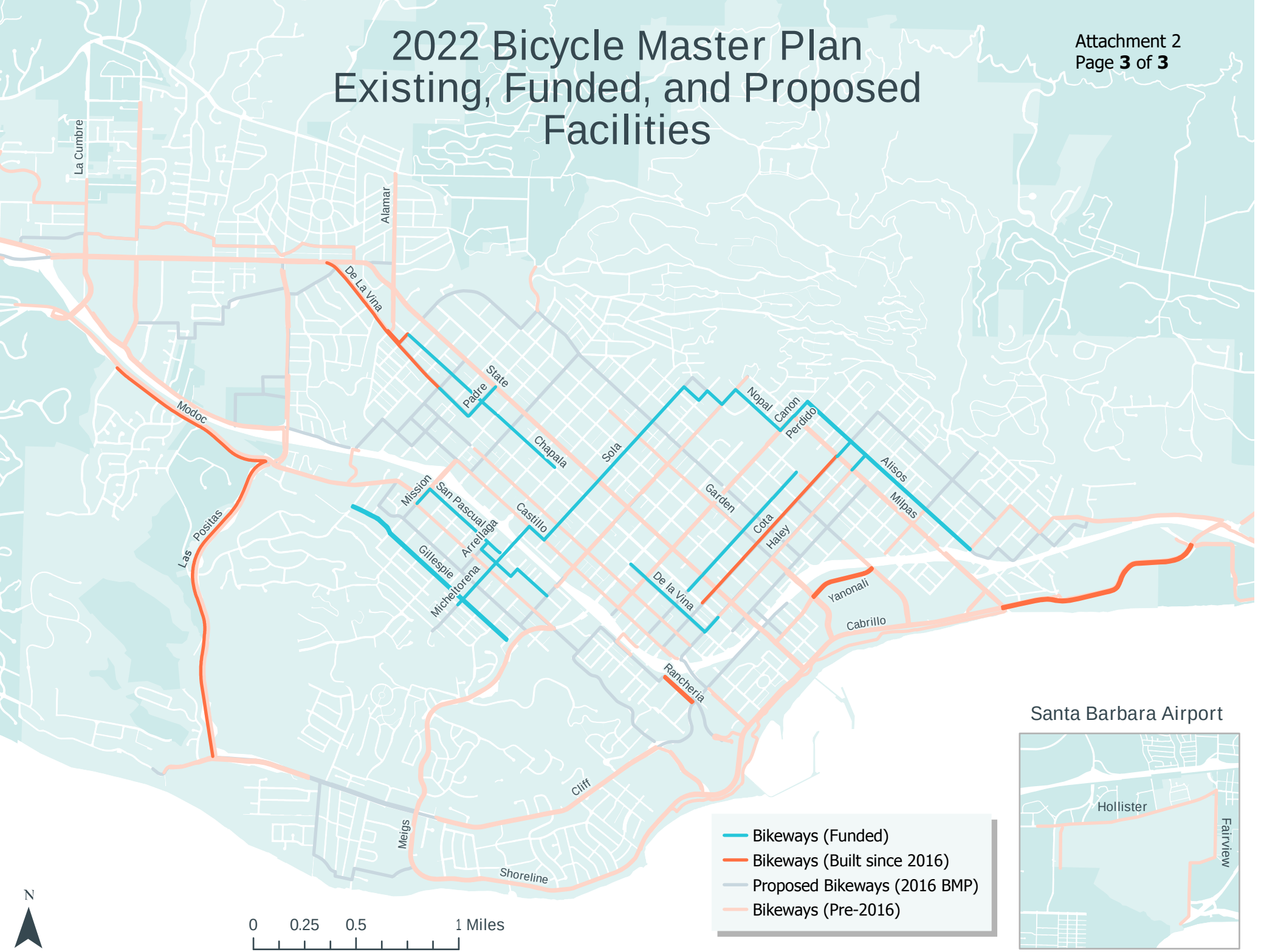
Sola Bike Boulevard: Status: Funded/Construction 2022. This project is part of the Westside Community Paseos Project, with construction set to commence in 2022. This project is ATP funded. To make Sola Street a bike friendly street, there will be four new traffic signals installed along the Sola corridor at Sola and De La Vina, Sola and Chapala, Sola and Anacapa and Sola and Santa Barbara to help improve traffic flow for both cyclists and vehicles. To reduce speeds along Sola, two traffic diverters will be installed at the intersections of Sola and De La Vina and Sola and Santa Barbara Streets. Sola Street provides critical connections through Downtown and to the Eastside and Westside neighborhoods.

2022 Existing Network



Total Length = 84.6 Miles

2022: Implementation Since 2016 BMP



2022 Bicycle Master Plan Existing, Funded, and Proposed Facilities