



City of Santa Barbara
Transportation and Circulation Committee

Staff Report

DATE: August 28, 2025

TO: Transportation and Circulation Committee

FROM: Jessica W. Grant, Supervising Transportation Planner

SUBJECT: Safe Streets for All Planning Effort – Review of Traffic Safety Survey Results

RECOMMENDATION:

That the Transportation and Circulation Committee (TCC) review and comment on the Traffic Safety Survey results that will be included in the “Engagement and Collaboration” chapter of the Safe Streets for All Action Plan.

BACKGROUND:

The City of Santa Barbara (City) was awarded the Safe Streets For All (SS4A) Planning Grant in 2024 to prepare a SS4A Action Plan (Action Plan). The goal of the Action Plan is to prevent traffic related fatalities and serious injuries within the City, while increasing safe, healthy, and equitable mobility for all by strategically identifying infrastructure improvements that remove barriers to safe mobility.

As part of the grant requirements, the Action Plan will have the following chapters:

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

Within the grant scope, the Action Plan will also include chapters on the Past and Present Approach to Traffic Safety and Safe Routes to School.

DISCUSSION:

As part of ongoing community engagement, staff launched a City-wide, bilingual traffic safety survey on May 27, 2025. The survey was shared with the public via the City's *News In Brief* and Listserv and posted on Nextdoor and Instagram with frequent reminders to take the survey. Bilingual sandwich board signs were placed throughout the City with a QR code for residents to scan and take the survey.

The goal of the survey was to gather feedback from residents on transportation mode choices, what's working and needs improvement in traffic safety, insight into community priorities and perceptions related to traffic safety and raise awareness about local collision statistics impacting the community.

The survey consisted of 25 questions combined with fill-in, multiple-choice, and open-ended write-in formats. A total of 853 responses were collected between May 27, 2025, and August 8, 2025. Attachment 1 is a summary of the survey results and Attachment 2 contains the open-ended responses.

NEXT STEPS:

In addition to the survey review and Safe Routes to School survey review presented to the TCC at the prior meeting, staff completed a deeper analysis of the severe and fatal injury collision data. Currently, staff are evaluating potential engineering, education, and enforcement solutions that focus on addressing safety concerns along the City's High Injury Network (HIN). The HIN represents 20 percent of City roadways where 88 percent of severe/fatal injury collisions occur. In addition to the HIN, staff are evaluating safety along routes to schools for engineering, education, and enforcement solutions. Staff will be sharing approaches along the HIN with the public at future webinar and in-person meetings. Approaches to the school routes will be shared in school specific outreach.

ATTACHMENTS:

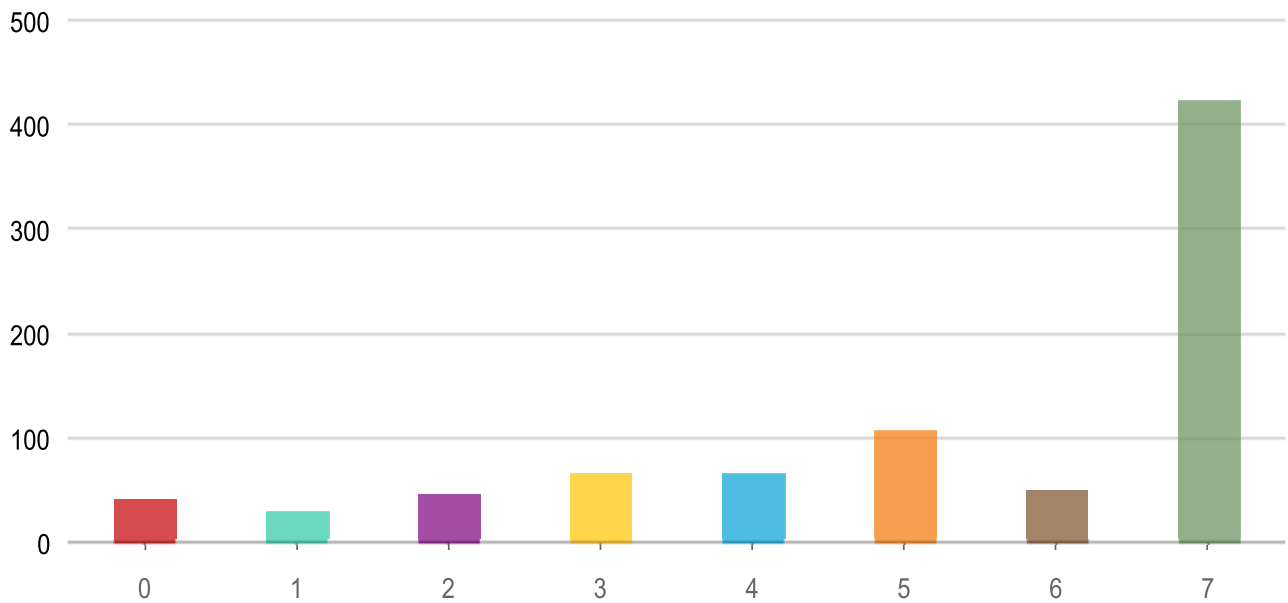
1. Traffic Safety Survey Results
2. Traffic Safety Survey Responses to the Open-Ended Questions

Traffic Safety Survey

Modes of Transportation

Modes of Transportation > Please indicate the number of days per week that you use each of the following modes of transportation.

○ ○ Walk one block or more



Answers

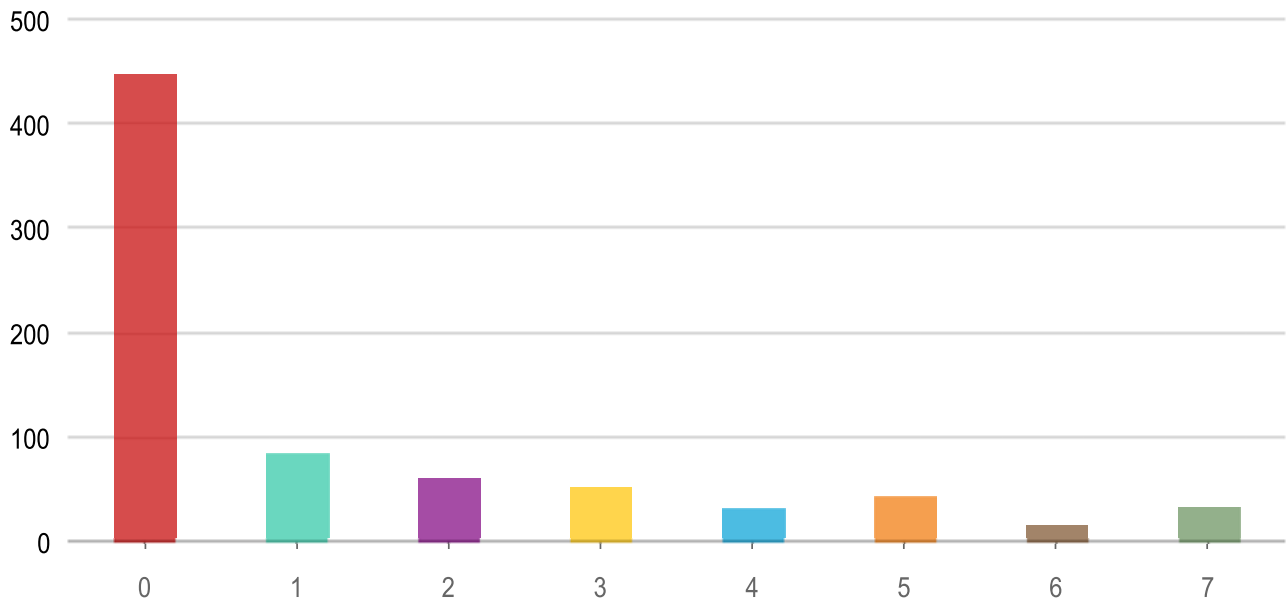
Count

Percentage

0	42	4.92%
1	30	3.52%
2	46	5.39%
3	67	7.85%
4	66	7.74%
5	108	12.66%
6	50	5.86%

Answered: 833 Skipped: 20

○ ○ Bicycle



Answers

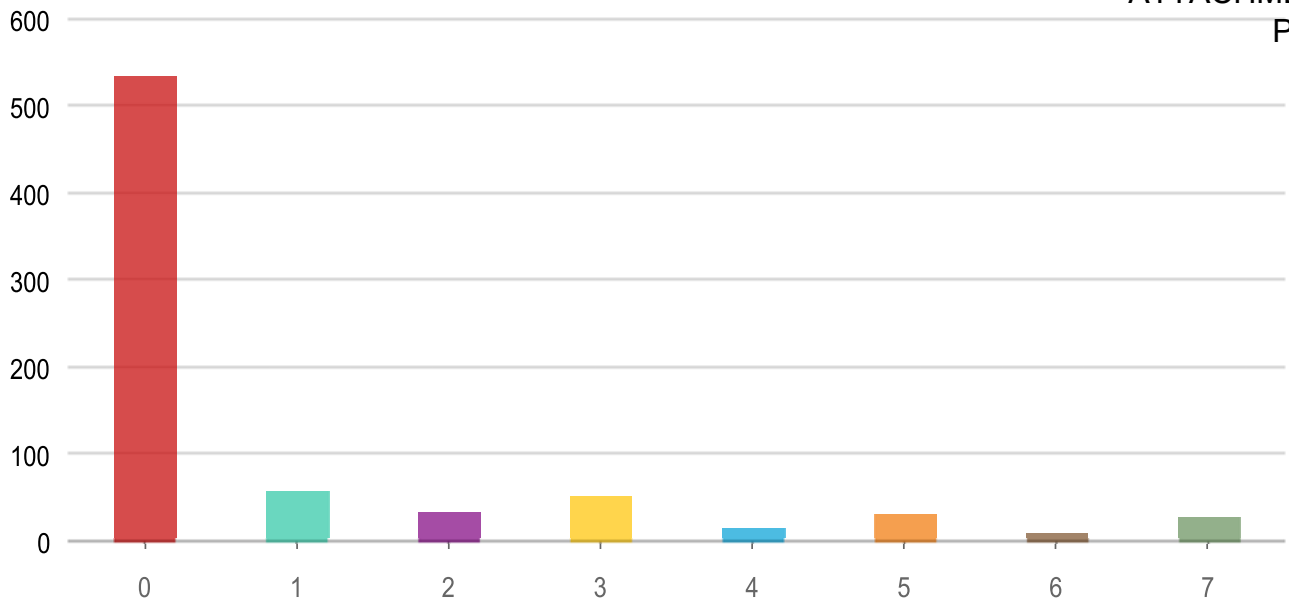
Count

Percentage

0	448	52.52%
1	85	9.96%
2	61	7.15%
3	52	6.1%
4	32	3.75%
5	43	5.04%
6	16	1.88%
7	33	3.87%

Answered: 770 Skipped: 83

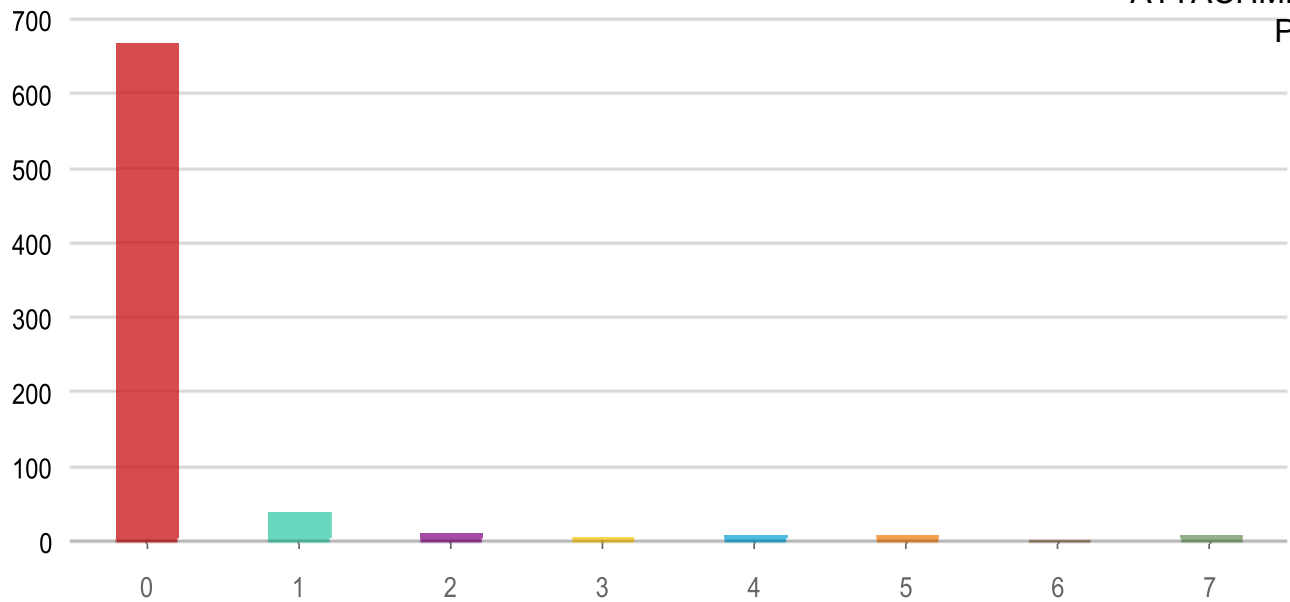
○ ○ E-bike



Answers	Count	Percentage
0	535	62.72%
1	58	6.8%
2	34	3.99%
3	52	6.1%
4	15	1.76%
5	31	3.63%
6	10	1.17%
7	28	3.28%

Answered: 763 Skipped: 90

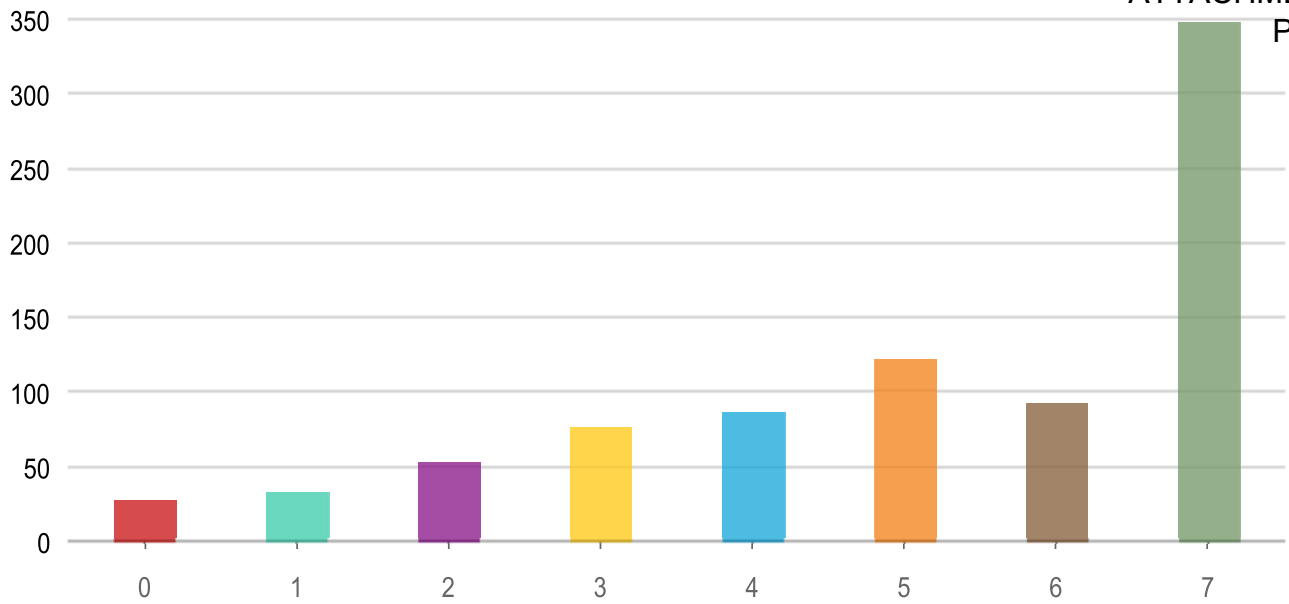
☐ ☐ Ride the bus

**Answers****Count****Percentage**

0	668	78.31%
1	39	4.57%
2	12	1.41%
3	6	0.7%
4	8	0.94%
5	8	0.94%
6	2	0.23%
7	8	0.94%

Answered: 751 Skipped: 102

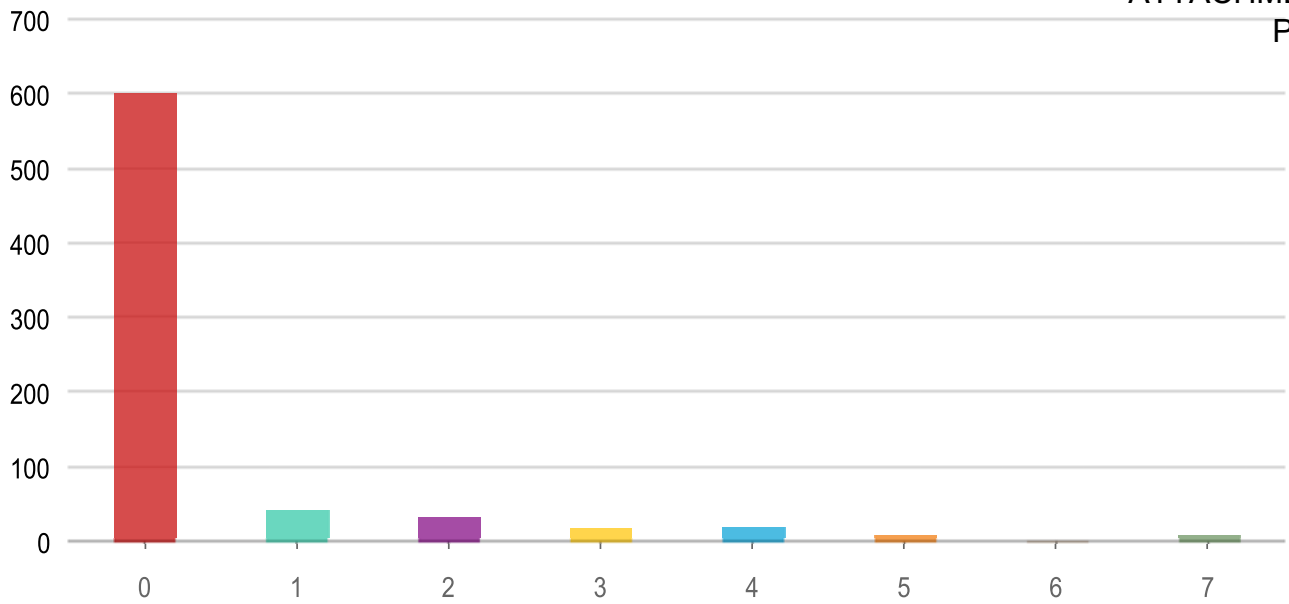
☐ ☐ Drive a car or truck



Answers	Count	Percentage
0	28	3.28%
1	33	3.87%
2	53	6.21%
3	77	9.03%
4	87	10.2%
5	122	14.3%
6	93	10.9%
7	348	40.8%

Answered: 841 Skipped: 12

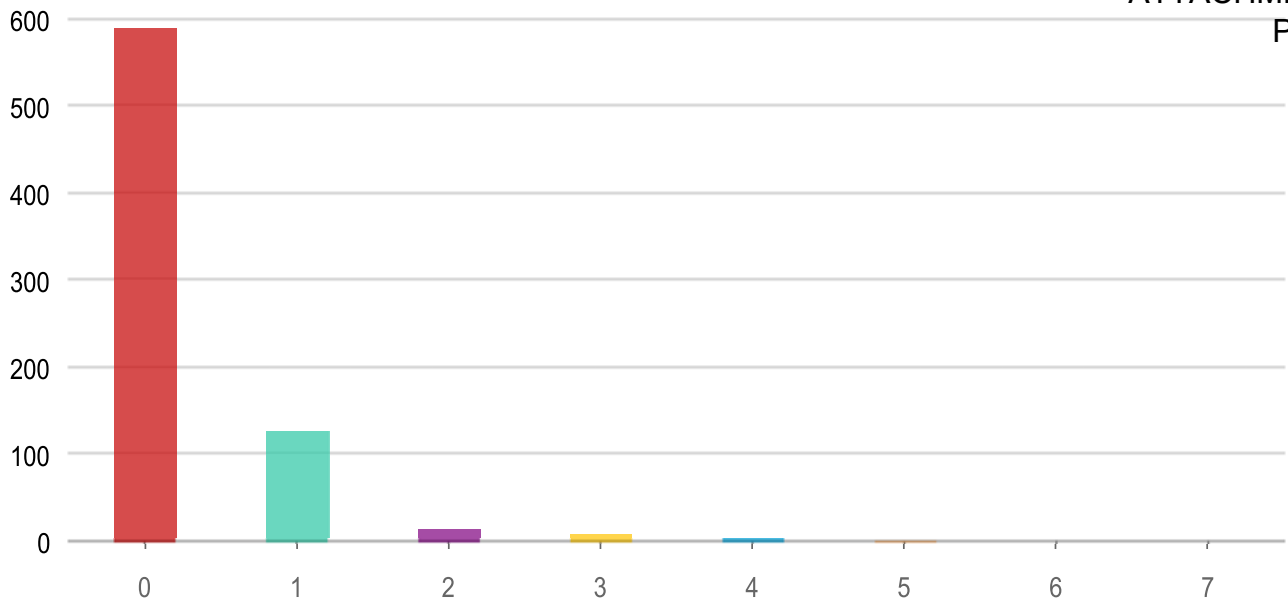
☐ ☐ Carpool/vanpool



Answers	Count	Percentage
0	601	70.46%
1	42	4.92%
2	33	3.87%
3	18	2.11%
4	19	2.23%
5	9	1.06%
6	1	0.12%
7	9	1.06%

Answered: 732 Skipped: 121

☐ ☐ Rideshare service such as Lyft or Uber

**Answers****Count****Percentage**

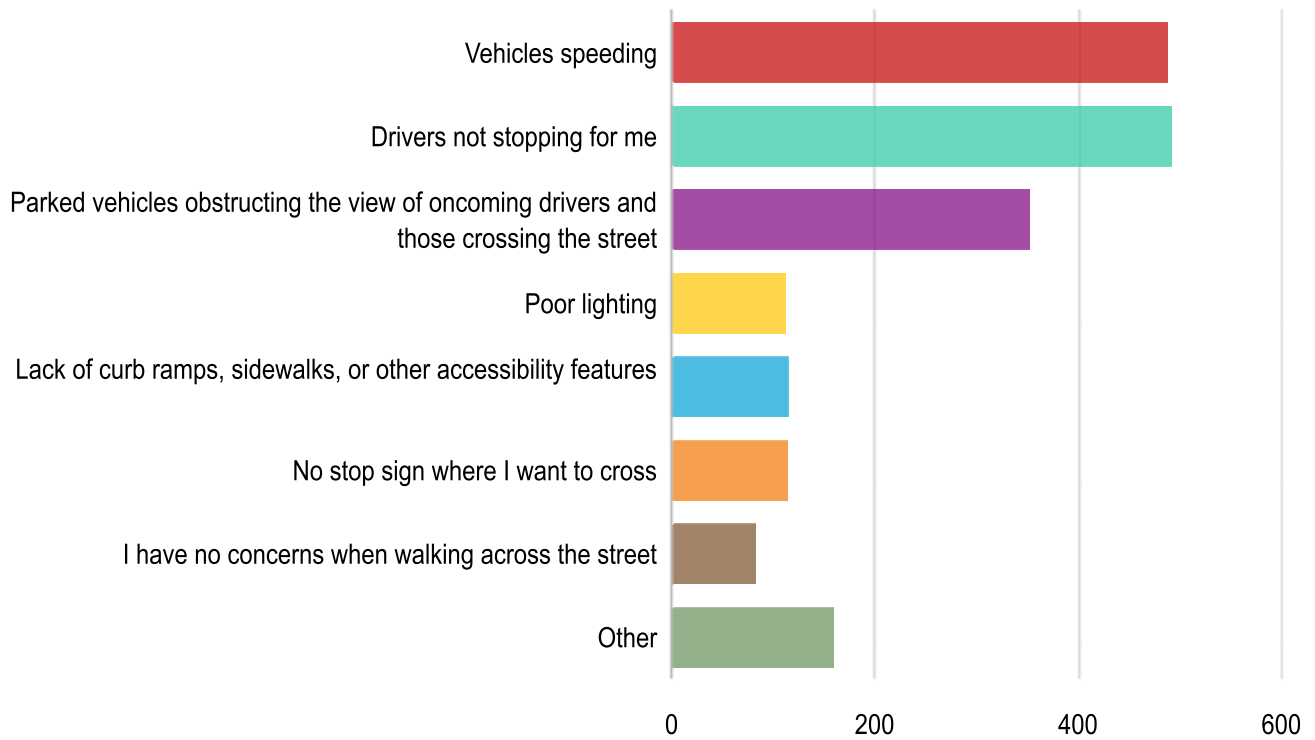
0	590	69.17%
1	127	14.89%
2	14	1.64%
3	9	1.06%
4	4	0.47%
5	1	0.12%
6	0	0%
7	0	0%

Answered: 745 Skipped: 108

Traffic Safety Survey

Safety Concerns

What concerns you the most when walking across streets in the City?



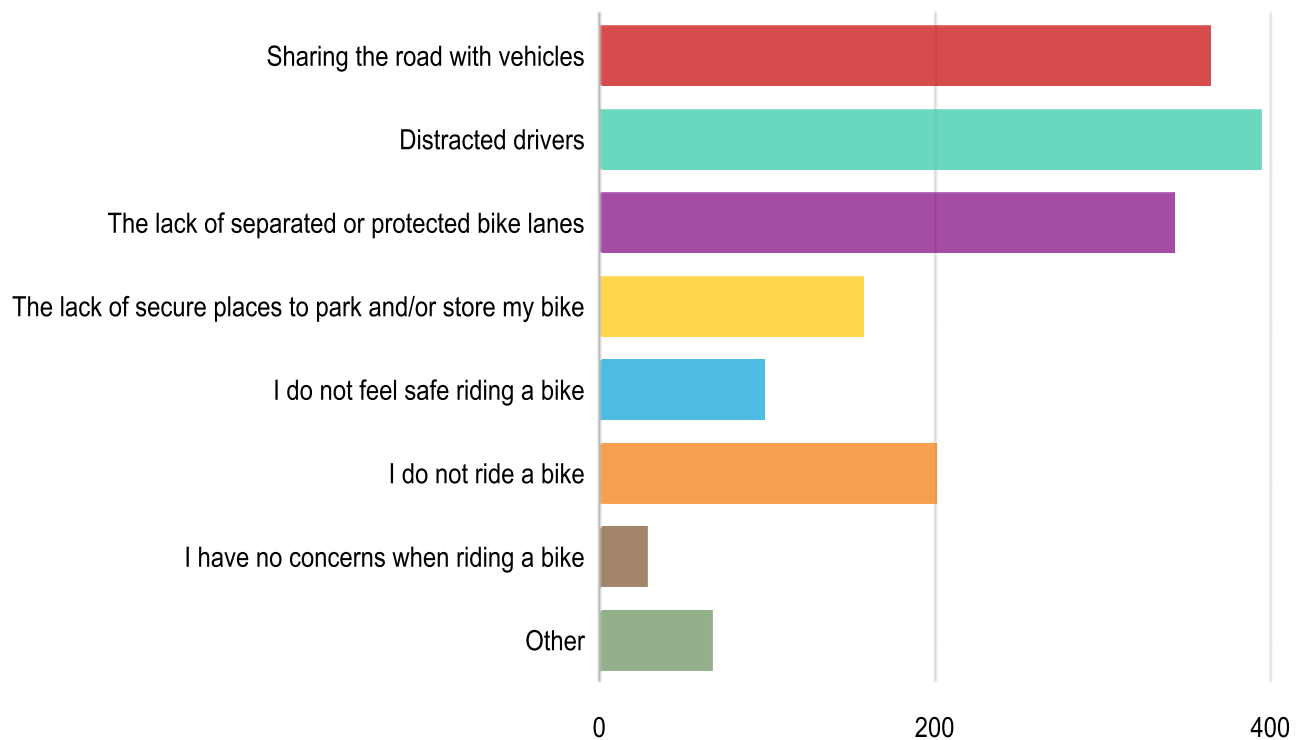
Answers	Count	Percentage
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Vehicles speeding	486	56.98%
Drivers not stopping for me	490	57.44%
Parked vehicles obstructing the view of oncoming drivers and those crossing the street	351	41.15%
Poor lighting	110	12.9%
Lack of curb ramps, sidewalks, or other accessibility features	114	13.36%
No stop sign where I want to cross	112	13.13%

I have no concerns when walking across the street	81	9.5%
Other	158	18.52%

Answered: 852 Skipped: 1

What concerns you the most when riding a bicycle or e-bike in the City?



Answers **Count** **Percentage**

Sharing the road with vehicles	363	42.56%
Distracted drivers	394	46.19%
The lack of separated or protected bike lanes	342	40.09%
The lack of secure places to park and/or store my bike	157	18.41%
I do not feel safe riding a bike	97	11.37%
I do not ride a bike	200	23.45%
I have no concerns when riding a bike	28	3.28%

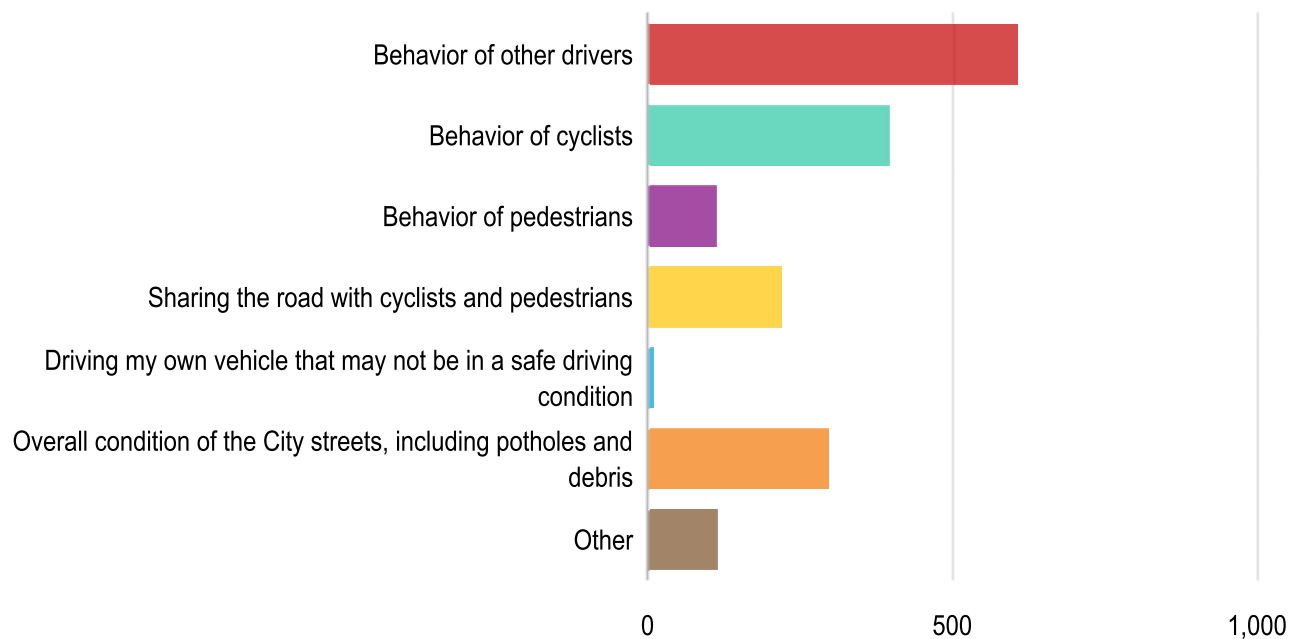
Other

67

7.85%

Answered: 798 Skipped: 55

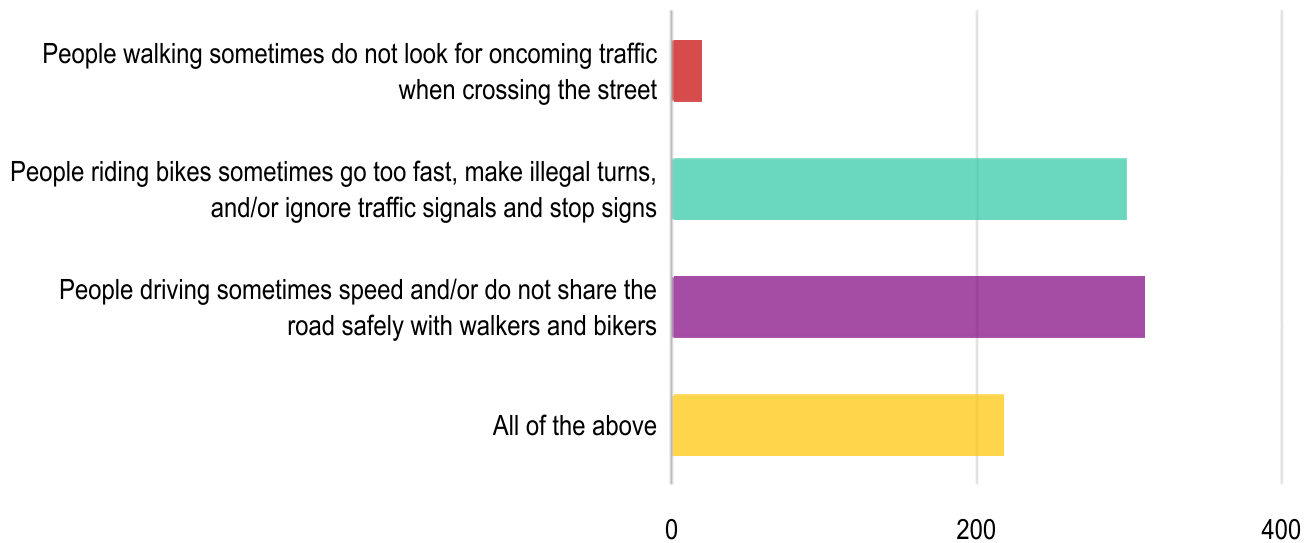
o What concerns you most when driving a motor vehicle?

**Answers****Count****Percentage**

Behavior of other drivers	602	70.57%
Behavior of cyclists	394	46.19%
Behavior of pedestrians	110	12.9%
Sharing the road with cyclists and pedestrians	216	25.32%
Driving my own vehicle that may not be in a safe driving condition	7	0.82%
Overall condition of the City streets, including potholes and debris	294	34.47%
Other	111	13.01%

Answered: 830 Skipped: 23

○ Out of the following scenarios, which is the biggest safety threat to you...



Answers

Count

Percentage

People walking sometimes do not look for oncoming traffic when crossing the street

19

2.23%

People riding bikes sometimes go too fast, make illegal turns, and/or ignore traffic signals and stop signs

297

34.82%

People driving sometimes speed and/or do not share the road safely with walkers and bikers

309

36.23%

All of the above

217

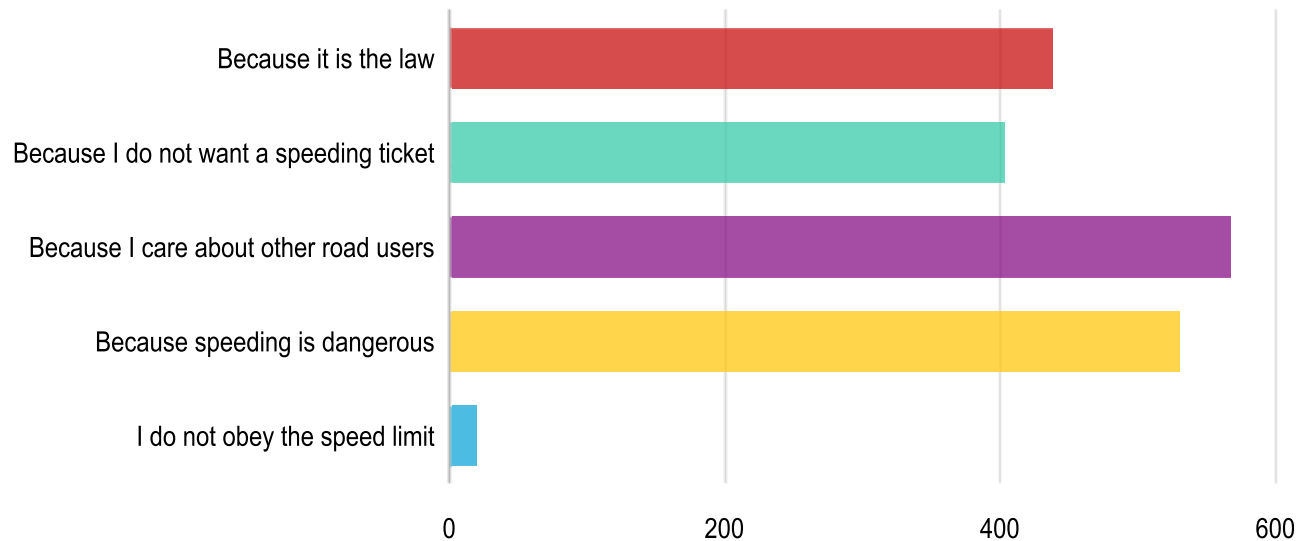
25.44%

Answered: 842 Skipped: 11

Traffic Safety Survey

Unsafe Speed

- From 2020-2024, the City's top collision factor resulting in severe and fatal injuries w...

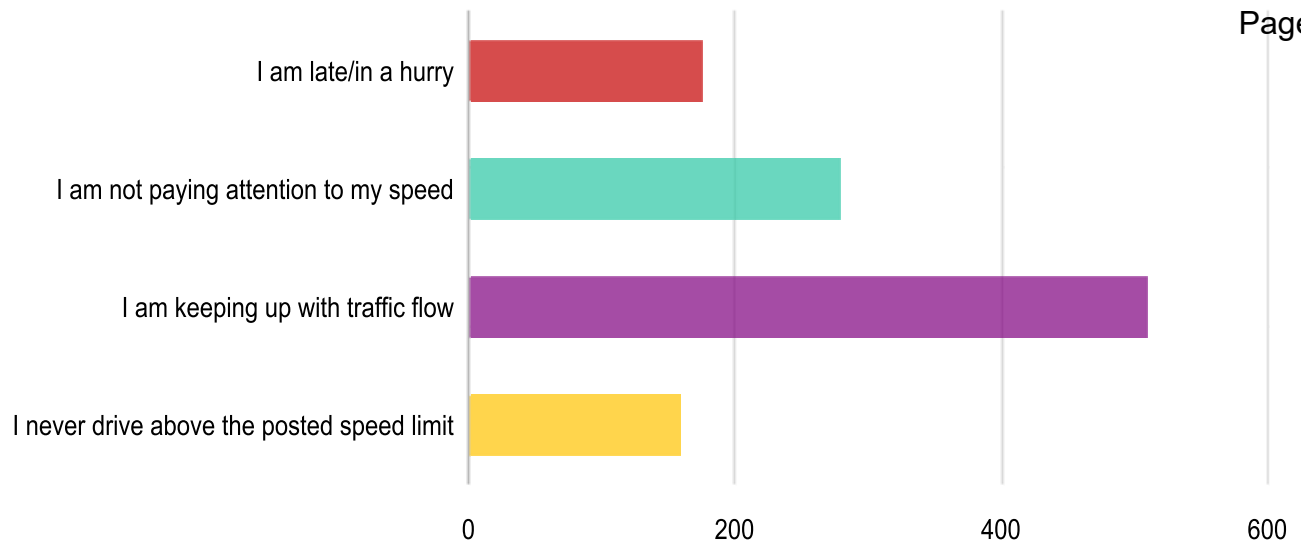


Answers	Count	Percentage
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Because it is the law	437	51.23%
Because I do not want a speeding ticket	402	47.13%
Because I care about other road users	566	66.35%
Because speeding is dangerous	529	62.02%
I do not obey the speed limit	19	2.23%

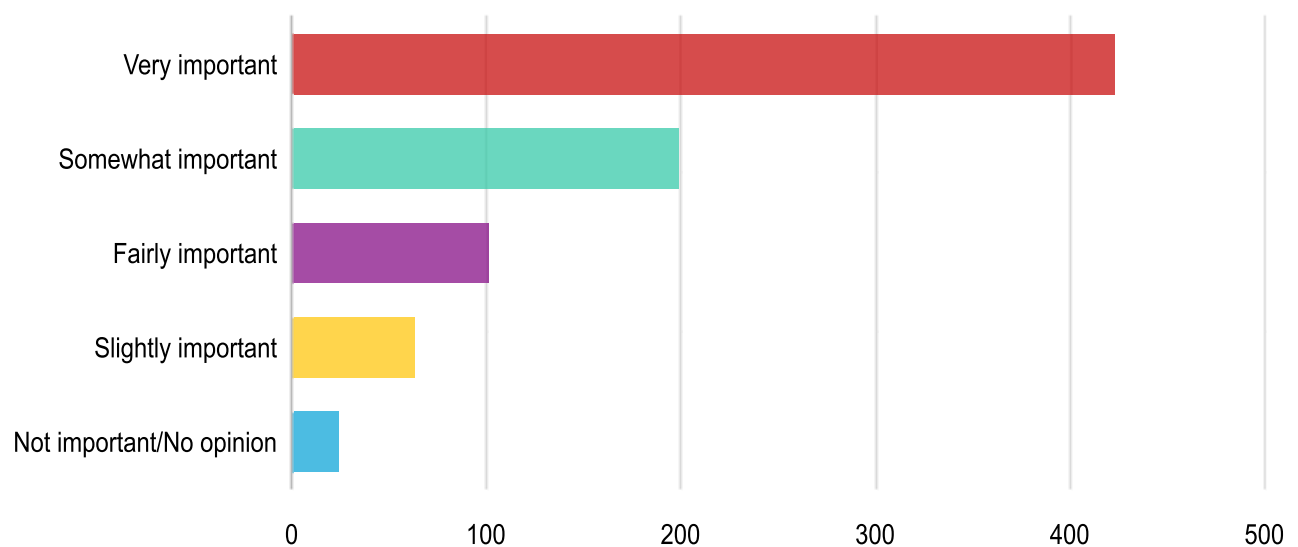
Answered: 843 Skipped: 10

- If I find myself driving above the posted speed limit on a City street, it is because

**Answers****Count****Percentage**

I am late/in a hurry	174	20.4%
I am not paying attention to my speed	278	32.59%
I am keeping up with traffic flow	509	59.67%
I never drive above the posted speed limit	158	18.52%

Answered: 832 Skipped: 21

How important is it for the City to take action to reduce unsafe speeding?

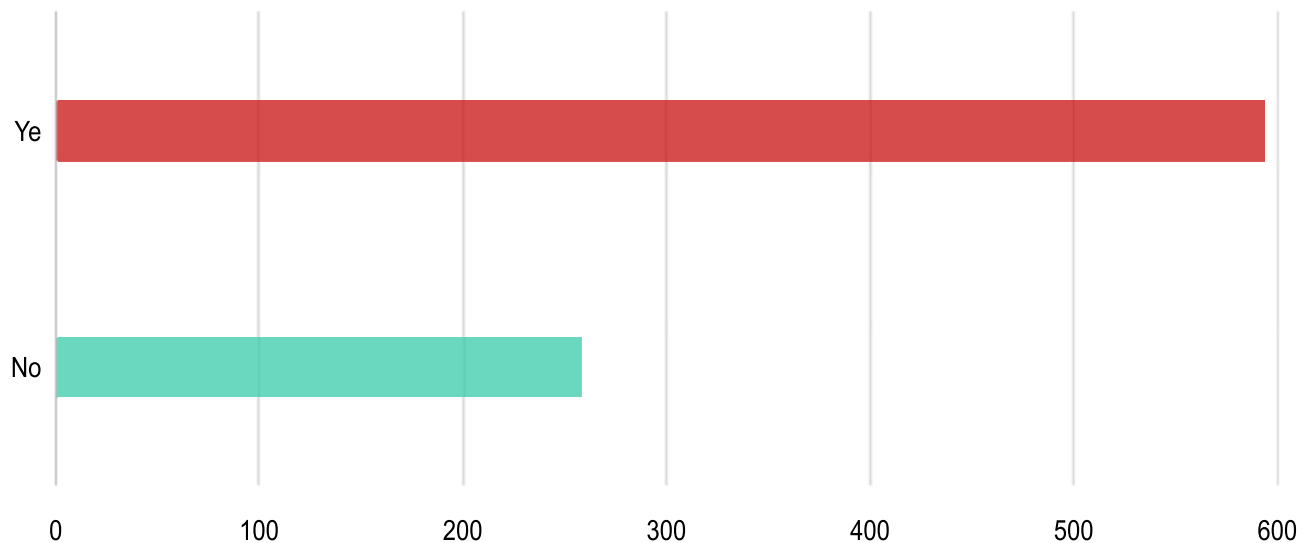
Answers	Count	Percentage
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Very important	422	49.47%
Somewhat important	198	23.21%
Fairly important	100	11.72%
Slightly important	62	7.27%
Not important/No opinion	23	2.7%

Answered: 805 Skipped: 48

Survey Continued

○ Are you aware that driving under the influence was a leading cause of...

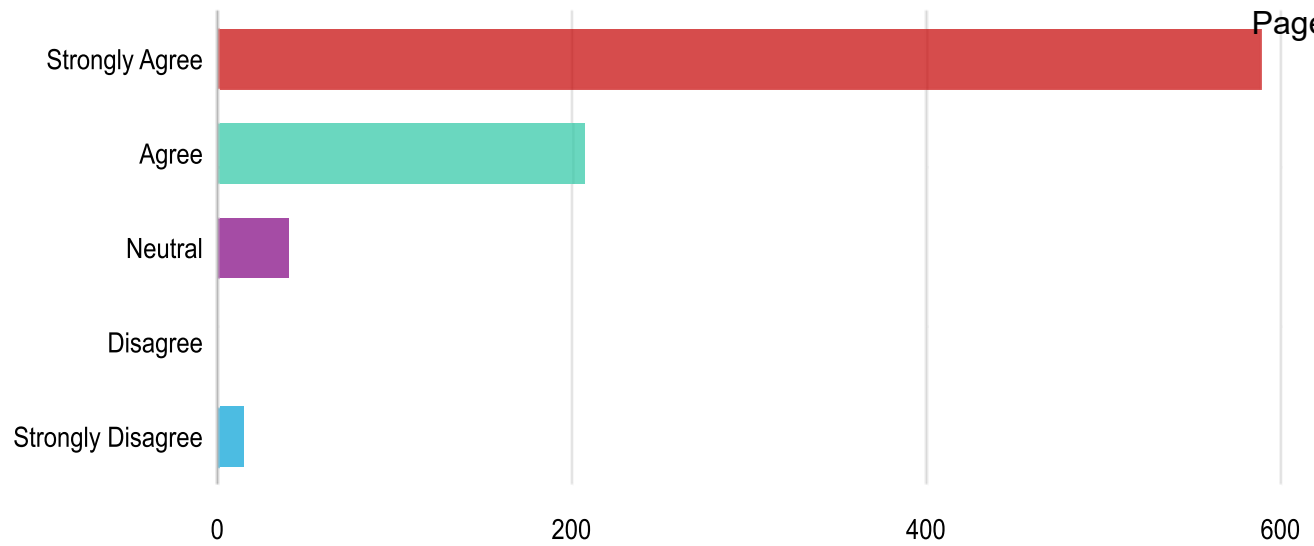


Answers	Count	Percentage
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Yes	593	69.52%
No	257	30.13%

Answered: 850 Skipped: 3

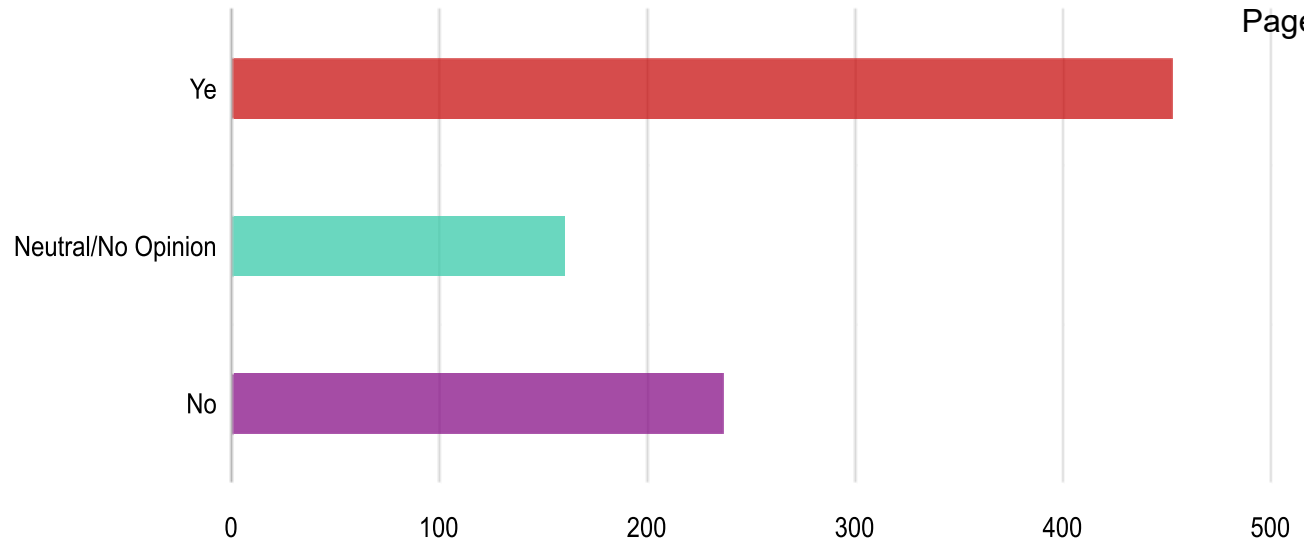
○ From 2020-2024, improper turning and not obeying traffic control devices...

**Answers****Count****Percentage**

Strongly Agree	588	68.93%
Agree	206	24.15%
Neutral	39	4.57%
Disagree	0	0%
Strongly Disagree	14	1.64%

Answered: 847 Skipped: 6

o Pedestrians, bicyclists, and motorcyclists are most likely to suffer from a...



Answers	Count	Percentage
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Yes	452	52.99%
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Neutral/No Opinion	160	18.76%
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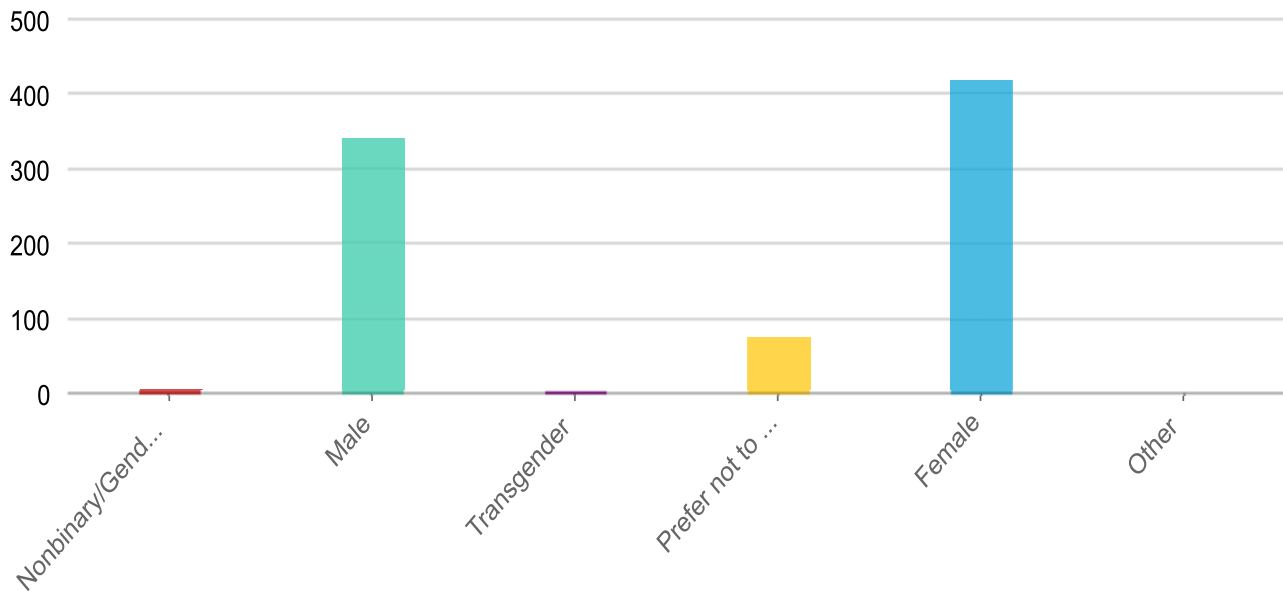
No	236	27.67%
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Answered: 848 Skipped: 5

Traffic Safety Survey

Demographic Questions

What is your gender?



Answers

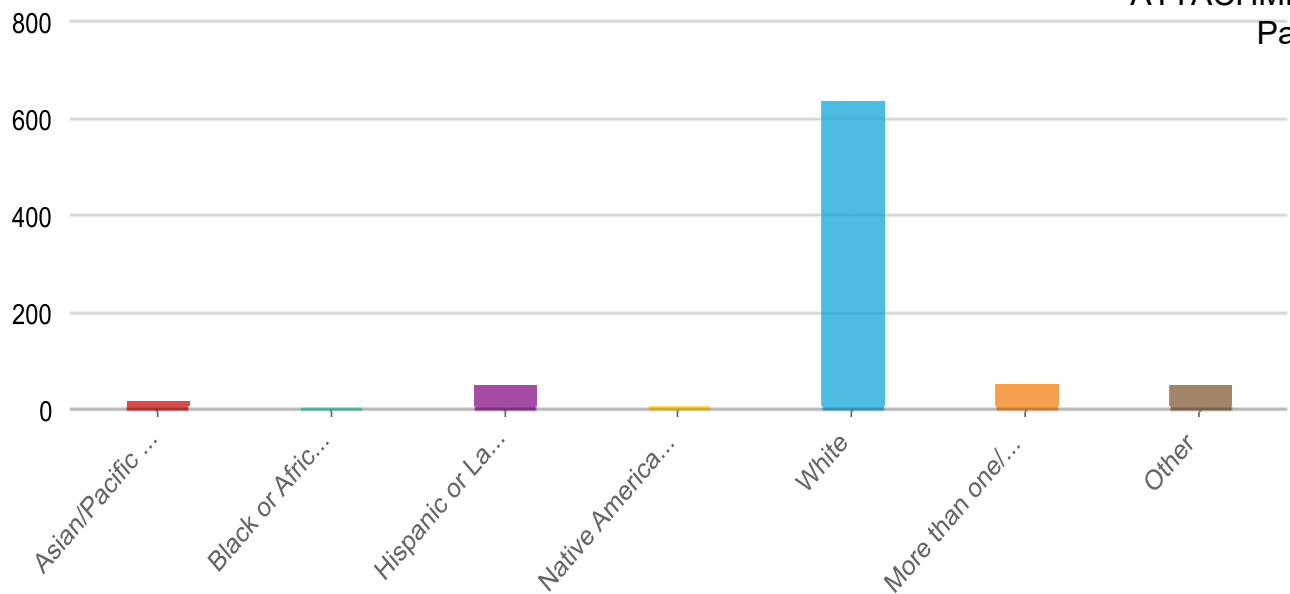
Count

Percentage

Nonbinary/Gender non-conforming	6	0.7%
Male	341	39.98%
Transgender	3	0.35%
Prefer not to say	75	8.79%
Female	419	49.12%
Other	0	0%

Answered: 844 Skipped: 9

What is your race?

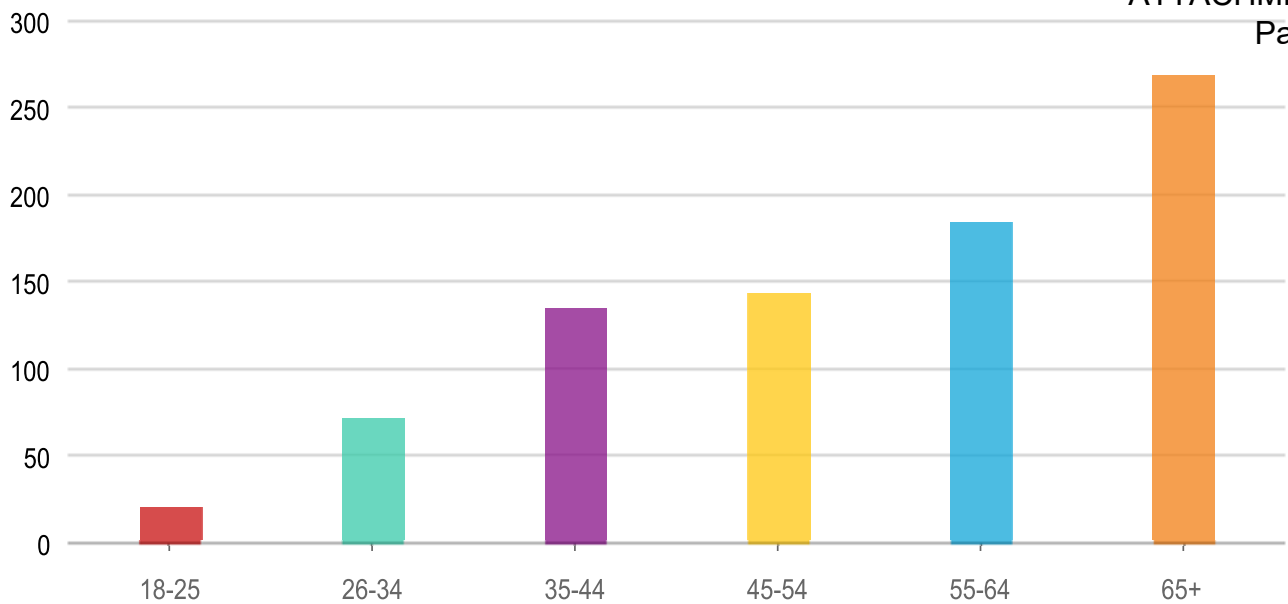


Answers	Count	Percentage
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Asian/Pacific Islander	18	2.11%
Black or African American	4	0.47%
Hispanic or Latino	50	5.86%
Native American	6	0.7%
White	635	74.44%
More than one/mixed race	53	6.21%
Other	50	5.86%

Answered: 816 Skipped: 37

○ What is your age?

**Answers****Count****Percentage**

18-25	21	2.46%
26-34	72	8.44%
35-44	135	15.83%
45-54	144	16.88%
55-64	185	21.69%
65+	269	31.54%

Answered: 826 Skipped: 27

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
5	We always try to get to state street which feels the safest. I wish there were a bike lane on Olive St. or on Anapamu. Generally we are e-biking to restaurants or the library or the ocean. We have kids on the bike as well.
6	I am really happy with the quality of bike facilities in SB. Olive street, Cabrillo bike path, upper state and Foothill neighborhood route are all really nice. I feel like the bike lanes on upper state have had somewhat less gravel/debris in them which was good. Santa Barbara is already a very very good place to ride a bike.
7	
8	The new bike configurations on Gillespie Street work very well. Castillo and Bath Street bike lanes are great for getting up and down through town. The Obern Bike Path is wonderful.
9	State street, Carrillo.
10	If I take my bike, I ride on the shortest route to where I'm going.
11	
12	
13	
14	I mostly stay on state street and along the coast on the dedicated bike path. I don't wish to die by a driver. I've had many close calls and seen the results of a number of bike/car accidents in person. It's disturbing. I think distracted driving is a huge contributor. The city needs to do more to crack down on the texting drivers.
15	
16	Bike lanes on Castillo, Anacapa, Milpas, and Cota
17	
18	
19	
20	Shoreline drive and East Beach Get e-bikes off of Statee Street!!!!
21	
22	Routes with LARGE bike lanes. Cliff Dr. on the Mesa is a joke when going towards Las Positas as it narrows, there is NO shoulder much less a bike lane, and with the WIDE streets, people go FAST. I dread that portion...up where the two lights are.
23	Controlled bike paths
24	I can't ride a bike
25	
26	
27	
28	I appreciate the routes separated from cars like Las Positas but tide from the mesa to the beach so that isn't possible but like the large bike lanes on each side along shoreline. No bike space on anacapa so I try to use state street whenever possible and sometimes walk my bike when there are too many bikes, especially the throttled type. They just go too fast
29	protected bike lanes. Also, SB needs continuous bike lanes, way too many partial bike lanes.
30	I have an ebike, but don't feel safe on most of the streets
31	Modoc and Los Positas separated paths, State St promenade, Cabrillo bike path, the properly buffered lanes on Chapala and nearby.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
32	Ones with slower cars are good, ones without cars are best. Bcycle system.
33	
34	
35	
36	I always take the roads with dedicated bike lanes.
37	Las Positas / Modoc bike paths, Cabrillo Blvd bike path, State Street in the downtown closure area, Michealtorina bridge. Nothing else is great- mediocre options include low-traffic side streets.
38	
39	I don't commute, but when I do bike around town, it's usually in the evening or on the weekend, I use the multi-use path along Cabrillo or take the Westside connection to the Obern Trail
40	I live on De La Vina but I don't ride on it because it's very dangerous with people speeding, and there are no bike lanes. I usually ride to State street which is marked for bikes. Feel safer on State street.
41	N/A
42	I love the new Sola St route from State to the Westside where I live. I regularly ride down Castillo, up Bath, while I don't understand why cyclists ride on Chapala, De La Vina, or Anacapa in the lanes with cars. So dangerous in the parts that don't have a dedicated bike lane, while people are swerving around them to get to where they are going.
43	N/A
44	Obern bike path
45	
46	Protected bike lanes are the best!
47	
48	Separated bike paths away from vehicle traffic are the best routes for me. The Modoc/Las Positas bike path and the section of State Street closed to cars feel the safest and most comfortable.
49	
50	I like biking on the Obern trail, as it is beautiful and safe. I also like biking down State Street (though this could use more permanent infrastructure), because it is safe and has cool places to stop. Essentially, I like biking anywhere that has little to no cars, so even though Alisos st doesn't have a lot of dedicated infrastructure, because it is difficult for lots of cars to be there, it works well for be on a bike.
51	We love the Micheltorena bridge, the Las Positas dedicated path and can't wait for the Modoc project to complete so we can ride all the way from downtown to Goleta Beach safely.
52	
53	Cabrillo and state
54	
55	
56	
57	
58	Stop catering to bike riders. People have families and you can't transport everyone with a bike when heading to work and dropping kids off to school. Bikers don't follow road rules

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
59	
60	State St is a haven of walking/running/cycling that is free of cars pulling out of driveways or into crosswalks. It has become the spine of alternative transport and is unavoidably a part of all of my movement outside of an automobile.
61	I don't need a bike route to work well for me. I am capable of navigating without a designated bike route.
62	
63	
64	
65	I do not own a bike and never would. Skateboards are much easier to ride than bikes.
66	
67	
68	N/A
69	
70	
71	
72	Separated bike lanes
73	
74	State Street being closed to car traffic is great and makes commuting so much safer. I also greatly appreciate the bike safety enhancements to Sola, Gillespie, and Alisos.
75	
76	State street below mission, chapala north from arrellaga. CONTINUE THE DEVLAVINA BIKE LANE ALL THE WAY FROM MISSION TO CARRILLO, IT WAS IDIOTIC NOT TO continue it to Carrillo. It's bs to worry about traffic volume, the more bike infrastructure put in, the less folks will drive. Please, it is so dangerous and down right bad decision making to stop the DLV bike lane at mission!
77	N/A
78	Castillo/Bath bike lanes; State St downtown; Sola; Cabrillo; Ortega/Cota; Gillespie; Las Positas/Modoc MUP; Alliso; Shoreline bike path;
79	N/A
80	
81	Apple grove lane area safely connected to new bike lane on modoc
82	
83	
84	
85	Cabrillo Blvd
86	State Street (from Alamar to Stearns Wharf), Las Positas from Modoc to Hendrys, Bath and Castillo Streets, Chapala (where the bike lane starts)
87	
88	
89	
90	wherever there is a designated bike lane, State street is great but some riders, be they e-bikers or just bikers, do not obey traffic laws.
91	Hope Avenue has nice wide, clearly marked bike lanes that we feel comfortable using.
92	Modoc to Goleta beach bike path.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
93	N/a
94	
95	State street bike lane, upper & lower is what I use most, and they are not very good. Upper state bike lane is constantly filled with organic debris. & totally broken up & uneven by tree roots, but is not fixed. If that was a car lane, it would have been fixed years ago. It is extremely clear that Bike lanes are not prioritized in this city. This is one of the least friendly bike City's I've ever been to. upper-lower state, after Alamar, but before Arlington , has a bike lane, but I'm always afraid of getting doored, so I try and ride in the middle of the road and then get road rage from drivers that think I should be in the bike lane. New los Positas multi use path is great, but I hardly ever use it, and getting to it safely w/ my kids from n of 101 is not good. 192 /foothill shoulder randomly disappears over blind crests and drivers are crazy fast. Is the most dangerous road to bike on in the city, but somehow is lists as a recommended bike route on regional bike map?
96	State Street
97	Bike lanes on the shoreline work best. We cannot have irresponsible cyclists or drivers. Rules of the road are for everyone.
98	
99	
100	none this town has awful biking accommodations.
101	N/a
102	state street is nice. bath street and de la vina bike lanes are nice
103	
104	
105	
106	Cabrillo bike path and bike lanes down by the beach, and the bike lanes from the beach in to Montecito (make sure the street sweeper machines routinely clean the bike lanes of debris). De La Vina north of Mission now that the city removed one lane and added separate striped bike lane. Now they need to do the same for De La Vina south of Mission down to Carillo Blvd.
107	
108	
109	
110	
111	
112	
113	riding on streets with less traffic, separated bike lanes, more bicycle hitching posts
114	I use streets with bike paths. Riders need to be informed of which streets have bike paths.
115	Dedicated bike lanes.
116	Obern trail, the new bike path down Las Positas near Arroyo Burro, downtown state street bike path
117	
118	
119	One way streets work well for me, with the bike bike lanes.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
120	<ul style="list-style-type: none"> • the new Las Positas multi-use path tying into Modoc and then out to UCSB • Shoreline Drive to Cabrillo and over to Montecito • Since I ride for pleasure, I also like to ride residential back streets and have fun exploring • Elings Park
121	<p>Chapels from Arrellaga to Alamar Bath and Castillo Ortega and Cota State St downtown De la Vina fro State to Mission (where the bike land ends abruptly and dangerously)</p>
125	State Street, Cota, Sola, Cabrillo
126	The best routes are the bike paths that are separate from traffic, such as the new Las Positas/Modoc path and the Goleta bike path. The in-city ones, such as Bath and Castillo streets are pretty good. Upper State Street is TERRIBLE for bikes and pedestrians, it's super dangerous. I'm very concerned about all the new housing at La Cumbre Plaza that's going to bring in even more traffic and make things even worse for bikes and pedestrians.
127	
128	
129	Nine that the city has provided bc you hate bicycles.
130	I use Bcycle a few times a year and it works well for me.
131	
132	Bike paths/routes.
133	<p>Best:</p> <ol style="list-style-type: none"> 1. State St. up to Victoria 2. Las Positas - Modoc path (will be even better when it connects) 3. Shorefront path, but only during off-hours 4. Cota St, from westside to Anacapa <p>OK:</p> <ol style="list-style-type: none"> 5. Shoreline Drive (except where it narrows and when parking is allowed after dark in the bike lane) 6. Castillo & Bath, where it is separated by cones. I rarely use it though, because the Castillo underpass is terrible. 7. Haley St. Feels much less safe heading east than coming back. 8. The bike-only crossings in Sola and Gillespie have made those more usable by reducing traffic. Still a bit less comfortable though. 9. State St. Victoria to Constance. <p>When absolutely necessary, I am willing to use any marked bike lane in the city on my ebike... but none of the others feel particularly good.</p>
134	
135	Bike paths are wonderful!
136	n/a

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
137	The bike path in Goleta to UCSB is the best - very few intersections where we have to deal with cars. In the City of SB Shoreline Road works well. It has a well marked bike lane and separate from the parked cars.
138	NA
139	When I used to ride an ebike I wore bright clothing and helmet, and kept up with the flow of traffic and took the lane. I no longer have space at home to store a bicycle and feel safer commuting in a vehicle.
140	
141	
142	
143	
144	I do not ride an e-bike
145	Micheltorena bridge - Castillo St - Sola - State works well for me. I experienced the free valet at SB Bowl the other night. That was an absolute delight! But lets be real, the city could never pull something like that off. The city would have to pay \$250K for some consults then higher 2 employees and 6 way over paid managers to run it into the ground for a couple million per year.
146	Im not ride a bike, im planning to ride one in the future and I feel the one way streets can be the most safety streets to ride safely
147	I don't ride anymore after being hit by a car while riding
148	I love being able to use State Street as my main through way while riding a bike downtown. It is centralized and relatively safe with more of a buffer between cyclists and vehicles. I try to use Sola as much as possible, too.
149	
150	
151	
152	
153	Honestly, not many, the roads are awful, the bike lanes end abruptly or change direction with no rhyme or reason. Drivers do not pay attention; they are on their phones most of the time and I get to where I need to go in a hurry when I am on my bike.
154	
155	From Los Positas to the ocean works well with the multiple path options. Cabrillo also does this well. In smaller streets the dissipated bike lanes also do the trick to feel safer sharing the road.
160	
161	I rarely ride a bike anymore but when I do, I really like the Gillespie Street bikeway. I wish that more cyclists that use San Andres Street would use Gillespie Street instead, it's only a couple of blocks out of the way and would be safer for everyone. My daughter regularly uses the Sola Street bikeway to commute on her scooter.
162	
163	
164	state st. and cabrillo bike path. other bike paths as well. Especially great for night time riding when i feel safer on a bike vs. walking.
165	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
166	
167	Shoreline Drive and other low-traffic streets.
168	Las Positas bike path to Hendry's. I choose low traffic times to ride I choose side streets with minimal traffic
169	De La Vina and Bath street are pretty good for covering distance. We need better cross street connections to State St and other desirable destinations though. I love the upside-down U bike racks for locking up my bike. And it works great with the various kinds of bikes unlike other designs.
170	I really like the O'Brien trail, and parts of Modoc trail
171	I feel safest on State Street--period. The lack of cars makes it the most inviting and safe place to bike. Outside State Street, I enjoy the Cabrillo Beach Path and the new Las Positas Path. Otherwise, I feel safest on the Cota Street Class IV lane and slower, less trafficked streets like Alisos. The Class II lanes, like the one on Haley, are ok, but I avoid them if possible because they don't feel safe enough.
172	Positas bike lane. Cliff drive needs more protected lanes.
173	
174	I'm particularly fond of separated facilities
175	State Street Promenade, Modoc bike path, Waterfront Bike Path, new Sola route
176	
177	State street, when it is not blocked by an event. I try to stay on streets that have bike lanes, but the network has many gaps.
178	
179	
180	
181	Open state street is great.
182	Wherever protected or distanced lanes
183	The route from the Westside to State Street is great. The protected lane over the Micheltorena bridge, the bike lane on Castillo, through the new bike signal at Sola and De La Vina, then the State street bike path/promenade is a fantastic route that links a large part of the city with the downtown core. The improvements to bicyclist safety on this route were valuable additions to the infrastructure. Going the other direction, the addition of the bike signal at Castillo and Micheltorena is great as well. I understand there are more planned improvements on the Westside that I am a huge proponent of. The Cabrillo Blvd. #2 lanes (and the unprotected bike lanes in certain sections) also work well for me as I prefer to ride faster than what's safe for the bike path at peak periods. The route past the harbor up to Shoreline park also works well.
184	I like riding on state st. downtown because there are no cars. I also use the Sola St. bike blvd because cars don't go fast.
185	N/A
186	State st closure to cars; new sola/castillo connector to Micheltorena from downtown; las Positas bike path.
187	
188	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
189	State st, Castillo/bath, Modoc and las Positas bike paths, obern..
190	
191	
192	Dedicated bike lanes.
193	
194	-
195	
196	
197	
198	State St. Bath, and Castillo bike lanes. Best is the bike path along Las Positas, Modoc and through Goleta (Obern Trail) but those Class I lanes are not located where I could safely commute to work by bike.
199	
200	All of the bike lanes the City has installed are insanely confusing. Why?
201	One way street, bike lanes
202	n/a
203	
204	All roads work well for me as I am a responsible rider
205	bike lanes, bike paths, less traffic streets parallel to busy streets
206	Separated bike lane, State Street Promenade
207	n/a
208	
209	extensive and designated bike routes (by name) that use back streets and can take you across town (i.e. County jurisdiction to downtown SB)
210	You need to street sweep the bike lanes
211	
212	I love riding on car-free State Street. All of the bike infrastructure in SB is helpful, especially Class 1 paths. I look forward to Cliff Drive improvements.
213	I do and the answer might be: using protected bikeways. But we do not have such a thing here.
214	I actually live on Arroyo Rd near Hope Ranch, and our road is part of the bike path and I often bike out to UCSB or down to Henry's beach. The bike path is great except for dodging the e bikers.
215	
216	
217	
218	Castillo bike lanes. State Street below Mission. Sola SW of State. Las Positas and Modoc paths. Junipero ped/bike bridge over the 101
219	N/A
220	
221	Cabrillo, CV Rd., quiet streets of Montecito and SB
222	I have stopped riding my bike on city street due to concern about distracted drivers. I only feel safe on a dedicated bike path like the one that goes to UCSB.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
223	NA
224	I don't.
225	N/A
226	
227	
228	
229	
230	I ride the streets of the city and county almost every day. I have no problems
231	Designated bike lanes are good
232	The Carrillo and Bath bike paths are nice but cars frequently drive in the center of the open street space and therefore drift into the bike lane. There is some bike parking on State Street but it is often not enough, and much more is needed in other areas of the city.
233	I've given up riding my bike in Santa Barbara because it feels very unsafe. (I may drive it East Beach and use the bike path again.) The Alisos Street "improvements" seem to have greater a sense of road rage in car drivers....
234	
235	I choose to ride on low-traffic routes such as Gibraltar Rd in order to minimize encounters with motor vehicles.
236	
237	I used to ride a lot and the bike paths that are separated from the street traffic worked the best. I don't ride my bike as much as I used to because of the danger involved, and having to be so vigilant that drivers see you and are paying attention.
238	State St. Downtown is good and the one way streets with bike lanes that include a buffer zone work fairly well.
239	Here again if you read through all of the questions it all about the bike.
240	All around the city, I love cruising on my bike just about anywhere, up Milpas and Olive to the mission, down mission and Las Positas to Hendry, down cliff and shoreline to the harbor, on to butterfly, even down to Summerland and Carp. Great routes.
241	I rode my bike from Sutton to Carrillo to Castillo to Santa Barbara St.
242	
243	Protected bike lanes. Please use the system of having sidewalk, THEN bike lane, then parked cars where possible. Parked cars create a physical barrier to protect cyclists and it takes no more space than having a bike lane on the outside of parked cars.
244	Bike lanes along Shoreline/Cabrillo (but it's a problem that they end and then restart). Bike path along Modoc.
245	
246	We like riding on Shoreline, down Cabrillo to Los Patos and on State St. Or we'll start in Goleta, take Hollister/State St. to downtown and back. The bike path at West beach gets crowded with pedestrians, maybe add a bike specific lane?
247	One way streets, clearly marked bike lanes.Take control
248	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
249	Those with separated and/or protected lanes: De La Vina from Upper State to Mission, where unfortunately the lane disappears. The improved bike lane on Upper State from Constance to Calle Laurales is much appreciated and a great deal safer; however, again, it ends so cyclists are imperiled at that point . Bath is great as long as the protected lane is in place, but AGAIN, it disappears at Mission heading uptown, dramatically imperiling cyclists between distracted/speeding drivers and the high-use "door zone" of parked cars. Awful! Aside from the waterfront parkways, which are great, there's no way to get across town safely/effectively/efficiently the other direction (E-W)
250	
251	
252	Bike path to goleta
253	roads with bike lanes
254	Difficult since bike lanes are inconsistent.
255	I don't ride a bike or e-bike
256	No comment.
257	Only quality bike paths
258	Las Positas bike path is awesome. Now fix Cliff Drive. Start with stop signs at every intersection. Why wait?
259	
260	
261	APS is a great route for biking, but cars drive too fast and there are very many near accidents at APS and Dover.
262	
263	Currently do not ride a bike or e-bike.
264	
265	
266	
267	
268	Take downtown or something don't ruin normal neighborhoods for bike people it's stupid and a waste of money. I walk a lot and it's so annoying how the city uses my tax money for stuff like that.
269	I don't ride an e-bike
270	
271	
272	I ride my manual bike downtown to the waterfront and out to UCSB along the bike path.
273	I would like a better safe corridor from upper state street to the main down town area of state street. And also upper state street to the opposite side of the freeway to link up with the Modoc bike paths.
274	
275	
276	Waterfront, bike paths, dedicated bike lanes. State street
277	State Street; Las Positas from Modoc to Cliff; Cliff from Las Positas to Shoreline; Shoreline from Cliff to Stearn's Wharf; De la Vina from State to Constance; Bath from Haley to Mission
278	N/A
279	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
280	I live downtown, use bike paths.
281	No
282	Most of the entirely off road or separated bike lanes
283	Gillespie Street bikeway, State Street (promenade portion), Modoc bikeway.
284	Love the shoreline bike paths
285	<p>I bike from downtown to UCSB and Modoc, Las Positas to the Obern trail are great. I wish the hill after the underpass on mission had a continued protected bike lane to the stop sign - not sure how I am supposed to get across the street to the new one that was put in along the sidewalk.</p> <p>I have wanted to bike from UCSB to Goleta Valley High, and I can't figure out how to deal with getting on Fairview after the free way</p>
286	Roads having dedicated bike lanes
287	I used to ride a lot. I can't say that any routes worked well for me once I got off the separated bike route.
288	
289	
290	The dedicated paths along Modoc and Las Positas are great and I would love something similar on the east side.
291	n/a
292	
293	
294	
295	N/A
296	I do not ride a bike.
297	
298	
299	State street corridor is exceptional for commuting from uptown to the waterfront. Facilities like this are often featured in high-design cities like Paris, Copenhagen, or New York. To have this in a small-scale city like Santa Barbara is huge! Personally, I use this corridor 5-days-per-week. Having a dedicated, car-free pathway to key city destinations and commercial areas like this lowers the barrier to choose cycling over vehicle travel, and makes it easy to participate in community events, whereby the alternative of driving/parking would be a deterrent.
300	I only ride on State Street because I don't feel safe on other streets. If I have to ride somewhere else, I use the sidewalk.
301	the use of bikes on state street should not discourage pedestrian use of state st and should be separated from cars and pedestrians. Bikes and cars should be limited to side streets in this situation. Bikes do not seem to use state st for retail stores.
302	State Street, Cota Street, De La Vina, Bath Street, Castillo Street, Sola Street.
303	State Street, Castillo, Cabrillo Class 1 path, Las Positas/Modoc, De la vina
304	n/a
305	
306	If I would ride my bike, I would share the pedestrian sidewalk with others to feel safe.
307	Modoc/Las Positas Bike Path, 500-1200 blocks of State Street, UCSB facilities, Los Carneros, Chapala north of Arrellaga

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
308	Don't use a bicycle.
309	Painted bike streets
310	All city bike lanes are super!!
311	Canon Perdido from Milpas to State; Lower State Street (closed); Cabrillo bike path; Upper State with bike lane.
312	
313	N/A
314	
315	State Street south of 2900
316	State Street and new bike paths
317	
318	State street is about the only place I truly feel safe riding a bike in Santa Barbara. The contra flow connector on castillo to go over micheltorena is also nice, but the sola situation could be better timed, would benefit from a light at bath, and regularly confuses drivers on de la vina.
319	
320	
321	Coming and going from Goleta, this is the general route I feel comfortable on: Obern Trail to Modoc Road to Mission to Bath/State to Cabrillo
322	Downtown, Funk zone, near the beaches. State, Bath, Castillo, Modoc, Carrillo, Milpas, Anapamu.
323	<p>I love the way upper Anacapa street was restriped to be a single traffic lane with buffers on either side. That is super sick design. I'd love to see it extended further into downtown.</p> <p>The protected bike lane on Cota is awesome -- use that all the time. Same for the bike lanes on Bath and Castillo streets. I use the new set-up on Sola regularly, and it's great.</p> <p>I love car-free state street. It's amazing -- as a pedestrian and bike rider -- and also for the community vibe it creates. I ride and walk there all the time. The new mini-shuttle thingy looks awesome and fits the street well in terms of size and speed.</p> <p>I really love the new design for the freeway underpass on State. It's much safer and I see far more pedestrians using the sidewalk, too.</p>
324	
325	We love the bike paths in Holeta and by East Beach, wish there were more bike routes that are kids-friendly on the streets.
326	
327	
328	
329	
330	
331	
332	I used less trafficked roads.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
333	
334	Obern trail. Las Positas trail.
335	Wherever there is a bike lane.
336	We ride all the posted, bike routes in the bike lanes
337	protected bike lanes
338	
339	I take State and De La Vina often. I would like to take Chapala more, but there are some dangerous sections. As long as there is a complete bike lane along a road going in the direction I need, I am happy to go a block or two over. Some roads have very inconsistent lanes, that appear and disappear as you go.
340	
341	I road bike every week, and occasionally commute to work on another bike. I take streets with bike lanes. To be a cyclist and drive De La Vina or Santa Barbara, for example, while State and Bath have designated lanes and are nearby, is irresponsible.
342	The bike paths
343	
344	We like those with bike lanes
345	NA
346	Main roads that have well defined bike lanes.
347	
348	n/a
349	
350	1. Bike trails/paths. 2. Bike lanes.
351	n/a
352	Love the West side to downtown connection.
353	I don't ride an e-bike.
354	I would only ride on a bike path where there are no cars so I am not able to ride a bike.
355	State st.. COTA and ORTEGA streets work extremely well for me.
356	State street, east cota, figueroa, Ortega (east side of state), cabrillo, bath, castillo, all the locking stations.
357	I use BCycle and use roads with designated bike lanes and paths.
358	NA
359	STOP trying to force people onto bikes. STOP catering to the minuscule minority of cyclists and growing horde of illegal e bikes. STOP your pathetic efforts at social engineering. Streets are for motor vehicles and parking. Stick your bollards and ridiculous street re-engineering where the Sun don't shine. Restore Sola Street to full two way.
360	
361	cabrillo blvd. bike path is amazing. I like that it's bi-directional because when on an e-bike, you can pass slower cyclists my crossing over to the next lane. I wish pedestrians wouldn't be on it though. I also use the bike path from there to the lower west side but it ends on Coronel Pl.
362	I purchased an e-bike and dumped it the second time commuting to work on a street with no bike lane due to panicking when a truck got too close. I was scared biking on the street to begin with but am now terrified.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
363	
364	Sola St.
365	
366	Bike lanes and low traffic streets. The bike lock ups are nice, but my bike was stolen from one anyway.
367	
368	Designated bike lanes work the best.
369	the one way roads- Anacapa and Santa Barbara Street, State Street, back roads
370	lanes that are seprated cars like the new one on Las Positas leading to Hendry's beach, the one along Modoc.
371	
372	
373	Routes with designated bicycle lanes work best for me.
374	
375	Shoreline/Cabrillo, Castillo, Lower State up to Constance, Micheltorena/Sola, Las Positas/Modoc bike paths
376	
377	The Cabrillo beachway The De la Vina / Bath Streets bike lanes
378	Castillo and sola street improvements are great. Also, new bike trails on las positas and modoc are very helpful and much safer
379	Cabrillo Street bike lanes, but not the path on Cabrillo beach. I like Las Posidas and Modoc dedicated bike path. We also use the bike path heading down to Carp. Too bad it's not dedicated all the way.
380	I feel safest using the bike paths along the beach and up state street...
381	I do not feel safe to ride my bike anymore
382	
383	
384	NA
385	Bike lanes
386	We have done great strides in SB to out more bike paths in place. We need to finish the job. Remove two lane one ways and out in more bike paths. Ensure there are clean paths to and from cities and large locations and schools. And downtown.
387	
388	
389	
390	
391	
392	the bike lane from the Mesa to and along the beach are safe and well maintained. the new bike path along las positas to la cumber is excellent. State, Bath and Castillo Streets all good safe paths of travel. Getting across town is much more difficult.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
393	<p>Alisos St Cota St State St Canon Perdido Bath & Castillo Sts Cabrillo, but only the side with the bike lane</p> <p>Halev St is not safe — people drive very fast</p>
394	
395	I will ride over 5,000 miles this year from our home in San Roque area. Often Las Positas to Cliff, Shoreline, Cabrillo, Montecito, Carp. Often to Goleta Beach, Isla Vista, Sandpiper, Most routes seem ok—ride defensively.
396	
397	Bike path from Hope Ranch to UCSB
398	I usually take the Foothill Route to Puesta Del Sol to Garden. Or State to Alamar from downtown. I avoid State Street beyond Alamar if at all possible.
399	Multi-use and separated bike lanes
400	N/A
401	
402	
403	Bike lanes
404	
405	State street, the Cabrillo bike path, Alisos St now that it's optimized for bikers.
406	
407	N/A
408	Most routes I take have some issues
409	I use streets with bike lanes or are very quiet.
410	
411	BCycle is great! More docks everywhere, neighborhoods so people can bike instead of drive to downtown! You do not need to worry about securing your bike. Love the cross town bike routes on Sola and Gillespie! Add a bike lane on Micheltorena to connect these two bike ways. Get out on you bike and see where the connections need to be added.
412	NA
413	I try to take dedicated bike routes.
414	
415	My favorite path is the Cabrillo bike/walk path along the water as it is completely removed from the roadway. We also like the defined bike path from the pier up Lower State St as well as along the bird sanctuary pind.
416	
417	I used to ride a bike for exercise. I would often take Foothill Road from the Riviera to Golets and back. It was enjoyable, but no longer feel safe with e-bike riders speeding in the bike lanes and not paying attention.
418	I am competitive cyclist. I ride on all streets in the area

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
419	I ride a road bike way from downtown, usually as soon as possible on my route. The traffic patterns and distracted drivers make riding near downtown dangerous. As we have more visitors come to Santa Barbara, better signage is also paramount. I see illegal left turns at State and Mason and into the train station by cars headed north on State almost daily.
420	
421	Dedicated bike lane, whether that be a painted lane on the road or a protected bike lane or bike path.
422	State is good until you get to upper State. I like riding in San Roque neighborhood. Cross town lanes are pretty good. Sola one is nice. Bath Street/Castillo Street bike lanes are good as well.
423	
424	The ones with separation / dedication for cyclists. Also "paths of least resistance": those routes are best with limited elevation changes. Bike boulevards are a great concept, look into it!
425	Bike lanes are great and bike paths are even better!
426	State street bike lane
427	
428	
429	
430	
431	
432	
433	
435	All of the existing bike lanes and facilities work great where they exist - the troubles are the choke points. Most specifically, I'm pretty terrified about crossing under the freeway at Mission Street. I used to ride across the city on a regular basis and I would often dread that crossing, sometimes taking vastly longer routs to avoid it.
436	
438	
439	
440	State street is a lifesaver because the danger of being hit by a vehicle is so much lower.
441	Beach way path is usually okay. It's where I have to ride on the road next to parked cars and worry about getting doored that is an issue. The bike lanes around the city are MUCH appreciated!
442	Designated bike lanes separated from drivers. State street is great with no traffic whatsoever, I use this route the most.
443	The paths that have been newly re-arranged (in green) are great. We need more!
444	
445	
446	None of my routes work anymore because of pedestrians, other cyclists, e-bikes, and automobile drivers who don't appear to think there is anyone else on the road.
447	Modoc to the mesa to shoreline
448	
449	
450	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
451	
452	
453	State Street Promenade.
454	separate bike lanes (multimodal paths), protected bike lanes, state street (though I wish there were better enforcement)
455	The bike lanes
456	Street lanes for bikes
457	I want a protected bike lane all the way from state and victoria to the onramp to Highway 101 where state becomes Hollister. I also want a protected bike lane from state and las positas/san roque rd to where the protected bike lane is at modoc.
458	
459	N/A
460	none
461	Designated bike paths or low volume use roads
462	
463	Shoreline/Cabrillo/Las Positas
464	I like riding along Modoc and Hollister or the bike path that goes along More Mesa to UCSB..
465	
466	State Street
467	
468	N/A
469	Routes with well marked bike lanes and more spacious streets like Cabrillo blvd etc.
470	designated bike lanes and bike lanes that don't end whereby you are in the traffic and then they start up again.
471	N/A
472	I love the bike path from Modoc to UCSB.
473	
474	Mostly mornings weekends. Las Canoas ->Mission cyn->thru Rocky nook->to Alamar->over freeway pedestrian bridge->to Las Positas->to Hendry's and back. Along the Goleta bike path from Goleta Beach to Hendry's From harbor to summerland along bike path, over fwy roundabout, along streets parallel to the freeway.
475	I would like to see more routes like on Alisos, more dedicated bike routes separated from traffic
476	
477	I don't ride a bike or e-bike due to not feeling safe doing so on city streets. I would only ride a bike on bike paths away from traffic.
478	N/A
479	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
480	De La Vina is great until you hit Mission, then it's awful. Love that the upper State st bend is finally got a bike lane. On one side. For a couple blocks. What a shame you stuck with 4 lanes through there preventing upper State st from finally having bike lanes the whole way.
481	
482	dedicated bike paths
483	Because of cars it's too dangerous and so I choose not to ride a bike or e-bike in SB
484	The path on Las Positas, bike lane on Shoreline, and the bike path along Cabrillo are great.
485	Regularly use State Street Promenade, Sola bikeway, Cabrillo bike path. Appreciate newer and longer term bike lanes on the Low numbered Westside Roads. It Would be nice if Garden or parallel street Laguna? (or combo as one block of Laguna is Very steep and narrow.) had fulltime dedicated bike lanes.
486	
487	
488	None. I live near Cliff Drive and would ride a bike all the time except I feel unsafe biking on Cliff. I can't wait for the new dedicated bike lane! I'll bike all the time to get around.
489	
490	Haley, Cota, State Street (mostly), De La Vina, Bath
491	
492	
493	
494	
495	I try to stay on bike trails. Santa Barbara needs to separate the pedestrian and bike trails. I don't understand why the bike trail along Cabrillo was changed to include pedestrians when there are ample, wide sidewalks.
496	Not applicable
497	
498	
499	The bike lanes on Carrillo
500	
501	all of them
502	
503	
504	
505	The cross town route from west side to state street
506	Bike lanes.
507	
508	
509	When there is a dedicated bike lane
510	The green areas are great- thanks
511	The bike routes are great for segregating the bikers from the cars, so they all work well in that regard. What they do not do, however, is prevent someone from breaking the law.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
512	Modoc Las Positas Carrillo Bath Castillo
513	State Street & beach pathway
514	
515	I don't ride a bike
516	I attempt to use routes that have clearly marked bike lanes.
517	
518	
519	
520	
521	
522	n/a
523	
524	
525	State street, but on the non-pedestrian part of State, from Victoria upwards, I was recently hit by a woman opening her door without looking while I was riding up on the bikepath. I fell down and got hurt in two points by her door.
526	
527	Bike path to UCSB
528	
529	
530	When I do I try to find those new areas with bike lanes state street except above cvs there is no bike lanes!
531	us San Roque citizens struggle to head into town. We often cut over to Alamar or Santa Barbara which has less traffic.
532	
533	
534	Castillo Street
535	Ride in bike paths most of the times or very carefully on busy streets.
536	
537	
538	
539	BCycle works good.
540	
541	n/a
542	Dedicated bike lanes
543	Hendrys to the harbor
544	Modoc bike path works well and feels safe for me and my family. State street feels safe as well. The section of Cota between quarantine and state feels relatively nice as well.
545	When there are marked bike lanes

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
546	<ul style="list-style-type: none"> -Great bike traffic lights that stop all traffic except bikes (on Micheltorena) -Great bike lane under the freeway at Mission. Need one of these under Carrillo - that underpass is very dangerous for bikes -Love the bike lanes downtown, especially Cota and Micheltorena with the white dividers between the traffic and the bike lane - bike racks that are giant coils are great for holding e-bikes. Many bike racks do not accommodate e-bikes will.
547	Bath and Castillo bike lanes, Las Positas to Arroyo Burro
548	Close streets to car, like State St OR Add protected lanes like Cota
549	Bike lanes; residential streets with less traffic; bike-only paths.
550	Any
551	
552	
553	
554	Separate bike lanes with the protection of a fence or curb between the bike lane & road.
555	
556	
557	
558	
559	I would use them very carefully, and mostly on bike routes, at a safe speed.
560	
561	
562	
563	
564	
565	State St works great for me, all the way from Hope St to the wharf! Except for the section from Alamar to Constance: that section needs a bike lane all the way through.
566	<p>Going to share what doesn't work here instead. Thanks for asking. The uphill on Castillo St between Sola and Micheltorena against traffic is a nightmare! Slipping, sliding and the traffic doesn't know what to do with us. It's ridiculous. I keep using Bath.</p> <p>Areas to park bikes safely are hard to find or don't exist. Better communication about where we can park and lock would be very helpful. I would ride way more often if there were clearer maps and information available. Help?</p>
567	Bike lane
568	Love the bike paths on Modoc and Las Positas because they are safely separated from cars. Would love to see more of these bike lanes.
569	I appreciate streets with low car traffic volume so I feel comfortable riding a safe distance from parked cars and I look for bike lanes that are OUTSIDE of the door zone.
570	Designated lanes like Cabrillo and Modoc. Bike lanes.
571	
572	
573	I don't
574	We need bike lockers in commercial areas or bike valet to protect bikes from theft. Locks are insufficient, especially for e-bikes

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
575	State Street in the Pedestrian blocks, as long as a kid popping a wheelie isn't in your lane. The bike path from UCSB to Modoc is good, if a little rough in patches. Haley, Anapamu, and other One Way streets with extra margins for the bike lane.
576	N/A
577	State street, Cabrillo, Bath/De La Vina bike lanes
578	Streets.
579	N/A
580	N/A
581	
582	Do not ride
583	I no longer ride a bike due to safety concerns and age.
584	
585	State St - Bath St/Castillo St bike paths. It would be great to have similar bike paths on East side.
586	I avoid weekends and peak traffic times. Separated bike trails are great.
587	Quickest and safest route, meaning a street that is wider or has less traffic.
588	Bike lane around Calle Real in the Las Positas/La Cumbre area
589	
590	
591	
592	n/a
593	
594	
595	
596	
597	
598	All of them
599	Low traffic routes. Routes with wide bike lanes. Separated bike lanes.
600	N/A
601	The state st promenade makes bike commuting SO much more fun and safe. I take mountain drive -> garden st, but sometimes I go all the way out to State St, then ride down to De La Guerra and ride back over to Garden St to my work because State St feels so much safer.
602	
603	
604	
605	Dedicated bike lanes
606	Los Positas separated bike lane and state street bike lane with no traffic
607	State street. Goleta Bike Path.
608	
609	Bike path, bike lane. Carpinteria to Santa Barbara.
610	I only ride my bike (not an ebike) on the bike paths.
611	Beach bike path
612	I ride a regular road bicycle for exercise. I ride on city streets that have a bike lane and on designated bicycle paths. I avoid streets with little or no shoulder.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
613	Bike lanes - Bath, Sola, Modoc -- bikes should have reasonably available bike lanes, about where we are now, not more, and they should be well though out to allow commuters and other to get to destination areas, such as the beach, ucsb, to no on State St.
614	
615	The existing bike paths.
616	None people drive so close to you. Its scary
617	
618	bike lanes
619	I take bike paths, designate bike lanes and stay away for heavy traffic or unmarked streets like Downtown Anacapa for example
620	I frequently ride the new bike route from the eastside to downtown following Alisos street to Canon Perdido. It's great! I also like the new bike lines painted on Haley.
621	
622	Down State St. I feel safest.
623	
624	
625	Try to a paid the busiest streets and bike on streets with bike lanes.
626	n/a
627	
628	State St, Chapala St
629	Bike lanes are great. They need to be clear and separate from cars and pedestrians.
630	Not applicable
631	
632	N/A
633	
634	
635	
636	Love the changes on the Westside for cyclists, use them all the time. Love the pylons separating the bike lanes from cars, big help, thanks!
637	Lower State is an obvious safe spot and good connector in the Downtown area. If I were biking back from San Roque I would take Anacapa for its lack of stop signs going southeast. In general the lower traffic streets with the least traffic controls.
638	The improvements along Alisos to reduce speeding have been great when vehicles actually decide to stop at the stop signs; any bike lane with green paint so that it doesn't blend into the road for drivers; any separated bike lanes feel much safer to ride
639	I do not use a bike facility
640	
641	Separated lanes
642	The current State Street promenade is a convenient route for me, in addition to the shared use path along Cabrillo. The bike lane going east on Ortega is also particularly useful. Sometimes, I also use the protected bike lane on Cota near the school.
643	Na
644	Biker only lanes

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
645	
646	North South routes.
647	Castillo and Bath streets. The path along the beach.
648	I don't because there aren't safe routes.
649	
650	dedicated bike lanes protected from drivers
651	Chapala St, State St., East Beach
652	
653	Slower traffic streets and residential streets.
654	
659	the cabrillo bike pathway,
660	The new bike path along Las Positas and the connectors out to Goleta beach
661	
662	State street, because there are no cars, Cota because of the separated bike lane. I use the BCycle bikes because then I don't worry about locking and storing it
663	I take Micheltorena to Sola St and down State St if I bike, and those work well enough. I appreciate the bollards on the bridge and lack of cars on State St. Much safer as a cyclist.
664	
665	I ride a pedal bike, powered by my body. I guide my children and often take routes that have protected lanes, but there is still work to be done. Gillespe, Sola, Castillo, etc. The Castillo bridge is very dangerous to ride under but a very important thoroughfare for cyclists to get from downtown to the beach. State street is too complicated with all of the pedestrians and can be dangerous. Castillo could be improved.
666	I appreciate the new bike routes along Gillespie and Alisos, as well as Sola. I frequently use the bike lanes along Cota and Ortega as well. I would like to see something more than paint protecting me from cars. Even the plastic delineators can be a helpful deterrent against drivers who often react aggressively to the mere presence of a person riding a bike.
667	
668	The bike path from modoc to Goleta beach works well
669	almost all of them
670	Clearly marked bike lanes, more publicly accessible pumps (for tires), street-sweeping of commuter bike lanes!
671	I do not bike in the city, only in my neighborhood
672	Bike lanes still make a big difference
673	I love the renovated bike path along Las Positas!
674	
675	I try not to ever park a bike downtown for I don't trust it. I do like the bike lanes that are not next to car traffic the most.
676	
677	
678	I really don't need much in the way of dedicated routes, as I use the road as I am entitled by California law. The only facility that I know of is the Bike Station, which doesn't work for me at all. What I would like is bike lockers in every city parking lot

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
679	Cota St protected bike lane, LPMUP, Bath Street bike lane, Modoc MUP, Shoreline Bike path. Eastside/westside connection on Sola is clunky. It would have been better on Micheltorena (I understand that parking is the reason it did not happen). Many more cyclists still use Mich over Sola. I will state the obvious - cyclists do not like hilly streets like Sola.
680	I hate all the one way traffic blockers put in place on, for instance, sola and garden. These do nobody any good, except for allowing idiot city planners to impose their senior thesis on a community that wants no part of it. Please forward the following message to whoever keeps approving this sort of nonsense: "I hate you and so does everybody else. You're terrible at your job."
681	I hate all the one way traffic blockers put in place on, for instance, sola and garden. These do nobody any good, except for allowing idiot city planners to impose their senior thesis on a community that wants no part of it. Please forward the following message to whoever keeps approving this sort of nonsense: "I hate you and so does everybody else. You're terrible at your job."
682	There are few routes that truly work for me. I appreciate riding down State Street but it is truly a mess with the new clown cars. The city has allowed and I'm all for accessibility, but these drivers have no training and no respect for pedestrians or cyclists and think that they truly rule the road because again no enforcement by city officials. And even though State Street is an option for cyclist if you choose to close it down for parades and farmers market where are we supposed to go? You push us out to Chapala Street or Anacapa Street and there are no bike lanes there. You need more people who live here to give you an opinion. All of your staff don't live here and don't understand what it's like.
683	I don't. I'm not gay.
684	
685	State Street without cars.
686	Haley to garden to arrellaga
687	
688	
689	The bicycle route to UCSB's campus. The new lanes on Garden Street. State Street.
690	
691	Designated bike lanes with division from road are nice, but only if it doesn't greatly impact car traffic due to reduced lanes
692	
693	ones that have the least amount of stop signs/lights?
696	
697	De la vina, chapalla - any place with dedicated bike lane
698	NA
699	
700	Streets with designated bike lanes.
701	
702	Broad streets, clearly marked bike lanes, bike only routes
703	separated bike path like on modoc and las positas
704	
705	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
706	
707	
708	
709	Modoc-las Positas
710	
711	State street
712	I think the city has done a great job providing bike lanes and routes. I use State St. Bath and Anacapa most. The bike lanes on Sola and De La Vina seems like a waste of money and for people who don't live here (you can tell) seem confused by it.
713	Buffered lanes, off-street paths. Modoc, Castillo/Bath
714	
715	
716	Path along beaches, state street promenade
717	
718	I do not ride a bicycle or an e-bike.
719	East Beach and State Street bike lane is my commuting route.
720	
721	I use the bike paths wherever possible.
722	Modoc Road, Castillo St., Chapala St., Hollister Avenue, bike path to Goleta Beach/UCSB.
723	
724	State Street. Bike paths
725	N/A
726	Streets with bike lanes. Streets that have little car traffic.
727	
728	Currently I rarely ride my E-bike but in the past I have stayed on the road in shoulder in the same manner as I operate my non-E-bike.
729	
730	The ones without cars and with separated bike lanes
731	Bath & Castillo Streets, Gillespie, Modoc, Las Positas, Cabrillo, Alisos,
732	BCycle stations are great. I ride along Cabrillo bike path and State street
733	N/a
734	Bike lanes.
735	Anywhere with a separate bike lane is great. The shared lane on san andres is not really adequate to make me feel as safe as a separate bike lane.
736	
737	Bike paths off the street and bike racks to lock it up
738	all
739	
740	Those with bike-lane signal on the pavement and those with not too much traffic. I don't drive a bike on rush hours.
741	Published bike lanes and routes!
742	n/a
743	The bike lanes on the west side over the bridge on micheltorena are great. As well as the bikes lanes leading away or to the bridge.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
744	To Goleta/Work: APS-Los Olivos-Garden-Pueblo-101 Overpass-PilgrimTerrace-Modoc-Obern To Beach/Elings: Garcia-Alisos-Mason-Caesar Chavez-Cabrillo or Multipath-Shoreline-Cliff Other: Bath St, Gillespie St, Cota (westbound)
745	
746	
747	
748	Bike lanes
749	
750	
751	You can't compare a regular bicycle to an e-bike as if they are equals - they are not. As a manual Bicycle rider the current designated riding routes work well. They DO NOT work for e-bike riders traveling more than 12 miles an hour. An e-bike that can exceed 12 miles an hour, and their riders should be regulated as any other two wheeled MOTOR vehicle on public roads.
752	bike paths
753	Designated bike lanes
754	East side to the beach (Milpas or adjacent side streets). Cross streets between Milpas and State street. Shoreline & bike paths along beach
755	East to the beach, shoreline dr, garden
756	
757	State st., and other separated bike paths like the waterfront
758	Secure bike racks would be nice. No retail permit without a bike rack outside the store sounds like a sensible policy.
759	
760	The state street bike route has been fantastic for biking around especially getting to and from the funk zone from the arts district.
761	N/A
762	Any route that has separated car and bike traffic. The two worst routes are through Castillo Underpass and de la Vina St (where there is no separation).
763	I have no need for any bike and my traditional bicycle works just fine.
764	
765	
766	
767	The bike path by the beach is my favorite
768	
769	
770	Alisos corridor, Milpas from Cacique to the beach, Cabrillo bike path on weekdays, Cota to get to downtown but there's no safe way to return to the Eastside via bike.
771	Separate bike infrastructure. Keep cars away from me, please. I've had far too many dangerous close calls.
772	
773	I love the bike path along Las Positas. I can't wait for the extension on to Cliff Drive. I really appreciate when there is ample bike parking.
774	I would never.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
775	
776	All of the separated bike paths are awesome. Upper Chapala and De La Vina bike paths are very nice as well.
777	State Street
778	
779	I love the streets with bike lanes.
780	State Street is my primary route due to bike lanes and limited vehicle traffic.
781	Separated paths or barriers
782	Keep all bikes off the sidewalk. Encourage more designated bike parking spaces.
783	I do not ride a bike in the city because I live in the area near Foothill and San Roque Road, and there are no safe bike lanes or in many cases even side walks in any of the neighborhood. Upper state street is completely unsafe to ride a bike in the bike lane - I have seen multiple bikers who have been hit at the intersection of State and Ontare. There is no bike lane or even a sidewalk connecting Foothill road to the bike path on Las Positas.
784	Bike paths and bike lanes.
785	
786	Would like to see State St bike lane expansion all the way up to the 154. Calle Real could be improved as well as it is a road where many cars are speeding after exiting the freeway and there is very little room for biking/walking.
787	Olive Street or State Street
788	N/A
789	I ride my ebike and scooter on State and like the connection from Bath via Sola. Going to Goleta, I like Obern trail
790	
791	I don't ride e-bikes.
792	
793	Any street with a bike path, of which there are plenty!
794	I ride my bike often and think overall Santa Barbara has a good cycling network, at least compared with many American cities.
795	Modoc to Las Positas to Cliff to the beach route The West side to Michaeltoarena to downtown
796	Don't ride or like bicycles of any type on the streets.
797	State St. closed to cars makes me feel very safe using it to bike downtown.
798	
799	
800	Having state street closed to vehicle traffic!!!! Closing state street is the number one reason why I now bike to work instead of driving! It has improved my overall health and lowered by green house gas emissions. Keep State Street closed to vehicles please!
801	E-Bikes are fabulous and I feel very safe on an E-Bike. I want to ride on wide streets.
802	
803	Dedicated bike paths away from cars.
804	
805	

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
806	State St., Hollister Ave., Cabrillo, Castillo, Bath St.
807	I'll drive a car, thank you.
808	
809	N/A
810	
811	
812	the new Alisos st bike "path"; bike path along Cota
813	Any where there are dedicated bike lanes
814	N/A
815	
816	
817	
818	I use State St as my main throughway around downtown. Sometimes I will use Sola to Castillo to get to the Micheltorena overpass. I will use Haley and Cota bike lanes to get to and from the Eastside.
819	Only bike paths with limited street intersections
820	
821	State Street is the major bicycle trunk line and needs to stay on State Street. Most barriers have been eliminated, but the transition at State/Victoria is laughable. Bicyclists are not going to get off their bikes and walk across. Haley at State is also slightly improved (so that the new electric golf carts can continue toward the wharf). New Westside bike lanes are good.
822	
823	The bike path from cliff drive to ucsb. However the overgrown foliage needs to be addressed more frequently
824	Separate Bike path around bird refuge, and we go to Coast Village Road for dining. Separate Bike path on Cabrillo, Las Positas, State St. Like the Waterfront Shuttle for State St dining, cycling. It would be nice to get to Laguna safely. We like to leave parking spots available for our wonderful tourists so we enjoy the Shuttle from the Zoo. Also we take shuttle for Farmers Market.
825	State street when it's not closed for some random event, Atascadero creek trail, cota,
826	The new separated lanes and bike crossing lights are great! It would be great to add separated lanes for cars, bikes, and pedestrians.
827	The new bike lanes on Haley and separated bike baths. New traffic light on Haley is good.
828	
829	Only the bike lanes
830	I primarily use Micheltorena Bridge, Castillo/Bath, State St, and Sola bike lane. For most of my ride from the Westside I am able to have some dedicated bike lanes to and from downtown. The new light and extra bike path on Castillo between Mich and Sola is crucial for avoiding riding on Micheltorena central as there is very little room for cars or bikes.
831	Na
832	
833	Any of the roads that have a dedicated bike lane.

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
834	Regular state street, not the barricaded part Bike lanes on Castillo and bath
835	State street did before all the cops
836	Protected bike lanes Shared bike and pedestrian paths Modal filters that only allow bikes and pedestrians through
837	
838	1. State Street, from beach up to Victoria. (Less so from Victoria to Alamar. And Alamar to San Roque is a disaster.) 2. Las Positas + Modoc separated bike path. (But please change "Stop" to "Yield" for bikes. Also, crossing Cliff and riding down Cliff to get to it is uncomfortable.) 3. Shoreline Dr. to Butterfly Beach. (Although it could be much improved with full separation, and cars parking in the bike lane after dark and near Leadbetter are a frequent issue) 4. Haley and Cota one-way bike paths. (Although Cota is much better with its separation.)
839	State street promenade, streets with separated bike lanes and bike paths, streets with low car volumes (like Sola)
840	The modoc trail is good and closer to shoreline
841	NA
842	
843	
844	Bike paths are great. Don't take away from the cars by making more "bike lanes", move the bikes to their own roadway and ban the bike use on roads like Foothill and other roads where their's not enough room for them.
845	
846	I and my family ride ride regular bikes
847	N/A
848	I appreciate the street signs that have bike signage on them. I often bike on State, Chapala, and Baths streets for the bike lanes.
849	
850	Everything
851	
852	
853	I generally take the main throughways downtown that have bike lanes. Bath, state street and anacapa
854	Modoc and State street
855	
856	N/A
857	
858	Beachway, BiciCentro
859	the multi use path along cabrillo

City Traffic Safety Survey Open Response Question

ObjectID	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
860	<p>De La Guerra Road to State and then State to the waterfront</p> <p>De La Guerra Road to Alisos to the end, and then to Milpas to the waterfront (last part on Milpas is tricky)</p> <p>De La Guerra Road, Alisos, Montecito Street, turn left at Ferguson and then to the waterfront</p> <p>State Street to Ortega</p> <p>Generally, I try to stay on roads with bike lanes available</p>
861	I often use bicycle paths/facilities on: Cabrillo Bike Path; Shoreline Drive; State Street (from Cabrillo Blvd to Mission St) ; Cota Street; Bath Street; and Castillo Street. The City of Santa Barbara Public Works Department 630 Garden Street has bicycle parking in front and in back which is convenient for me. The County of Santa Barbara Administration/Public Works Building at 123 E. Anapamu Street has a locked bicycle cage which is convenient for employees, but which is not available to others going to County offices.
862	Shoreline Drive and Cabrillo
863	I ride from my home on the south side of SB to Carpinteria - My route in SB is APS to Salinas to Old Coast Highway to Coast Village Road.
864	
865	Dedicated bike lanes
866	n/a
867	
868	<p>I like the Modoc and Las Positas bike paths where bikes are physically separate from cars.</p> <p>I wish the seafront path was reserved more for bikes with pedestrians encouraged to use the sidewalk.</p>
869	<p>Bcycles are amazing and I use them a few times a week. (Would love to see expansion into Goleta and Montecito in the future!)</p> <p>Have also really enjoyed the bike boulevard expansions on Sola st and Gillespie st, as well as all physical barriers between cars and bike lanes!</p>
870	waterfront,
871	<p>New Eastside bike path on Alisos is great. Reduced traffic and 4-way stops make me feel safe. Car-free State Street is my absolute favorite.</p> <p>Separated bike lanes on Cota is great. I also use marked bike lanes on Ortega, Bath, Castillo, and Shoreline.</p> <p>New Las Positas bike path is great. Can't wait for the Cliff Drive improvements.</p>
872	The State Street bike lanes are great, as are the bike lanes on E Haley & E Cota. Additionally the Alisos St bike features are great as well.

City Traffic Safety Survey Open Response Question

ObjectID	<p>E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?</p>
5	<p>Check out San Luis Obispo. They have bright green bike lanes with concrete barriers as a separation. We also need more bike lanes leading into state street. The scariest part of biking for me is getting to a street that has an established bike lane.</p>
6	<p>Many cyclists feel that the laws do not apply, and this is basically true, since police almost never stop bicycles. SBPD needs to take reckless bicycle riding as seriously as they take reckless driving. Cyclists who feel entitled to use the road as a racetrack should have their bikes impounded, just like a reckless car driver.</p> <p>Local junior high schools should offer a (preferably mandatory) 1 day E-BIKE safety course, where students can better understand the potential dangers and learn to ride safely. Kids often do not understand that crashing an e-bike at 30mph can be fatal.</p>
7	<p>Don't allow kids under 15 to ride them. also, kids 15 and over should have to take a safety test. get a so-called e-bike license.</p>
8	<p>Children under the age of 16 should only be allowed to ride e-bikes that are pedal-assist and only after they've completed a rigorous training program.</p> <p>Only pedal-assist e-bikes should be allowed on bike paths. The heavy-duty e-bikes that you don't have to pedal are more like motorcycles and are dangerous on bike paths.</p>
9	<p>More separate bike lanes with dividers between bike lane and street (e.g. see San Luis Obispo).</p> <p>Require a license for teenagers to ride ebikes.</p>
10	<p>Require a testing in order to get a license to operate an e-bike, just as you would require it for a car or motorcycle.</p>
11	<p>E-bike license required. Physical separation of bikers from cars.</p>
12	<p>First of all, we should have an age limit for E bike riders. Those who are under 16 have no idea what the rules of the road are. The young people ride in the middle of the street, cut off cars and they don't care that cars are driving on the street. They ride on sidewalks when I'm walking my dog and they tell me to move. We should have rules that they are to wear helmets and they should have a license on the back of their E bike so they can be identified. They should not be writing and looking at their phones because then they become distracted and swerve into the street we should have laws and they should know what the laws are and the law should be enforced</p>
13	<p>E Bike drivers' license. Strict enforcement of traffic laws. impounding reopeat offenders' bikes</p>
14	<p>Require a permit for e-bikes with high top speeds.</p>
15	
16	<ol style="list-style-type: none"> 1. Educate e-bike operators: no passing on the right 2. Find a way to reduce reckless e-bike displays on the State St promenade

City Traffic Safety Survey Open Response Question

ObjectID	<p>E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?</p>
17	They should be regulated like motor vehicles. These devices often travel at speeds equal to or greater than cars and frequently disregard traffic signals and laws. The same rules and enforcement that apply to motor vehicles should apply to them, rather than treating them like standard bicycles. I know this sounds like more of a law change, but have more enforcement to ensure they are following the current rules.
18	Require a license and a helmet. Give tickets when the law is broken
19	Education and enforcement of the stop signs for users of the multiuser paths.
20	License them and helmets
21	
22	E-Bike riders where it is truly "e-assist" is generally not the problem in my opinion. It is the "throttle-assist" bikes that are the problem. They are like what I used to ride as a "mini-bike". That is what they are...And to have a speed limit on them would make like much safer. If "e-assist" are at 21 mph, then the same for throttle bikes unless they are on a trail specifically for them.
23	Require a drivers license to operate an e bike
24	Removing parking from high bike traffic streets would be smart, as well as adding bike lanes in other areas
25	License e-bike drivers in the same way as motor-cycle and moped drivers. Change the operational laws to treat e-bikes as motor vehicles, subject to the same rules as automobiles. Both bicycle need to obey stop signs and pedestrian rights of way.
26	Require helmets. Impound bikes from juveniles who speed or in any other don't follow safety practices. Consider one person per bike.
27	E bikes are not bicycles, they are motorcycles and should be treated as such. How many times has the police dept. given a speeding ticket to a cyclist? Probably never because the city does not want to discourage bike riding. We are not living in 1965 and people and bikes are now very different. State street was closed to cars, but opened up for bicycles who go much faster than cars ever did. Is the city still wondering why there are no pedestrians downtown?
28	Everyone riding a bike must wear a helmet and get a side mirror so they know what is behind them. Bike speed limits in pedestrian areas. No wheelies. Issue tickets, must attend safe biking classes after tickets. Bike police.
29	Need to hand out summonses for e-bike speeding, especially on lower state streets and east beach pathway!
30	Age 16 or have a valid drivers licence. Be subject to traffic rules and consequences, helmets for e-bikes. Stay in bike lanes- not down the middle of the streets.

City Traffic Safety Survey Open Response Question

ObjectID	<p>E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?</p>
31	The roads need to be reconfigured to accommodate this growing technology just as they were when cars first came on the scene. In almost every case separated infrastructure for bikes would prevent collisions and reduce overall congestion regardless of mode. There should be no sharrows,
32	The police enforcing current laws and having a prominent and continued presence on State Street.
33	Shouldn't e-bikes be treated like motorcycles? Same laws?
34	Enforce laws for bikes. Too many run stop signs and red lights without looking at cross traffic. More than once I've had to slam a n my brakes to avoid hitting a cyclist. More enforcement!
35	E-bike riders should be educated and licensed, just like vehicle drivers
36	Enforcement of speed limit laws and mandatory helmets for all.
37	Please create more grade separated bike lines! Also, please give tickets for riding a bike without a helmet or while breaking other laws such as using a phone on a bike, not using lights, speeding, etc. E-bikes are really fun and it's easy to do things that are dangerous because it feels fun and exciting and there seems to be no rule enforcement from PD.
38	Require licenses for e-bikes. ENFORCE unsafe e-bike behaviors.
39	More enforcement of new rules for e-bikes, removal of e-bikes from sidewalks or rules designating where e-bikes are allowed, e-bike speed limits on paths with pedestrians and e-bikes
40	I understand that e-bikes are dangerous and injuries can be greater, so I take my time to ride safely and obey the rules.
41	Specific marked lanes for e-bikes. Tickets for speeding or unsafe driving. Stop signs at intersections for e-bikes as well as cars
42	This is a US problem because we did not regulate e-bikes from the start. "Regular" people on bikes ride about 14MPH, but we allow e-bikes to go 18, and then up to 28MPH, without creating a separate space for them. Plus we allow bicycles with a throttle, which the EU does not allow, so technically these are electric motorcycles as you rarely see people pedaling while riding them. I think regulation from the top down, requiring registration, license and insurance for any e-bike that can go over 16 MPH would be a good start. Yeah that would upset parents who were happy to give their kids e-bikes to get around town, but now we're creating cyclists that sometimes use the sidewalks, rarely obey the traffic lights at intersections (like a cyclist does), while at other times sitting in the lane of traffic, which I know a cyclist can do, but these people typically aren't wearing helmets, or worse they are wearing them but they are not buckled! If I had a kid on an e-bike, it would be buckled!
43	I am not sure. It's an issue for sure.
44	Enforce speed violations on e-bikes

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45	Designated lane for bikes
46	Protected bike lanes and bike education for all students at all schools, starting with traditional bikes. Also, differentiating between e-bikes and electric bikes that are more like a motorcycle and go extremely fast.
47	Strong e-bike and regular bike enforcement of proper operation.
48	I have only heard about e-bike collisions at the fault of the driver and would love to see actual statistics of e-bike collisions. Bikes and e-bikes need separated paths from both pedestrians and vehicles to reduce conflict. An e-bike has never made me feel anywhere near as unsafe as a car or truck has.
49	They need to be licensed and follow the rules of the road.
50	Make sure that pocket bikes (the electric dirt bikes without pedals) are impounded. Create more separated bike infrastructure.
51	<p>Much better street markings and paths for ebike riders using their bikes to get to school - the areas around all the junior highs have WAY TOO MANY cars, parents in a hurry, and no real e-bike infrastructure. Kids who ride e-bikes should be required to pass a driving test -- just today, two riders without helmets swerved in front me to turn left into La Cumbre JH!</p> <p>The only reason I didn't hit them was because I was expecting them to not know what to do and I drove defensively. Not everyone does. I'd love for all these safety projects to consider school zones more carefully, and get the kids started off on safe transportation from the get go. It's the wild west out there for them. Not good.</p>
52	<p>I don't fear the e-bike riders. I lived 2 blocks from the 600 block of State St for 17 years. During the pandemic is when the kids started getting rowdy on their E-bike on State St. Instead of yelling and screaming at them, I'd talk to them.. about their bikes, about remote school.. all kinds of things. They're kids with no good places to ride. They're turning into young adults and feel strong and invincible and misunderstood. Treat them the way you want to be treated and you almost always find the lovely side of these young people.</p>
53	E bikes should be restricted and their speed limits enforced
54	E bikes need to know the laws and rules of the road when biking. They should be required to complete a certification in order to ride an e-bike.
55	License vehicle and driver, no drivers under 16, infractions go against driving record, enforce current laws, including top speed allowed
56	<p>Need better separation of bicyclists and pedestrians on State St and the waterfront path.</p> <p>Tourists often have no clue about bike traffic.</p>

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57	<p>Enforcement of existing rules! (And, I have no idea how this can be accomplished.)</p> <p>On State Street:</p> <p>Cyclists do not stay in the designated bike lanes. They do not adhere to the speed limit. Twice I have almost been hit by cyclists speeding out of Paseo Nuevo and up the sidewalk. I live on Chapala. I rarely if ever see cyclists in the bike lane on Chapala now -- they much prefer the free-wheeling atmosphere of State Street.</p> <p>I know banning bikes on State Street won't happen, but I believe that would be the true solution to a lot of downtown issues.</p>
58	<p>On the Westside the e bike riders, mostly students, do not stop at stop signs and come at you out of nowhere. On the corner of micheltorena and Chino bikers do not stop. On mission and modoc bikers don't stop. Bike riders need to start following the traffic laws. It is frightening to start driving and out of nowhere suddenly there is a bike coming at you. Then they curse at you because you are following the traffic laws. On mission Street you have the older white men not stopping at stop signs and cursing at you. Not a way to start your day, usually in the morning and in evening.</p>
59	<p>I would like to see e-bike riders licensed. I recognize this would need to be a state law. I have written to our state legislators.</p>
60	<p>Any e-bike that has a throttle (i.e., does not require pedaling) should be illegal for those w/o a drivers license. Additionally, we should have zones that are meant exclusively for "human-powered" vehicles, with the exception of those specifically for the disabled and for authorized City staff (i.e., State St Loop).</p>
61	<p>None Let people live their lives</p>
62	
63	<p>For the police to actually do their job by enforcing laws regarding e-bikes. There is a feeling in the city that anything goes and the e-bikers can do anything they want with complete impunity.</p> <p>Multiple times a week I walk my dogs around the Chase Palm Park area, I will be on the sidewalk and E-bikers will ride past me and my dogs at a very high rate of speed, even if I am in the grassy area of the Park E-bikers will unpredictability ride near us with dirt bike like e-bikes. I have never seen a Park Ranger, Harbor Patrol or SBPD ever enforce any of these dangerous behaviors. I have seen so many near miss accidents on the multi use path next to the beach because e-bikers are just going too fast. There is a sign stating the Beach Way multi use path is not for motorized bicycles yet there is no enforcement. There is a real sense of complete lack of law and order. Santa Barbara PD has failed our city.</p>
64	<p>Arresting dangerous ebikers for violation(s) of existing traffic laws</p>

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65	<p>E bike riders should be licensed. All bicyclists need to be ticketed if they ever ride on sidewalks. As a pedestrian, I should not have to jump into the street to avoid being hit by a bike. This is a weekly occurrence in San Roque/La Cumbre. Sometimes a whole family of bicyclists are on the sidewalk. Bikes also need to stop fully at traffic lights and stop signs. Ticket bikes and e-bikes as you do cars who do not completely stop at stop signs and traffic signals.</p>
66	<p>Just go to State Street in the afternoon and you will witness crazy E-bike riders racing, doing wheelies, and making it dangerous to walk down the street</p>
67	<p>Enforce the speed limit and educate riders on sharing the road</p>
68	<p>Monitoring and law enforcement of violations committed by e-bike riders.</p>
69	<p>Outlaw E-bikes for those under 18, NO E-bikes on bicycle paths, enforce bicycle laws - NO RIDING ON SIDEWALKS!! I'm tired of being sideswiped. It's unsafe to be a pedestrian in this town. Kids are out of control - they treat these bikes as faux motocross bikes.</p>
70	<p>Speed limits; helmets required; required permits for e-bike users under 18; citations for violations;</p>
71	<p>Bike and e-bike riders know and obey driving rules and use appropriate safety equipment safety behaviors.</p>
72	<p>E bike licenses for all e bike riders. Too many riders do not have any sort of license and do not know how to safely ride an ebike. It's not the same as a bike, and jr high and early high school kids are particularly dangerous.</p>
73	<p>Require a license to operate an e-bike.</p>
74	
75	<p>I want teens to have to take a mandatory driving course and register their e-bikes. Too many teens are driving 30mph+ and have no experience driving so they don't understand or follow traffic laws. Driving in the morning and mid-afternoon have become treacherous, especially near schools, because teens do not follow traffic laws.</p>
76	<p>More e-bike education and more driver education. Cars are still far more dangerous than bikes, e-bikes or acoustic! I'm sick of drivers always looking to blame the cyclist or pedestrian. Drivers in California are the WORST I have ever encountered. They take no responsibility and blame everyone else.</p> <p>Paint a frigiing crosswalk at every intersection because no one gets that intersections are crosswalks even without paint! More separated and protected bike lanes.</p>
77	<p>Some sort of license, as with a scooter.</p> <p>Real consequences for speeding or other dangerous behaviors.</p>
78	<p>Enforcement of existing laws and local ordinances</p>

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79	<p>E-bikes should require a license. Minimum age 16 training and helmet enforcement. Without enforcement this whole survey is a waste of time. Don't charge the roads - cutting lanes or parking - spend the money on enforcement!!!</p>
80	
81	
82	<p>Speed limits on bikes with enforcement. Disallowing bikes on pedestrian walkways including State St.</p>
83	<p>1. All cyclist must wear helmets and obey speed limits. 2. E-bikers who have a passenger should wear helmets 3. All bikers should have a front light and a rear light on at all times</p>
84	<p>Licenses for E-bike riders</p>
85	<p>Getting a ebike license. Wearing Helmuts.</p>
86	<p>Stronger enforcement of e-bike safety rules (speed, helmet wearing, multiple passengers) and separate bike lanes.</p>
87	<p>I haven't had a problem when driving around e-bikes. It's when I'm walking that they are a problem. I don't think they should be allowed on State St. where it's blocked off for traffic.</p>
88	<p>Requiring a license to drive an e-bike, separate bike lanes</p>
89	<p>Speed limit of 5 mph on state street; Ticket e-bike riders for riding on the sidewalk</p>
90	<p>Require a license/permit for e-bike riders and a minimum age for use on city streets. 16 years.</p> <p>Enforce the traffic laws for e-bikers/cyclists.</p>
91	<p>Speed limits for e-bikes and wider bike lanes in many areas (Calle Real near the fairgrounds)</p>
92	<p>Separate bike and car lanes, use of wall/barrier to separate bikes and cars.</p>
93	<p>Minimum age for use. Licensing. Confiscation of bikes for flagrant violations of rules.</p>
94	<p>Separated cycling lanes</p> <p>Appropriate e-bike regulations related to speed - in cycling lanes and in the driving lanes</p>

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95	<p>E-bikes regularly swerve into & out of traffic as they go around parked cars on roads w/o bike lanes when bike lanes are only a block or two away. This is extremely dangerous and PD needs to enforce on these cyclists. Unprotected bike lanes are worse than none at all, as I have so many friends who have gotten doored. Please Please provide protected bike lanes where bikers can feel and be safe. I will not take my children biking from my San Roque house downtown bc it is too dangerous. Also, the bike lanes that do exist need regular street cleaning as they often have debris blocking the way. Make it illegal to ride bikes at night w/o lights and make PD enforce it. PD tells council that they enforce E-bike laws, but they do not. We need a City Council without blinders on that ask tough questions AND are 100% behind making tough decisions, like removing a lane of parking, or funding protected bike lanes and bike czar, to improve cyclist safety and stop playing lip service to these issues.</p>
96	<p>Traffic law enforcement.</p>
97	<p>Regulation of E-bikes, young people are not being held accountable for their actions. I have personally been confronted by gangs of E-bike riders while walking. Irresponsible behavior needs to be punished by local authorities, families need to be made aware of this situation. I have also witnessed adults behaving in a similar way. A bike traveling 20-20 miles an hour is a dangerous thing for all of us. We need to regulate speed and traffic laws for all motorized vehicles.</p>
98	<p>E-bike riders need mandated training on traffic laws and safety. Young people who are not old enough to drive and have no awareness of traffic laws are riding unsafely. E-bike speeds are hard to judge, making it difficult for vehicle drivers to anticipate their location when turning. E-bike riders are riding as fast as motorcycles on city streets, but they are not following rules of the road. E-bike riders are incredibly vulnerable, and it seems just a matter of time before a car vs e-bike fatality occurs in our city.</p>
99	<p>Campaign and posted signs to educate bikers about the rules of the road. Increased Traffic enforcement and citations for cars and bikes for not stopping at stop signs, using devices and unsafe actions like popping wheelies.</p>
100	<p>Wider bike lanes. Enforce motor vehicle laws on E powered bikes of all sorts. A learners permit is require for underage e bike drivers</p>
101	<p>Law enforcement!!!</p>
102	<p>better bike lanes. registration of e-bikes or mandated e-bike safety courses</p>
103	
104	<p>E-bikes that can travel at more than 20mph should be fully regulated like motorcycles. I am a motorcyclist. I have a license and insurance. My motorcycle is registered and equipped with turn signals and modern brakes. I never run stop signs or cut through traffic. If I did, I would fully expect a traffic violation and added points to my insurance rating. E-bikes are motorcycles. They have an electric motor. They need to be regulated like motorcycles.</p>

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105	
106	<p>Start actively ticketing illegal e-bike riders. In my experience, these are mostly teens and young adults that routinely make illegal maneuvers, run stop signs, ride on the sidewalk, and create hazards speeding through heavy pedestrian areas, like State Street and surrounding areas.</p>
107	<p>E-bike riders on multipurpose paths discourages pedestrians and regular bike riders from using them. We don't feel safe with them weaving in and out at high speed, especially when we can't see them coming up from behind.</p> <p>On the streets, they dart in and out of traffic, and there is no way to predict where they are going.</p>
108	<p>Ban E-bikes from the Cabrillo path along East beach and along the path to Butterfly from the cemetery. People ride so fast, it is dangerous for walkers.</p>
109	<p>Designated and or/separated bike lanes (i.e. Sola). Bike stop lights.</p> <p>I do NOT feel that bikes should be banned from downtown State Street. I believe in the City to figure out a way to get bikers/ebikers and pedestrians to coexist in a non-car environment.</p>
110	
111	<p>e bike riders who understand that they are not invincible or entitled. They need to be cautious and aware. Many are a menace to pedestrians especially on State Street. IMO e-bicyclists should need some sort of license. I have witnessed so many accidents and near accidents with pedestrians v e-bikes and bikes v cars. So many ebikers seem to be reckless. Many young kids on bikes are terrifying - many ride 2 or 3 wide and do not obey the rules of the road. It's very concerning.</p>
112	<p>I would feel safer sharing the road with e-bikes if the young children who are riding them had to be licensed. They should not be doing tricks down the street or riding 3 on one bike.</p>
113	<p>there is the need for ubiquitous mass media education for proper bicyclist behavior.</p> <p>make a requirement for e-bikes to have a drivers license, just like other motorized vehicles. (which will take them out of the hands of underage teenagers and kids)</p>
114	<p>Not sure</p>
115	<p>More traffic rule enforcement of unsafe, e-bikes.</p>
116	<p>Segregated bike lanes.</p>
117	<p>Police enforcement of laws.</p>
118	<p>License required for the riders who are typically young and have no sense of rules or courtesy. Should require some monitoring at the speeds they can reach. I also do not believe they should be on State St. I see very few riders driving safely with helmets and not speeding around anyone or anything.</p>
119	<p>enforcement for unsafe behavior. I don't care if people run the red light or stop signs, as long as they yield to others and are respectful in the presence of others.</p>

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120	<ul style="list-style-type: none"> • I like what San Luis Obispo has done which is to use that green color for the bike lane stripes, it definitely shows up better and communicates a neutral but an accepted message... like chill out people this is a bike lane. • I have been riding all types of bikes on public streets for over 50 years, including the last 5 with eMtnbikes, There are 3 obvious issues specific to ebikes: <ol style="list-style-type: none"> 1. many ebikes are too fast for kids who have no prior vehicle driver training or knowledge of traffic laws but zipping along at vehicle speeds, wearing improper and unsafe helmets. 2. while ebikes have gotten many people back out bike riding (yay!), it appears many have minimal to no prior bicycle riding experience. 3. if you add #2 lack of riding experience with using the much heavier and faster ebikes on the market— which seem to have awkward geometries like high rise handlebars for instance— it is impossible to avoid their higher accident rates. I'd say its the nature of the beast.
121	Enforcement of existing laws
125	Regulations on what types of e-bikes are allowed, age limits and license requirements for young riders
126	That's a hard question as I think ebikes are great and I've considered getting one (although the safety issue is a concern). Perhaps more enforcement for several months in areas known to have problems so ebike riders know they will suffer the consequences if they are riding unsafely. Like a sting operation where police lay in wait to enforce the law. And do that every so often.
127	Lowered max speed for e-bikes.
128	E-bikes following traffic rules and being aware and considerate of others on the road.
129	E-bikes go max 24 mph, which is less than cars go, and less than speed limits. Stop vilifying e-bike riders!!!
130	Ebike riders following the regular traffic rules and speed limits.
131	Restrictions on what age children can ride e-bikes, and what type of e-bike. Separate protected bike/e-bike lanes, especially on school routes.
132	E-bikes that go faster than 25 MPH should be regulated like motorcycles. They are extremely dangerous to drivers and pedestrians.

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133	<p>More separate facilities for cars vs. bikes vs. walking.</p> <p>For cars vs. "not cars" we need physical barriers for separation, with a test such as: "would you allow your 10-year-old child to bike alone to school on this path?" The physical separation is MUCH more important than continuing to subsidize parking spaces on public streets.</p> <p>For bikes vs. pedestrians, we need to design infrastructure that makes the expectations for both modes very clear. For example, riding along the Cabrillo shoreline on a weekend requires cyclists to ride in a lane with cars, or to dodge a large number of pedestrians who choose to walk in the 8-ft-wide "multi-use path" instead of the 20-ft-wide sidewalk where cycling is forbidden. The design of the path on the cliff above Butterfly Beach, with a separate lane for pedestrians, is far superior -- and people follow the markings.</p> <p>We also need spot enforcement -- for example, during the Tuesday Farmer's Market some young ebikers choose to ride on the sidewalk.</p>
134	<p>Roads are too congested - with the narrowing of streets to make way for bike lanes the number of parking spaces has decreased while at the same time the city is allowing for more high density housing.</p>
135	<p>E-bike speed limits need to be enforced. Kids who ride e-bikes are the ones I see speeding most often so outreach to schools where kids have e-bikes is important. Or a deterrent where a parent gets a fine for their kid speeding until they turn 18. The e-bikers (young people) I've experienced are flying downhill and next to parked cars on busier streets (e.g., middle State). Even with a bike lane, people are not expecting a virtually silent e-bike to come out of nowhere and it is not safe for the e-biker as well.</p>
136	<p>more police help, presence</p>
137	<p>If e-bike speeds were limited to 15 mph like in Europe. If e-bike riders had to get a permit or take a class proving they know the traffic laws and how to ride safely with other cyclists.</p>
138	<p>I don't ride either.</p>
139	<p>Registration program. The ebikes should not be electric mopeds unless they are treated as such (license requirement, insurance, registration, age requirements).</p>
140	

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141	<p>Ebikes should be registered and riders should pass a test and be licensed in order to ride. The possible ebike speed is often as fast as an automobile, but many young riders do not know the rules of the road for driving. This causes accidents. Ebike riders should be cited and bicycles impounded if they do not follow the rules of riding one. Parents would help to teach their kids safe riding habits if it cost them to get an impounded bicycle back.</p> <p>Ebike riders should all be required to wear a helmet. I don't want to see riders hit, or, as a tax payer, have to pay for medical care for riders without adequate protection and insurance.</p>
142	
143	License e-bike users and require them to follow traffic rules
144	Require a license. E-bikes are as fast as small motorbikes. Close off State downtown to e-bikes
145	<p>How many collisions involve younger e-bikers? Everything seems pretty safe until you encounter a number of young kids(State St). I'm not saying older people don't do dangerous maneuvers but it is rare compared to the young kids.</p> <p>All suggestions require the city to spend more money on this problem. Nobody wants that.</p> <p>This boils down to intelligence and courtesy towards fellow humans.</p>
146	I would really like cyclist to have a speed limit like a motorized or electric car, im afraid to drive or share the road close to a ebike rider, I personally saw 2 ebikes vs car accidents this year and that made me feel unsafe around them. Also I notice the ebike riders goes more fasten than the a car speed limit. I think the City needs to set a speed limited, implement more riding rules like no riding in side walks, using the bike lane all the time, using helmets at all times and setting a minimum age to ride an ebike.
147	Separate/protected bike lanes are safer for all road users
148	Road safety training for unlicensed e-bike riders.
149	Require licenses, enforce rules of the road, ban non-pedal-assist ebikes!
150	Not a fan of giving children "motorcycles". I'm a runner who has been his by a careless e-bike rider.
151	e-bikes need to be considered the same as motorcycles, not as bicycles. Licensing, testing, etc.
152	Well there shouldn't be bikes allowed on the State Street promenade but that won't happen with this council in charge. The very name of it (promenade) implies a walking area NOT a bike thoroughfare. So, having police ACTUALLY police the main thoroughfares of bike traffic especially the State Street promenade would be incredibly helpful.

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153	<p>E-bikes need enforcement, it is not just the youth that are not adhering to the rules of the road it is teens, adults, E-Bikes and Bicyclists alike. They all seem to not care about cars and expect to be given the right of way, usually by not staying in their designated bike lines. Also, not sure what the city is thinking with all the new bike lanes that merge into the sidewalk, that has made it MORE dangerous for pedestrians and bicyclists do not even adhere to this half of the time. And why would you divert traffic on the eastside where cars barely fit, none of the updates make any sense, clearly these rules are being done by privileged politicians and city planners that are not using the roads.</p>
154	<p>Make the driving age 16 and over and have them take a driving test. Also make it mandatory to wear a helmet.</p>
155	<p>Having a dedicated bike path wide enough for a "slow lane" (bicycles) and passing lane (ebikes). Physical separation from car lanes when possible. Not letting kids under 16 ride any kind of w bike would also help a lot.</p>
160	<p>Requires a drivers license</p>
161	<p>Require all e-bikes to be licensed. I do not think that children under the age of 16 should be riding e-bikes, they have poor judgement and lack knowledge about traffic laws. If children are riding e-bikes helmet and traffic laws should be better enforced. All e-bike riders should be required to carry some form of liability insurance.</p>
162	
163	
164	<p>The city cracking down on the small proportion of users ridng non-street legal devices that go significantly faster that the other bicyclists on the road. they seem to be the worst behaved user group and they're the ones that I worry about. Seperating modes (biking/ walking) where possible, at least guiding them.</p>
165	<p>I guess the only solution would be better training of e-bike riders and awareness of the risks they face, but I know many of them are young and fearless.</p>
166	<p>More regulation and/or monitoring of unsafe e-bike behavior. Not knowledgeable about this subject but agree that something needs to be done about this problem.</p>
167	<p>Require a registration, licence plate, and age 16+ for ebikes that can go over a certain speed. Put speed limits on separated bike lanes and enforce them with video.</p>
168	<p>E-bikes that go faster than 20mph and ones that don't require pedalling. Bikers not wearing helmets Young kids carrying friends Bikers not wearing very visible clothing Riding at night or dusk with dark clothes and no lights</p>

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169	<p>Separated / protected bicycle paths to keep drivers and bike users physically isolated. Slower vehicle speeds will increase the time for reaction and decrease the speed of collisions. Perhaps slowing vehicles down with the use of more traffic calming measures. Unfortunately, I feel legal e-bike speeds are too fast and should have been set to a maximum of the average pedal bicycle speed (~12mph). I'm unsure how to reduce the undesirable behaviors of e-bike users.</p>
170	
171	<p>Separated bike infrastructure is key. This includes Class IV lanes, protected "Dutch-style" intersections, and bike detection loops, and bike signals. This type of infrastructure will not only lower the number of interaction points between cyclists and drivers, but will also encourage more bike usage.</p>
172	<p>Separate bike lanes. Especially not having parallel-parked vehicles on my right and busy traffic on my left. (Basically, put the bike lane to the curb-side of parking, or just remove parking entirely.)</p>
173	<p>Enforcement of E-Bike behavior is needed.</p>
174	<p>We don't have infrastructure that allows and promotes safe e-bike riding. Without infrastructure and education about how to use it each rider is left to make their own decisions about what's best and sometimes what's best for them (eg going faster to keep up with cars) doesn't mesh well with what's best for others like peds, non e-bikes, etc. We need infrastructure that accounts for all users and emphasizes vulnerable users first (and cars last)</p>
175	<p>More protected bike separation</p>
176	<p>Age limit</p>
177	<p>Separated bicycle Lanes and paths. A connected network that can keep the bikes separated from cars entirely even in intersections. Tunnels perhaps at the busiest intersections to keep people and bikes out of the road</p>
178	<p>Helmet laws. Hard bumpers cordoning off bike lanes on popular bike routes through the city. Required training and licensing for e-bike riders under 16.</p>
179	<p>Enforce strict or stricter regulations against e-bike scofflaws. Put age limits on e-bike riders. License e-bike riders. Confiscate the bikes from offenders and assess mandatory fines against offenders. Put up speed bumps everywhere. Prohibit e-bikes in more places, privileging pedestrians. Do away with free parking, thus reducing car traffic, helping everyone. Increase e shuttles downtown, using revenue from traffic and speeding fines (heavily increase these fines). In general, make those endangering the lives of everyone by breaking the law pay for better public transportation. Why make taxpayers pay when we can enforce the law and make law breakers pay, in a big way! Increased revenue from huge fines can also cover the costs of police enforcement.</p>
180	<p>Having them "drive like a car": not speed around me, drive the speed limit, knowing that that person has a drivers license or some kind of license.</p>
181	<p>Better enforcement of non-legal ebikes speeding around.</p>

City Traffic Safety Survey Open Response Question

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182	Give people traffic citations -- not criminal -- but traffic citations. Also make it so they don't share the road as much.
183	<p>City officials should push for State regulation that further restricts the speeds e-bikes are capable of reaching with motor assistance. For example, in the UK, e-bikes are limited to 15.5mph, throttle speed limited to 3.7mph, and wattage limited to 250W. Riders must be at least 14 years old. Bikes exceeding these parameters are regulated like mopeds. In contrast, AB1096 allows class 2 e-bikes to reach 20mph via throttle at 750W with no age restriction. The outspoken opposition to e-bikes largely stems from e-bikes ridden at speeds that are unsafe for the area (i.e. State Street promenade, Cabrillo bike path), especially by young people. While standard bicycles are also capable of reaching 20mph, e-bikes can reach 20mph with acceleration that isn't possible on a standard bicycle and with absolutely no effort by the rider. The strenuous physical effort required to go 0-20 repeatedly (at stoplights/around pedestrians) on a regular bike would deter riders from riding that fast for long.</p>
184	Separated e-bike infrastructure. More regulation of fast surron bikes that are different than pedal assist bicycles. More infrastructure that causes e-bikes like surron's to slow down.
185	<p>100 law enforcement! Fund it. Nobody under 16 on e-bikes Training required for ebikers No biking on state street No biking on narrow roads.</p> <p>DO NOT close driving lanes</p>
186	E-bike training / licensing requirement — like car or motor cycling.
187	
188	Redesigning roads to separate different modes of traffic and remove conflicts.
189	More separated lanes, better behavior from riders but when I'm driving a car, I am hypervigilant as all drivers should be
190	
191	enforcing good rules of the road for all e-bikes
192	Enforcement of traffic laws for all people.
193	E-bike enforcement in popular areas
194	they should all have licenses. They should be aware that coming up on right side of cars- driver may not anticipate how fast these bikes can go (normal pedal bikes that come up on right side of car can not overtake a car. E-bikes maybe should stay behind car, esp if car is making a right turn
195	Minimum age & Requiring a license to operate

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196	ENFORCEMENT OF TRAFFIC LAWS FOR E-BIKES! It's completely out of control - especially downtown. Get rid of the glorified bikeway that used to be State St. and return it to vehicles. If you are unwilling to do that, then cops need to be down there every day enforcing rules. Bikes are even riding, often fast, on the sidewalks! Deal with this!!
197	Every he's should be treated as motorized vehicles. Must be licensed and registered with DMV to ride one that does over 17 miles an hour. Not allowed on sidewalks or promenade.
198	E-bike riders should be licensed. Many are as fast as scooters, which require licensed drivers. Children should not be riding e-bikes. I most often observe teenage boys on e-bikes riding irresponsibly and creating dangerous situations.
199	All e-bike riders should be required to wear a helmet within city limits. Since these are basically used as a motorcycle or scooter, the traffic laws should be enforced. I have seen many e-bike riders not stop at signs.
200	Ticket them all and raise the fine. They are a menace on the streets.
201	change many of the all-way stop intersections to all way yield.
202	E-bike licenses and training. Require safety features for all.
203	
204	More enforcement by police to stop unsafe E bike riding.
205	constant mass public education of correct bicycle behavior, tv, newspaper, social media, etc. the dmv has failed to educate the public about bicycle behavior & laws. why??
206	E-bike speed should be regulated
207	First, I would require all E-bike drivers to be licensed. Second, users need to have an age requirement to be licensed. If the E-bike driver does not obey the laws, their E-bike should be impounded. I have found that it isn't only the young ones who are in danger. b. Many older people seem to refuse to obey the laws and common sense.
208	I often see a complete lack of traffic rule compliance from e-bike riders (not all, but I observe e-bike riders blowing through stop signs and red lights most days)
209	
210	They need to have a license and need to be at least 14 years old
211	<ol style="list-style-type: none"> 1. Vigorous enforcement of traffic rules. In over 30 years living downtown, I have yet to see a single ticket issued to a bike rider anywhere in town. 2. Banning e-bikes on the blocks of State St. that are closed to vehicles. 3. Enforcing the ban on no-pedal e-bikes on streets and sidewalks.
212	I would like to see better education for e-bikers, especially youth.
213	You asked the wrong question. Should be: how would you like the city to regulate and control ebike users so that those riders would pose less of a safety risk to the rest of us.

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214	<p>Require e bike owners below a certain age to get licensed and take a safety class. Set up a check point on the bike path that begins at the end of Arroyo Rd where it becomes a dedicated bike path. There are numerous bikes that are really motorcycles that speed in excess of 28 mph on that part of the path. Lots of dog walkers, pedestrians and regular bike owners are on that path and it's getting very dangerous to be on the bike path. Kids are popping wheelies on their ebikes there too.</p>
215	<p>Ticket those who do not obey the laws.</p>
216	<p>All bikes should obey the traffic rules, like stopping or at the very least slow down and wait your turn at stop signs like cars and trucks have to. Also now with so many people from other countries arriving here and their only means of transportation is the by biking it has become common practice to ride on the sidewalks. these are a few of the things I have a problem with along with riding in the wrong direction on one way streets.</p>
217	<p>Keep them off the roads. They are not licensed, nor do a great number wear helmets. E-bikes and cyclists run traffic light and drive in lanes instead of bike lanes. They drive like they are cars. They should have to be licenses as Vehicle, and should all have drivers licenses. They should have to follow rhe rules that cars do on the road.</p>
218	<p>Age restrictions and licenses for e-bikes capable of high speeds. Also, e-bikes capable of more than 20mph should not be on multi-use paths.</p>
219	<p>Law enforcement! Precise definition of legal status of e-bikes in terms of age of rider, licensing, passenger carrying and where e-bikes may be ridden. Involvement of parents and fines imposed for which they are liable if a minor is riding an e-bike and causes an accident.</p>
220	<p>E-bike riders need to have a license, obey rules, not carry a passenger/s, wear helmets and not run stop signs. All should have a license and take driving/riding test! Maybe an age limit. There is an age limit plus testing, schooling for driving autos why not bikes on roadways?</p>
221	<p>E-bikers must be licensed, insured, trained, and cited for infractions. The do not follow dmv rules, and should be held accountable!</p>
222	<p>e-bikes are motorized vehicles. Some of them are basically silent motorcycles. A license and insurance should be required for their operation, as well as minimum age requirement.</p>
223	<p>e-bikes need to be licensed, insured, and use helmets</p>
224	<p>They should be regulated, licensed and their should be age restrictions. They should not be allowed on sidewalks or bike paths. They are not bikes, they are motor cycles and should be regulated as such. They should be used off road like mini bikes used to be.</p>
225	<p>Get them, and all bikes, off the sidewalks. Age limits. Required training. Registration. Insurance.</p>
226	

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227	
228	More bike lanes; traffic school for young e-bike drivers
229	Classify ones where you don't have to peddle as motorcycles and enforce motorcycle driving laws. Outlaw 2 on a bike Require helmets/a
230	none
231	Limit e-bike speed limit
232	I feel very safe riding with other cyclists. People need to better recognize the difference between e-bikes, which can only go up to 26 miles per hour absolute max and are therefore always going at what would be considered a slow speed relative to surrounding traffic, and electric mopeds which are classified differently.
233	Police presence enforcing the speed and safety laws! That is, ticketing bikers running stop signs, ticketing or warning unsafe practices (wheelies on the street), etc.
234	They should be riding in the middle of the lane and following all traffic ordinances and signs. They operate as if they are not on a motorbike.
235	Both e-bike riders and riders of ordinary bicycles routinely disregard traffic laws in Santa Barbara. In my 28 years of living in Santa Barbara, I have never seen a citation issued to an e-bike rider or cyclist for such behavior. I think rigorous enforcement of existing traffic laws applicable to riders might change their behavior and improve safety for them.
236	Enforce rules for cyclists. When walking and driving, I regularly see cyclists disregarding stop signs, lights, driving on sidewalks, cutting in front of traffic, going in the wrong direction, etc. There are no consequences or enforcement.
237	E-bike riders should be required to have a driver's license, just as scooter riders do, and I do not think they should be allowed to use bike and walking paths. There should be increased policing of bike and e-bike riders. I live downtown on a one-way street, and it is very dangerous pulling out of my driveway as bike riders often ride very fast on the sidewalk.
238	More/better bike infrastructure i.e. separated/protected bike lanes and multi use paths. More traffic law enforcement for cars, bikes and pedestrians.
239	That the city starts going after the e-bike riders. The city is so against vehicles that they have caused us to be in danger while driving. The city is pushing for the removal of vehicles. Our streets were created for vehicles!

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240	License so called throttle bikes that go more than 25 mph, enforce helmet law (and where practical, other rules as well, like piggy backing and texting while driving, etc). Provide safety courses for kids - mandatory for anyone who has an E-bike.
241	Make e bikes riders obtain license, ins, an be at least 16 years of age .
242	Age requirements, speed requirements, permit/license for operating, enforcement and ticketing. Held to the same standard of driving a motored vehicle.
243	Require a safety course / permit program for minors riding ebikes. Enforce that these riders hold this "permit."
244	dedicated bike lanes that don't end randomly and then restart a few blocks away. Downtown, have dedicated bike lanes on Chapala and Anacapa to get the bikes off of State Street.
245	More regulation (i.e. licensing) might be a slow process. At the very least, more speed enforcement during peak hours like when school lets out. I usually ride in the morning or at night, when there are less pedestrians and drivers out.
246	If possible, add designated bike lanes. Have kids under (18?) take an E-bike safety course before (mandatory?). Adults too. Maybe make it so kids go to the DMV to take a permit test also? The bikes go pretty fast. Mandatory speed limit installed on bike until you reach a certain age. E-bikes don't need to go that fast, especially kids.
247	<p>E bike riders without drivers licenses should at least have a learners permit so they have learnt the rules of the road. If one of these riders is cited for acting unsafely, they should not be able to get their drivers licence for an additional time period (6 months?). Repeated ebike citations will go on their driving record. E bike riders should be required to carry insurance so when they cause damage it is covered.</p> <p>State Street should be a pedestrian mall and ebikes and bikes not allowed. The pedestrians and tourists are the ones who want to wander freely and who spend money in this retain corridor.</p>
248	I live near Sola St. Sola street was transformed into a failing example of making streets exclusive for bikes. Bike riders never use the new Sola bike corridor and still use Micheltorena causing unsafe congestion. I haven't seen any bikes using Sola ever and it causes my commute to detour onto Micheltorena. I'm not sure what the answer is but I don't think these corridors work (except for State St). It was an incredibly bad idea.
249	Improved cycling infrastructure: more separated and protected lanes for cycling, more "daylighting", more intersection controls for cyclists and pedestrians. SB is far behind other coastal CA cities in modernizing its public right-of-ways to prioritize non-driving!
250	
251	
252	Make a DMV style test for e-bike riders and demand a license
253	bike lanes, more stop signs

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254	Teach young people the rules of the road.
255	BETTER AND MORE VISIBLE AND MORE FREQUENT ENFORCEMENT(!) OF EXISTING RULES AND LAWS CONCERNING BIKES INCLUDING BUT NOT LIMITED TO E-BIKES!!!
256	E-bikes need to have updated and more restrictive regulations. E-bikes are essentially motorcycles with riders that do not follow the vehicle code. All ebike riders should be required to obtain vehicle code training and licensing regardless of age.
257	Why not require licenses of some sort for all E-bikes?
258	E-bike riders need to be 16+ and licensed.
259	ASSIGN MORE POLICE TO PATROL AND ENFORCE THE LAW!!!!!!!!!!!! FOR HEAVENS SAKE, WHAT ARE THE LAWS FOR??? ALSO, THE CITY COUNCIL PASSED AN ORDINANCE TO ISSUE CITATIONS AND IMPOUND THE OFFENDING BIKES ON STATE STREET. FOR HEAVEN'S SAKE, WHY IS THE ORDINANCE NOT BEING ENFORCED??? WHY ARE THE BIKES NOT BEING IMPOUNDED??? ASSIGN MORE PATROL OFFICERS, IF NECESSARY TO ENFORCE THE ORDINANCE!!!! THE CITY IS FAR, FAR, FAR TOO LENIENT ON OBVIOUS OFFENSES AND OFFENDERS.
260	Make cyclists obey signs and lights.
261	Children riding e-bikes with unsafe # of occupants and/or with no helmets need to be ticketed, have their e-bikes impounded and parents called to account. Speeding e-bikers need to be ticketed as drivers of a motor vehicle. Licenses should be required within the city.
262	Require a license and helmet for all. Teach kids how to ride safely. Enforce the law, even on the Promenade
263	Notice that there appears to be e-bike riders that ride on sidewalks, don't stop at stop signs, do not ride responsibly.
264	Ban e-bikes E-bike licensing More bike cops for that purpose Higher fines Mandatory helmets
265	E-bikes go as fast as small motor bikes a mopeds, which require riders to have a license and insurance. E-BIKERS MUST COME UNDER THE SAME LAW. E-bikers MUST follow all laws and regulations, including those relating to speed and stop signs. E-bikers AND REGULAR BIKERS consider they are above the law. They are not.

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266	<p>Enforcement of existing laws. I constantly experience bike riders not stopping at stop signs, riding the wrong way on one-way streets, riding on the sidewalks, and passing cars on the wrong side. I even see them daily on the sidewalk on the bike boulevard on Gillespie.</p> <p>Also re: the bike boulevard</p> <p>Has there been a study of its use? I walk everyday and rarely see any cyclists.</p>
267	<p>If they wore helmets and stayed to the right</p>
268	<p>LEAVE MY STREETS ALONE. STOP MAKING BIKE THINGS WHEN THEY DONT KNOW HOW TO BIKE.</p>
269	<p>I feel the cyclist should be regulated and taught the rules of the road. They serve on and off the road and sidewalk sometimes coming out of nowhere without reflective gear in the dark of night. I believe they need to be licensed and held accountable for their recklessness</p>
270	
271	
272	<p>Removal of throttle only bikes on state street and a step further all ebikes. Make the closed off area of state pedestrian only with Also the bike path out to UCSB I have seen a couple accidents already, and almost been hit.</p>
273	<p>I think that partnering with local schools for education/community outreach could help. Some of the young e-bike riders may not even have done driver's ed yet and going over rules of the road could be helpful. Also explicitly highlighting some particularly dangerous behaviors could be more concrete + memorable than a general "be safe!".</p> <p>I think reaching out to middle + high school student body councils to collaborate on initiatives could create more youth buy in/ try to build stronger social pressure on students from peers (which they may listen to more than an adult).</p> <p>I could also see working with local stores that sell e-bike on developing a safety spiel/safety handouts they can give to people who are buying + inquiring about e-bikes.</p> <p>Giving out safety equipment like bike lights/ reflectors could also be positive.</p>
274	<p>Stop changing State Street it looks different every time I visit (8x per year). Stop allowing ebike gangs of kids loitering on State.</p>
275	<p>Restrict people under the age of 16 from riding ebikes can require a safety course similar to getting a drivers license for those over the age of 16 who wished to use a ebike.</p>
276	<p>Less parked vehicles and camper vans. More car free roads. Ban camper vans parked on streets and sidewalks.</p>
277	<p>Treat e-bikes like the motor vehicles that they are.</p>

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278	Needing a permit, safety course, age restrictions, helmet laws and ticketing for violators.
279	
280	<p>How are you gonna make them not fly down state or sidewalks? It's mostly kids but adults do too. You don't have monitoring or enforcement so why would they suddenly be aware of their surroundings? Mom with kids & anyone with dogs don't want to walk down state anymore. Those are people who spend money. You spent millions to allow those passing through to scare away revenue.</p> <p>I hardly ever see ppl take Sola instead of Micheltorena.</p>
281	E-bikers understanding the law too
282	Ticket these kids who don't wear their helmets and then ticket their parents in addition
283	More protected bike lanes.
284	Separate bike lines with barriers
285	<p>More protected bike lanes. It would be easier to not use state st if I felt safer on Anacapa and Chapala.</p> <p>Also sometimes great bike lanes deliver you into nightmare traffic scenarios, like Castillo's nice bike lane ending in nothing and a required lane change under 101.</p>
286	Enforcing the laws
287	
288	
289	
290	<p>The recently added regulations and enforcement are more than enough in my opinion.</p> <p>I live near State St and I feel the complaining on this issue far exceeds the actual negative impact of e-bikes. The number one way to keep pedestrians and bikers safe continues to be separating them from automobiles wherever possible.</p>
291	I find that both bicycles and e-bikes often do not stop at an intersection that has Stop signs - they cruise right thru the intersection, don't stop, and it may not be their turn. Perhaps an e-bike license is needed.
292	State street is a warzone with the speed of e bikes.
293	I would prefer if both the e bikes and normal bicycles had dedicated bike lanes separated from cars
294	Actual age limit for e-bike users, just like a vehicle. The speed those bikes can go is dangerous and often children are steering them, recklessly. They don't have the wherewithal to understand they could really hurt someone. They also don't stop for pedestrians and nearly run into people walking, without any care for the impact it has, including frightening someone, let alone actually hitting and hurting a person. I'd like to see law enforcement really crack down on this.

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295	Designated areas or lanes for riders away from pedestrians.
296	Maybe a license or age limit should be enforced, as many are teenagers. I also think a lot of adult cyclists end up not following rules and take up alot of space on streets, slowing down traffic.
297	E-bikes are not bicycles. They are mopeds and/or full out motor scooters and should be treated as such. Enforce the laws!
298	I feel safe in a vehicle while E-bikes are present. I worry about e-bikes when I am a pedestrian and walk with heightened awareness when they are in my vicinity. I will always treat e-bikes like a motorized vehicle, because they are. Even if they are regulated like other motorized vehicles, it will not change their potential to harm pedestrians.
299	e-bikes need a stronger regulatory classification into "bicycles" and "e-motorcycles" based on speed capabilities, which would also privilege where they can ride and required behavior (eg. turn and brake indication). bike infrastructure might benefit from speed limits typical of bikes, regardless of whether it is a mechanical or e-bike. this could be regulated by law enforcement; but it could also be controlled through design by using chicane gates or similar control devices on multiuse paths, which require cyclists to slow speed at intersections and other higher-risk locations
300	Enforcement for both bikers and drivers.
301	increase enforcement of helmet rules, number of people on a bike and citations for not following traffic rules. e-bike users should have to take a test and be certified to use them properly and mind others on the roads.
302	All e-bikes should have headlights, brake lights, turn cycles, and rearview mirrors.
303	Some E-bike users need to be educated about traffic laws
304	Licensing E-bikers after they have passed a written test. Requiring under-18 to wear a helmet. No exceptions.
305	Required passing of written test of traffic rules and laws. Minors must wear protective head gear.
306	Making e-bike owners having to register their bikes and receive a license plate. If they are minors, their parents are responsible for any accidents or not following the traffic laws. Bike paths should not be on the street but instead elevated like the sidewalks (see examples in e.g. Germany) on bigger main streets like Milpas or State Street.
307	Class I and Class IV protected bike lanes that separate cars from cyclists. The upcoming Modoc Road extension north of Las Palmas Dr. is an excellent example of this! Couldn't be more excited.
308	License e-bikes like motorcycles and mob pads so that we can report bad drivers, using fees to add police to protecting pedestrians and other bicycles that follow the rules just like vehicles.
309	Having kids/everyone wear helmets. Fined for unsafe behavior. Bike safety courses for teens.

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310	Arrest or severely fine violators &/ or their parents ! It's outa hand & many youngsters are SO disrespectful when asking them to walk their e-bikes in posted places where they're suppose to ...
311	Incorporating education requirements as part of a bike registration process.
312	Enforce the laws that apply to E-Bikes!
313	In my experience living in SB over the years bicyclists have shown serious disregard for their own safety. I've seen them cross intersections without stopping or looking, riding on sidewalks, or riding on the road even where there are marked bike lanes, etc. The kids on e-bikes are even worse
314	Require riders to be at least 16 years old and ban them on the closed portion of state street.
315	Have PD monitor and issue tickets to speeding bicyclists in areas frequently used by e-bike riders. Provide separate, protected lanes for bicyclists. Lobby/coordinate with the state to require e-bike riders without driver's licenses to take classes and get certified before operating a throttle e-bike.
316	Implementing requirements for e-bikes for example age restrictions.
317	Licensing any e-biker for a bike that goes over 25mph on throttle only. Mandatory class, test, helmet, and reflectors. Age restrictions. Impounding of bike for violators.
318	Safe and separated dedicated bike lanes. Design a network that is consistent, predictable, and separated. There are a number of locations where bikes are routed on the sidewalk for short stretches to share with pedestrians (mission street, in front of the high school), which makes it worse for both users and encourages sidewalk bike riding when it feels like a sidewalk. There also seems to be a growing trend where five blocks of the same street has five different transportation layouts (see: castillo st undercrossing project) which only makes the paradigm more confusing for all users.
319	I hope the new enforcements are making a difference
320	
321	Restricting e-bikes on sidewalks, some sort of e-bike registration/safety class in order to ride through areas with high pedestrian use and high vehicle traffic
322	Bike lanes separated from cars & pedestrians. Ticketing/impounding illegal bikes. Mandatory bike safety rules of the road classes for students & parents.

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323	<p>It's unfortunate that there is not better regulation of ebike design and what "ebikes" people are able to buy here in the U.S. That means there's many ebikes already on the road that go way above the speed that ebikes legally are supposed to go.</p> <p>I would love to see an effort to get better information into the hands of customers -- and especially parents -- about ebike speeds and risks. Some bikes are being sold as "ebikes" that are literally electric motorbikes. Better education would be helpful here.</p> <p>I would prefer not to see police specifically target ebike riders, necessarily -- not when I routinely see unsafe driving from drivers speeding, making unsafe turns, and generally just not paying attention. To me, this is a far greater priority.</p> <p>I do think better traffic enforcement across the board for ebikes and cars would be helpful -- especially in relation to speed and to following traffic rules, generally.</p>
324	
325	E-bike users should have to get licenses like drivers (those things go fast!) and should wear helmets. I also think we need more bike lanes for them to bike on.
326	I feel safe
327	Licenses for ALL e-bike riders
328	Strong regulation and enforcement
329	
330	No e-bikes on State Street. Enforce bike lanes. For example, too often people are biking down De La Vina despite there being no bike lane.
331	Increased enforcement of rules on E bikes. Actual meaningful education and on the ground outreach by bike advocates to attempt to educate E bike riders.
332	Crack down on e-bikes not following the law.
333	<p>We need comprehensive regulations for e-bikers.</p> <p>E-bikers should be licensed just like motocyclists.</p>
334	Separated bike lanes.
335	Setting a speed for e-bikes. I love my pedal assist e-bike and ride it very courteously, but those on throttle e-bikes go way too fast. I also don't think the throttle e-bikes should be allowed on the bike path along Cabrillo. Only pedal assist.
336	More police presence on State Street ticketing electric dirt bikes. We see the same individuals almost every time we ride our bikes with our children on State Street.
337	require a license and training and require helmets. Also, more dedicated bike lanes. Also, an age limit on using an electric bike
338	Licensing
339	More bike lanes! Also requiring helmets. Also kids with e-bikes should have to know the basic rules of the road like drivers do, since they're expected to behave more like vehicles than pedestrians.

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ObjectID	<p>E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?</p>
340	Treat e-bikes as motor vehicles and apply the same rules.
341	If e-bike collisions are on the rise it is because there are more and more e-bikes. Car drivers should not be expected to pick up the blame here. We all know that e-bikers are usually driving irresponsibly. E-bikes should be held to the same standards as motorcycles: night lights, traffic safety etc.
342	Most of the problems are kids. They go through stop signs and disregard the rules of the road.
343	Ensure that ebike riders are licensed and have to stay at the same speed as human powered bikes. My worry is that they speed and yet act erratically, so you can't plan around them while driving. I also am very concerned about children riding ebikes dangerously, and having traumatic brain injuries.
344	E-bikes that are using shared pathways need to be limited in speed, perhaps the pedal assist variety. Consider requiring a training for teen and younger riders.
345	
346	Enforcement of existing laws regarding e-bike usage and speed. E-bike speed/safety checkpoints, kind of like DUI checkpoints.
347	They should be ticketed like a scooter for not following the traffic rules. Use of cameras should be used to enforce bad behavior on major roades and bike lanes like Modoc, Las Positas, State street, etc
348	E bike speed limits. Dedicated bike lanes.
349	enforcement of traffic laws pertaining to operating an ebike. A lot of the riders are teens under 16 who do not understand the rules of the road and therefore behave recklessly.
350	
351	Aggressively ticketing e-bike users for not following safety laws. It is so frustrating that bikes know they will not have any consequences when they do not follow the law.
352	Enforcing illegal ebikes. Creating separated bike lanes. Education on bike rules.
353	I think E-bike users should have to be licensed, and helmets should be obligatory. Should be limited to people over 16. The bikes go fast and often I see people looking at their phones while driving or driving with no hands no the handlebars, no helmets, bare feet, etc--going 20 mph and not using the care needed at that speed.
354	Get kids off e-bikes. It is ridiculous the way they ride them. Totally out of control. I do not want to hit a kid for the kid's sake and for my own sake. It's a huge accident waiting to happen. I do not ride a bike because that feels so unsafe. The kids have no fear and are very unsafe, often times not even wearing a helmet.
355	Kids not trained to know traffic rules, Kids should need to be licensed and trained at school.
356	Enforcing the traffic laws for ebike riders would help. It seems that there are no consequences for those few who ignore the traffic laws.
357	Require insurance, training, helmets, and license.

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358	Age limit on e bike riders or a special state license.
359	Require licenses and minimum age requirements and safety equipment (helmets) and ticket all violations and impound/confiscate unlawful e bikes and those driven by violators.
360	E-bike speed limits that are slower than traffic
361	I would like to see some sort of penalty for texting while riding or also not wearing a helmet while riding. I think it's fair to ask that just as car drivers are expected to pass a driver's test, e-bike riders should be asked to take an e-bike rider's test. This could then allow for licenses to be suspended after certain infractions with bikes subject to impound, etc. if it gets out of hand. I don't know that separated bike lanes would be the solution though. E-bikes go much faster than regular bikes, but they are at a clear disadvantage versus a car. I think if we taught the youth how to safely ride in the road, or to do things like pass a slower bicycle in the bike lane, we would also be safer. I think it goes both ways. Drivers need to change their attitude towards kids on e-bikes too and give them room when passing.
362	Enforcement of laws for both e-bikers and drivers.
363	E Bike riders need to be licensed just like a motor vehicle. They are just Mopeds or little motorcycles that are allowed in bike lanes and bike paths. Lets teach those riding E bikes the rules of the road.
364	Many e-bikes are essentially motorcycles. I was behind a youth on an e-bike for over a mile and he never pedaled once, though he was going 25 mph. These types of bikes should not be in the bike lanes, and should require a special license just as motorcycles do.
365	No one under 16. Enforce helmet laws
366	Consequences for riders who disobey traffic laws.
367	If they were enforced to follow the traffic laws, like everyone else.
368	I think the e-bikes speed and not following the traffic rules are the big causes for the incidents. They should behave as if they were on a regular bike, not a motorcycle/car. I think the enforcement so far has helped, but there's still more to be done. I do think more "no parking" streets or only allowing parking with permits would help too.
369	more bike lanes, slower speed limits,
370	Physically separate e-bikes and all bikes from cars—this means putting in class 1 bike lanes. Priority bike lanes should be on streets that are commonly used by bikes and there should be enough of them to get across town, go to Goleta.

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371	<p>What are the rules for ebike riders? Are there speed limits? They seem to break rules like not stopping at stop signs, riding in tandem, cutting across lanes, making abrupt and erratic turns etc much more than cyclists. Anticipating their speed and actions is hard to predict and dangerous for drivers. Lack of training (for ebike and drivers) and enforcement are key elements.</p>
372	
373	<p>There needs to be more enforcement for all e-bike riders, especially for under age e-bike riders as they are the ones I see the most, doing things that appear to be illegal and dangerous. They are also the ones that are not able to drive vehicles yet and do not yet know the rules of the road.</p>
374	<p>hate them</p>
375	<p>My greatest concern is not with Ebikes, it is with the aggressive and often hostile behavior of drivers towards all cyclists. But to answer your question, better regulation of the younger ebike riders. There are some that are taking too many risks. Either increasing the age limit for ebikes or requiring a license or permit if under 18.</p>
376	<p>Ticket e-bike riders for speeding and not wearing helmet.</p>
377	<p>Perhaps e-bike riders should be required to pass a test and get a license, same as car drivers.</p>
378	<p>Training required for e-bike riders under 18.</p>
379	<p>More dedicated bike lanes. In addition, the dedicated bike lanes start and stop making it extremely dangerous. Also, delivery vehicles stopping in dedicated bike lanes and is very dangerous:</p>
380	<p>Post a speed limit of 15-20mph on bike paths and enforce. Only class 1 & 2 e-bikes. Electric motorcycles should NOT be allowed on the bike path. DMV has rules on the books. I use the bike path with my pedal assist bike and am blown away at how the city has lost sight of common sense, enforcement in lieu of a suggestion will speak volumes. Also keep food carts off the bike path and encourage the pedestrians to use the sidewalks in lieu of the bike path. Great example here locally that works great is the '3' lane path between butterfly and fairway rd, 2 directional bike lane and one lane for runners and walkers...fantastic!</p>
381	<p>They need to follow the rules of the road just like drivers. Teens and children on ebikes speeding through roads without concern for other people, bikes, cars, etc. are a big problem. I think it's important for kids and teens to be outside and getting fresh air, I also don't want to remove their ability to get places safely on their own- BUT I think maybe a course on bike safety being strongly encouraged may help. These teens and children with bikes are basically going as fast as a scooter and have no drivers license.</p>
382	

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383	<p>They are not bicycles, they are motorcycles and should be treated as such.</p> <p>You should have to have a drivers license to ride an E bike. The city should not turn a blind eye to bicycle violators just because they do not want to discourage bike riding. That is stupid and dangerous. The police need to enforce traffic laws on bike riders.</p>
384	<p>Requiring a helmet for e-bike users</p> <p>Requiring 14 years old and licensing for e-bike users</p>
385	<p>Control the e-bikes! They go to fast! Don't obey the traffic signals! They intimidate pedestrians. It's the young kids the most! We need to take away their bikes if they can't handle them.</p>
386	<p>Police need to ticket riders with helmets unstrapped. Police need to ticket this behavior and the fine needs to be \$150 or more to correct issue.</p>
387	<p>I see e-bike riders as disregarding traffic signs and lights every day like they own the road. They speed carelessly and often ride wherever they like and disregard vehicles like they can blame us if there's a problem.</p>
388	<p>If a child is under a certain age, say 15 years old, they should take a mandatory riding safety course before they are able to ride in public.</p>
389	<p>More enforcement of the existing laws</p>
390	<p>E-bike riders should be educated and licensed, just like drivers</p>
391	<p>NO one under 25 should be able to ride an e-bike! Teenagers, NEVER! Their brains have not developed yet. They are inconsiderate and a danger to everyone around them.</p>
392	<p>I believe that e-bike riders should have a valid drivers license or a special issue license so they have studied and passed a rules of the road test.</p>
393	<p>Requiring a driver's license or driver's ed for e-bikes with throttles; most of the reckless riding I see is among youth who do not know the rules of the road</p> <p>Better enforcement/ticketing for all reckless driving, whether it is cars or e-bikes</p>
394	<p>They need to have traffic laws enforced re them</p>
395	<p>Regulate throttle bikes as motorcycles—THEY ARE NOT BICYCLES! They often weigh 80-100 lbs or more and go 40+ mph. Often ridden by kids who are using smartphones while riding, Also, need to educate EVERYONE. Pedestrians walk directly on bike lanes, drivers don't watch for cyclists or pedestrians, and bad cyclists. All need to follow the law and be courteous to others.</p> <p>Police should be on State Street occasionally to enforce the laws for all.</p>
396	<p>Ticketing e-bike users for unsafe riding, more wider bike lanes</p>

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397	<p>Better enforcement of traffic laws for bikes. They need to be treated like a motor vehicle. People are riding against traffic and coming off sidewalks and into traffic unexpectedly. More bike lanes.</p> <p>The bike/pedestrian path on Cabrillo should be expanded to have a path solely for pedestrians and one solely for bikes (Long Beach has this it is much safer) and ideally they should be separated so they cannot spill over into each other.</p>
398	<p>I am an e-bike and standard bike rider. I use State Street often for my commute. I think State Street is a little crazy sometimes. Some riders are not obeying traffic signals. There are some riders that are going extremely fast uphill. I have also been downtown at night and seen what is really a mini-motorcycle zipping around Paseo Nuevo and on State St. If you want to control the speed or the behavior then you are going to have to have enforcement.</p>
399	<p>E-bike education should be offered and required to riders who don't have a driver's license</p>
400	<p>reduce the shared road concept and provide e-bike lanes of their own; otherwise e-bike riders have little concern for following safety rules and their in-attention is concerning</p>
401	
402	<p>Irresponsible E-bike riders should be given tickets by the police, the same as drivers who do not obey the law.</p>
403	<p>More enforcement of e-motorcycles acting as bikes</p>
404	<p>Having more patrols to encourage bikes to follow traffic laws.</p>
405	<p>Designated bike lanes that do not share the space with parked cars.</p> <p>Perhaps making more streets one-way, and using the other 'lane' to put dedicated bike lanes each way on it</p>
406	<p>Mandatory training classes for cyclists that emphasize the results of a collision at high speed. E bikes are more like motor vehicles than a bicycle.</p>
407	<p>Not allowing them in pedestrian zones, ticketing them just like you would a car if they aren't following the law, and banning them from State Street because they drive just as fast as a car would on that street which is primarily pedestrian use only.</p>
408	<p>Require license for any bike that throttles. Except slower electric-assist.</p> <p>Enforce laws</p>
409	<p>Ebikes are MOTOcycles and need to be licensed as such. The problem is you have unlicensed riders driving a MOTORCYCLE that is not treated that way by law. The Laws are not updated to reflect reality these are not BIKES.</p>
410	<p>E bikes in cycle lanes only, more rigid enforcement of speeding limits</p>
411	<p>Ticket e-bikes where the individual is not pedaling and has a phone in one hand. You need two hands to bike safely.</p>

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412	Require license and bike plates
413	More and consistant enforcement by SBPD of the existing traffic laws - not occasional based on a grant.
414	Strict enforcement of laws when using city streets by walkers, bikers and automobile drivers
415	
416	<p>The people driving the e bikes are the problem, not the cars. They speed and they don't fallow the laws. Same with a lot of the people riding bikes in general. But instead, you want to remove parking. So that you can build a ridiculous bike bath. Some of us rely on that parking, some of us are not rich and we don't own houses up in the hill. Some of us live on the low parts of Santa Barbara. We need those parking spaces. Stop catering to the cyclists and tge wealthy.</p>
417	<p>E-Bike riders need to take a course on bicycle safety and follow the rules of the road. Often they do not wear helmets, and are riding two or three to a bike. I am fearful to cross State St in the middle of the block as they come racing down the street often in gangs to three or more not paying attention to pedestrians. They are doing wheelies and other bike tricks taking up the road. I felt safer when cars were driving on State Street and prefer to have the road open to cars. It is not pedestrian friendly.</p>
418	<p>SIMPLE: OUT LAW EBIKE's. Start by removing the littered ebikes parked all over the city. no one is riding them anyway.</p> <p>Enforce the laws---I NEVER see traffic control POLICE OFFICERS anymore</p>
419	<p>Any intentional act to ride with only one wheel on the road should result in confiscation of an ebike. I've witnessed ebikes doing wheelies on Cabrillo Blvd. and veering across the median toward oncoming traffic.</p> <p>Ebike speeds also need to be addressed on pedestrian walkways. The lack or structure around ebike usage on the East Beach bike path puts pedestrians, including children and dogs, in danger. Any speed limits on ebikes should also apply to traditional bikes. Sidewalks and walking paths aren't places for riding quickly.</p>
420	Keep e-bikes off state street. Reduce speed of e-bikes in general. Keep e-bikes off of sidewalks.
421	<p>Firstly, not allowing e-bikes on sidewalks and bike lanes and enforcing that law. I think educating e-bike riders also needs to be happening from a variety of sources (bike shops, schools, parents, community). Right now, e-bikes are like this in-between vehicle where you can travel like a motorcycle, but you don't need to take a motorcycle test and obtain a license.</p>
422	Traffic calming and more bike only facilities

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423	<p>Create a speed limit in the Bike lanes and enforce it. A bike now can pass you on the right in the bike lane with speeds so fast its dangerous Drivers are not used to a bike in the bike lane not making that much distance before a driver makes a right turn. And they think they have the right of way. Maybe the new laws protect them but tonnage rules always win. Make a 15 yr old age limit and drivers education from DMV mandatory. No youth on ebikes after dark.</p>
424	<p>Cycling infrastructure: added separation and improvement of intersections, especially daylighting and pedestrian/cyclist prioritized crossings. Also many streets need the Speed Limit lowered. Speed cameras for enforcement. More digital speed readout displays.</p>
425	<p>E-bikers should be required to obtain a permit and have a valid I.D.</p>
426	<p>Drivers of e-bikes must have a drivers license and get penalized for breaking the law just like a car driver would.</p>
427	<p>MORE REGULATIONS ON WHERE E-BIKES (WHERE THEY DRIVE NOT ON SIDEWALKS THE SPEED IS IMPORTANT THEY TEND TO DRIVE SO FAST)</p>
428	<p>Enforcement of existing laws on ebikes. Speed, helmet, stopping etc</p>
429	<p>All e-bike and bike riders must wear helmets and protective gear and follow established traffic laws. E-bike riders should be licensed and have to take a drivers' test. There should be an age limit, i.e. must be 16 plus to ride an e-bike. E-Bike riders should have insurance. Tickets or other penalties should be issued for not following the rules of the road.</p>
430	<p>They need to take driver's courses</p>
431	<p>Enforce the law for ebike riders -- use stop signs, stop speeding. I see KIDS DAILY who don't stop and are speeding, often without helmets. Some will die without changes.</p>
432	<p>Enforcement of e-bikes. E-bikes having limited speed limits. Helmet law enforcement. Overall enforcement and education.</p>
433	<p>Bicycles (electrical or not) do not have the visibility from drivers that their users think they have and, regardless of who is at fault, they have to be aware of that. I think the best way to protect them is by having to obtain a license or official permit to use the roads after a good survival education. We the drivers and larger vehicle owners pay the taxes that keep the roads and the city is giving preference to those that do not maintain the roads and in many cases make it easy for bikes but you seldom see bike riders. Chapala street is a good example of this. This city council makes decisions by dream and not reality</p>
435	<p>Maybe mandatory bike safety training for young riders. People who don't drive are less likely to understand why certain maneuvers are dangerous and what they need to watch for.</p>

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436	Underage people should not be legal to ride e-bikes. I cannot tell you how many times I see (including just moments ago) that I have witnessed helmeted and sometimes not helmeted e-bike riders including those with passengers who run red lights and swerve into traffic
438	Speed limits for e-bikes, age restrictions for e-bikes that go over a certain speed, enforcing helmets
439	
440	More clarity regarding the transitions between marked and unmarked bike lanes.
441	Make e-bike users of all ages stay off pedestrian areas (like beach way path), follow car road rules, and wear helmets.
442	Encourage less driving and more pedestrian/cycling-friendly streets and roadways.
443	They need to go a slower speed if in a bike lane.
444	E-bikes should be classified as motor vehicles (such as mopeds/scooters and motorcycles) and NOT as bicycles. Their use should be restricted to licensed drivers, and helmets (not bike helmets, but motorcycle-type helmets) should be mandatory. They should be required to share the same lanes as other motor vehicles, and not be permitted to ride along the curb, in the bike lanes, or (especially) the sidewalks. E-bike riders using the routes and lanes designed for human-powered vehicles creates the same danger for everyone as would be the case for someone riding a moped.
445	E-bikes riding on sidewalks at high speeds pose an issue for drivers as drivers are not expecting those speeds for sidewalk users. E-bikes should be kept off sidewalks and maybe even need to be restricted on State Street.
446	Make e-bike riders follow both traffic and speeding rules. I never feel safe walking or cycling on State Street because of e-bike riders. I have had middle school boy e-bike riders pretend they are going to run me down. I have nearly been struck by e-bikes, particularly at Farmers Market even though there are signs at every intersection saying that wheeled vehicles must be walked. More and more downtown streets are being affected by e-bikes and bicycles ridden on sidewalks. I can't avoid downtown because the home I own is here, and it is getting scarier and scarier.
447	Treat them like motorcycles and make it illegal to have e bikes that can drive at unsafe speeds.
448	Outlaw them completely, especially for children under 18. E-bikes are similar to motorcycles. These cyclists and those who ride old-fashioned bicycles are out of control in general, never obeying laws. Now we have e-bikes everywhere riding on sidewalks, running people over, into cars blaming the drivers. If we're going to continue to allow people to ride, they should be required to register their bike and carry insurance, just like vehicles.
449	require a driver's licence for e-bikes. Better enforcement of laws concerning e-bikes.

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450	
451	!!!Separated/designated bike lanes.!!! Smaller, cyclist-level signage indicating maximum allowed bike speeds. Bike lane speed bumps before major intersections/intersections where e-bikes have more observed crashes.
452	As a driver I feel unsafe because you have certain expectations of other drivers/bikers that are suddenly untrue - you don't expect to be passed on the right by a "bike", you don't expect them to swerve from the bike lane through traffic to suddenly be a car and go in the left turn lane, and you generally expect a biker to obey traffic laws. Now you just never know what they are going to do, and frankly it often feels like the trouble cases are children or teenagers who do not yet have a driver's license and do not know the rules of the road. I remember the scooter craze - those required a driver's license, why don't e-bikes?
453	Enforcement of helmet laws for youth riders.
454	Better enforcement of dangerous behavior i.e. riding too fast, too many riders on bikes, stunt riding. More protected bike lanes and connectivity between existing segments
455	I would like bike drivers to get a license if they dont already have one or proff they have gone to traffic school.
456	Require training, e-bike licenses, helmets and age requirements.
457	protected bike lanes
458	Require a license and insurance to ride an E bike similar to a motorcycle. Stop subsidizing the E bike business.
459	E-bikes are motorcycles but even less visible. They constantly blow thru stop lights and signs, and even go the wrong way on one-way streets. They shouldn't be able to use bike lanes unless they're pedaling; if not they should use the road like motorcycle, obeying all laws of motor vehicles.
460	none
461	Ebikers should be required to get a license to ride by passing a DMV Test
462	Require a license and insurance for driving e-bikes. At least insurance and that should be part of the fee of renting them.
463	Dedicated personnel on e-bikes enforcing new ordinance and more education
464	E-bike riders should not be on sidewalks, especially if not stopping before crossing. This is especially true along the new multi-use path along Modoc. Instead of the bike lane, they are often on the multi-use path and do not obey the posted stop signs. Speed limits should be followed and proper hand signals - just the same as a standard bike. Wheelies should also be discouraged (if not already illegal) on public streets.
465	
466	Increased enforcement of e-bikes, including speed and proper safety equipment usage.

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467	<p>Whoever is riding the E Bike should have a license after taking a mandatory road test</p> <p>E Bikes should have a registration</p>
468	<p>I would like e-bikes to be banned on city streets. They are unsafe and the bikers almost always do risky things, don't wear helmets, don't obey traffic rules. Please police and ticket them more often!</p>
469	<p>E-bikes and E-vehicles over 20 speed limit must get licensed to understand traffic laws and prevent dangerous behaviors on e-vehicles. More policing of e-bikes riding in excess speeds on pedestrian walk ways. Must use street! Age limit to e-bikes/e-vehicles capable of speeds above 20/25.</p>
470	<p>giving citations for bike riders going the wrong way on a one way street, riding side by side in the street, doing wheelies, etc on the street, riding on the sidewalks, not stopping at intersections where there is a stop for them but not a stop for the ongoing traffic</p>
471	<p>Speed limits in bike paths.</p> <p>In urban areas (especially downtown) designated lanes for e-bikes as well as bicycles.</p>
472	<p>I would like e-bike (and maybe standard bike) users to be licensed. I received training from the police department when I was a kid (admittedly in the 1970s) about how to safely ride my bike.</p> <p>I am also frightened by the number of e-bike riders w/o helmets.</p>
473	<p>I wish I knew! I am a distance runner who has been hit by an E-bike that ran a stop sign.</p>
474	<p>More training for e-bike riders, especially kids.</p> <p>Licenses and tests for 16yrs old and below.</p> <p>Rider licenses for bikes with max speeds above 20mph.</p> <p>More enforcement, especially on State St.</p>
475	<p>Enforcement of current laws.</p>
476	<p>Enforcement of vehicle codes.</p> <p>The state needs to require a CDL for e-bikes, they require it for electric scooters, should be the opposite.</p>
477	<p>E-bikes should be licensed and minors younger than 14 should not be allowed to ride them.</p> <p>The motorcycle type e-bikes should be banned from city streets. All e-bike riders under 18 should be required to wear helmets and ticketed if they are not.</p>
478	<p>Require licensing of all bike riders (regardless of age), whether e-bikes or non-motorized bikes. Eliminate bike riding on narrow canyon streets; e.g., the 192.</p>
479	


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480	Remove the bike lane in the pedestrian area of State. Allow bikes by all means, but mixing a bike lane with a street market is the asking for trouble. This of course means you have to find new north-south bike routes. Giving De La Vina and Santa Barbara streets the 1 car/1 bike lane treatment that so many other streets have received seems promising.
481	
482	E-bikes cannot be allowed on sidewalks or bike paths and must be confined to streets like any other motorized vehicle
483	The e-bike is nothing more than a moped. If they are using streets then they should wear a helmet, take a test to know the rules of the road and abide by signs that cars also need to abide by.
484	<p>Having e-bike riders pass a safety test before being allowed to purchase/drive an e-bike.</p> <p>Speed limits on e-bikes for minors.</p>
485	Clear regulations on max speed/driving behaviors for E-bike users with regular enforcement (tickets/vehicle impound)
486	Remove e-bikes altogether. They are a hazard to cars.
487	E-bikes need their own separation from the cars and need to all be wearing helmets.
488	There should be an age requirement to ride an e-bike on streets, and E-bikes should require a license to operate in Santa Barbara.
489	There is a minority of e-bikers who are reckless in regards to pedestrians, cars and other bikers. Police should be more strict in enforcing the traffic laws and the fines should be large enough to be a deterrent. The turbo bikes should be required to have a license.
490	Engineering solutions that slow down cyclists. Enforcement and impoundment of illegal electric motorcycles.
491	Illegal to use sidewalks for bikes or bike lanes for e-bikes. They abuse the privilege and are often unpredictable about where they ride- sometimes, here, sometimes there. Very difficult to be on the road in such a situation.
492	Enforcement of e-bike rules
493	
494	If it was required they be licensed and if they were ticket for infractions
495	A physical barrier between car lanes and bike lanes.
496	More enforcement of safety laws applying to e-bikes
497	Bikers wearing helmets especially when going car speeds and riding in the street. Following road rules.
498	Require e-bike license, require helmets, set age limits
499	
500	

City Traffic Safety Survey Open Response Question

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501	ebikes banned from cycle lanes including state street. they are powered vehicles whether combustion or electric , the result is the same. State STreet needs 5mph speed limit and police to enforce - ebikes or traditional bikes.
502	I have been saying for a long time that pedestrian mobility is the wave of the future, but change can be painful. We should embrace the future, but smartly so - by enforcing moving violations and exacting a heavy toll to instill compliance - warning, heavy fine e.g. \$200, bike confiscation: three strikes, you're out. This should encourage more but safer e-bike ridership. The City needs money, right? There's a source of revenue. And, compliant riders will make residents happier.
503	E-bikes should only be operated by DMV licensed drivers
504	Open state st to cars, get the e-bikes in bike lanes!!!!
505	An age limit, speed limit, and not allow e-bikes in high traffic, mixed use areas (bikes and pedestrians)
506	Education, Enforcement of speed limits, TICKETS! I don't care how old they are they should get a ticket if they speed or break any law.
507	
508	My daughter used to ride an e-bike to and from school because we both work full time and had trouble getting her to school. We made her sign a contract that made sure she was aware of all of the laws including helmet laws and talked to her in great length about how unsafe it is to have a passenger on the back of the bike. Parenting is the BIGGEST problem. Maybe have some public safety announcements geared towards parents about the severity of sitting kids down and talking to them about these issues. ALSO, police need to crack down on kids riding e-bikes without helmets (i see it ALL the time - there is no way police don't see it) and write tickets for unsafe driving, riding, etc. If no one ever gets any consequences then nothing will ever change.
509	Kids under 16 need to take a course and have a permit. Also I have seen them riding on the pathways in Montecito and jumping off them ruining all the work that the bucket for grade made to the trail system that access sidewalks which is very dangerous and destructive.
510	People need to have a license to have one. I cant tell you how many near misses i have had when these motor bikes swear in front of me and they NEVER EVER stop at a stop sign but speeded right through. They also need to ban them on the closed state street.
511	You can only use an e-bike if you have a driver's license (i.e. understand driving rules/laws), you cannot use an e-bike on a sidewalk. If an e-bike driver speed through a red light, they get a ticket, just like a motorcyclist would.
512	License e-bikes.

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513	E-bikes should not be allowed on state street. They can drive as fast as cars, and often it's teenagers who do not even have a drivers license. E-bikes should only be allowed for those with a drivers license.
514	
515	No E-bikes on downtown State St.
516	I sometimes wonder if the standards of E-Bike use should be the same or comparable to motorcycle.
517	e-bikes that can exceed a specified speed [20 or 25 mph?] should be regulated, e.g. a minimum age to operate, and a license to operate that can be suspended for cause
518	<p>Fines for people using ebikes on sidewalks. It's a fatality waiting to happen, and has happened in other places.</p> <p>Fines for bikes and ebikes riding on the wrong side of the road. I see that all the time. I have seen many near misses.</p> <p>Regulation of ebikes as motorized vehicles. Youth are riding them at high speed often without helmets.</p>
519	since E-bikes are motorized vehicles, the drivers should require a course and a license, as all other motor vehicle operators do.
520	Limit e-bike speed. Demand licensing for all e-bike operation.
521	
522	Periodic enforcement by police, including issuance of citations.
523	enforcement of laws
524	<p>The E-bike drivers need to be held accountable. There needs to be rules in place limiting how many are riding per bike and age. There needs to be a dress code implemented. No dark colors and a safety vest  worn- If not implemented during the day then evening and night. If not worn there should be a ticket/fine. Speeding tickets for E-bikes should be implemented. Safe drivers should not be charged because of poor decisions of any biker. E-bike companies should be held responsible as well and bikes should have brighter colors. For young drivers parents should be held responsible. This is an evolving way of transportation, however, drivers should not be held accountable if driving safely, following the rules of the road and not under the influence. Laws need to change.</p>
525	They should not be allowed to ride on any bikepath, State street included. They drive at the speed of cars. They will stop behaving recklessly when they find themselves around larger vehicles.
526	
527	
528	Daily policing of e-bike regulations especially on State Street
529	License the users with a minimum age of 16, require insurance. Cite the infractions and impound the bikes after a certain number of citations.

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530	Bikes, skateboards, and scooters on the streets without helmets and going fast without concern for vehicles is a major problem. Often there are scooters/skateboard users flying down Anapamu or Laguna for example without a care. They need to be curbed
531	
532	More regulation of E-bikes
533	Ebikes are basically low power motorcycles, so the rules should be the same as those for scooters and motor cycles. Let's start with drivers ed at age 16, and a license, and no one under 16 allowed to ride on public roads. Police should give citations for no helmets and violating traffic laws.
534	Have the cops patrol State Street. Only requires one cop going up and down during the day on an ebike.
535	Establish clear guidelines, rules of the road and fines and penalties. Confiscation of bikes operated by repeat offenders might work.
536	Clearly marked bike lanes.
537	I haven't witnessed any enforcement for ebike violating traffic laws... I doubt it will happen, but I feel specific enforcement efforts could help.
538	Anyone of any age riding a motorized bike or scooter should have to be licensed and take training.
539	Enforce the law and ticket speeding e-bikes. The younger kids/teens go way too fast. It's absolutely unsafe and ridiculous. Equally ridiculous is the "look" of putting your helmet on but not fastening the strap. You won't look so cool when you're brain dead and your family is crying over you.
540	As a driver, e-bike riders who switch back and forth between using sidewalks and street lanes are unpredictable and create confusion. I would like to see mandatory e-bike training & licensing as well as enforcement of violations.
541	separate bike lanes
542	More dedicated bike lanes, keeping cars off roads and opting for more public transportation
543	Children should not be on e bikes. They're a moving vehicle and not a person- powered bicycle. Kids don't have licenses, and they don't know the rules of the road. I saw 2 14 year old girls turning from the wrong lane into the wrong direction onto cliff. Kids turned from right hand bike lane across 3 lanes of traffic, in front of cars, to turn left. No signal or pause or anything. Kids doing wheelies up cliff to las positas by the round about. And adults with babies and children riding on the sidewalk. It needs to be licensed, regulated, enforced.
544	Having dedicated paths that don't merge with cars at intersections. Very scary when a car turning right merges into a bike lane where a bike is riding..
545	Speed limits, limits on number of riders on a bike, license and test for e bike riders, minimum age, not allowed on bike path.

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546	There should be a distinction between real e-bikes (that require pedaling) and 'e-bikes' that have a throttle. if it has a throttle, it should be considered a motorcycle, need to be registered, and driver should be licensed and use the road and not the bike lane. I see young kids on these throttled bikes who do not know the road rules and are driving way too fast.
547	Speed limit of 15 mph for e-bikes in congested areas
548	Downtown ambassadors are allowed to give warning citations
549	Giving tickets to e-bike riders who do not follow road rules (stopping at stop signs, riding on the right side of the road, etc).
550	E-bike permit requirements
551	License e-bike operators
552	Make it illegal to injure and kill pedestrians.
553	
554	Require speed limits for them. Require helmets. Require safe riding courses.
555	Pressure the legislature to require drivers licenses for e-bikes. That was the requirement for motorized cycles (mopeds) for decades and ensured some level of control to ensure awareness of laws and allowed for impounding and citations with teeth.
556	More prominent display of e-bike speed limits and more enforcement of speed limits would be a good start.
557	create bike pathways that are not combined with pedestrian or vehicle pathways.
558	Police enforcement of reckless bikers
559	Force them to follow traffic laws and wear protective gear. Ban them in Downtown State St.
560	Green lanes designating bikes can use the whole lane. Like Ventura.
561	Helmet wearing enforcement
562	Having a few streets with dedicated bike lanes without on-street parking would be safer for cars and E-bikes.
563	Get little children off E-bikes. Some E-bike riders are obviously little more than 10 years old. Check the E-bike traffic out of grammar schools in September and you will see. Confiscate bikes caught speeding or otherwise breaking traffic laws. Make all E-bike riders pass exams just like for driver licenses.
564	Better law enforcement of traffic laws involving E-Bikes. Making walking portions of State Street safer by enforcing bike laws there and by making it more clear how and where E-bikes can legally and safely use that environment.
565	Complete the bike lane network.

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566	<p>Why do we not have rules/laws about young people who are not trained or licensed to ride a motorized vehicles? There are way too many people riding way too fast and without proper training for safety. Something needs to be done to protect them and the rest of us. Everyone! Suggestions: 1.required permits/licenses to ride bikes with throttles. (Some E bikes do not move without the rider peddling. Others have a throttle. The problems are from those which have a throttle. 1. Why have we not made a distinction about those types of cycles?) 2. Citations for speeding and reckless riding. I've never seen one happen. Do they? 3. Offer free educational programs about safe riding. 4. Require permits to ride bikes with throttles. (Support the responsible adults with which these people live to intern help the young people get some required training. Like Dirver Ed.) 5. Have better / more visible signage of where bikes can be /should avoid. I don't see those and would honor if I did.)</p>
567	E-bikes should their own bike lane
568	License and training and enforcement of traffic laws for ebikers
569	<p>Education for e-bike riders such as that received for motorcycle riders--I would like them to know the ways that they are less visible and know about their own stopping distance. Sometimes e-bike riders travel at fast speeds, and since they aren't as large/visible as larger vehicles, it makes it hard for other drivers to see them early enough.</p>
570	I do not like e-bikes using State Street. I feel nervous when they zip by me when I am walking.
571	
572	CITATIONS. The police to do 'ANYTHING'. This should have been addressed 5 years ago. LAME!!!
573	Treat ebikes the same way we treat motorcycles.
574	<p>Licensing for e- bike drivers if bike has throttle, not peddle assist. Age limit for e bikes that go more than 10 mph, Enforcement of e-bike rules</p>
575	<p>From the Pedestrian side of things, I think the City should explore passive infrastructure changes which will shape behavior, similar to road narrowing to change car speed. For instance, if pedestrian areas used paving materials like cobblestone which encourage slow speeds, while the bike lanes had a smoother ride, it would encourage lane following, and help pedestrians intuit where the bike lanes are.</p> <p>In bike v car situations, I understand the best safety measure is a separated bike lane.</p>
576	<p>E-bike riders should have a license to ride the bikes. Be required to wear helmets and be held responsible for their actions like a person driving a vehicle. I've seen way too many people riding e-bikes on their phones not paying attention to the speed or how they're driving.</p>

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577	Designate e-bike lanes or e-bike speed limits in specific zones. Age minimums
578	Require teenagers under 18 go through an e-bike safety training course.
579	Strict enforcement of E-bike riders, especially juveniles and young adults who ride recklessly without due regard for the safety of drivers and pedestrians. It's time to hold reckless E-bike riders/bicyclists accountable for their reckless/dangerous riding.
580	Minimum age and licensing requirements like any other motorized vehicle.
581	Strict enforcement of existing laws
582	Getting cyclists to obey the rules of the road.
583	The lead-in to this statement is disingenuous. The City can push for the state to regulate e-bikes as the motorized vehicles they are. If you can accelerate without using your feet it should be considered a motorized vehicle and there should be licensing along with age restrictions,
584	install additional traffic cameras and increase policing & penalties for violations. If there are no real/immediate consequences for riders in general then why would they change their behavior.
585	Don't allow Class 3 bikes on State St or in bike lanes. I saw a person riding about 40 mph up State St at 4:15 pm - peak activity for pedestrians and other cyclists.
586	Better enforcement
587	Santa Barbara was not set up for a bike city, streets are narrow and densely populated. More enforcement is needed whether it be lights with cameras like other city's or more patrol.
588	Separated bike lanes
589	
590	Actually citing the ebike riders for not following the rules of the road or not wearing a helmet.
591	A certification/license for ebike riders under 18.
592	E bikes are just electric motorcycles. Drivers should be required to pass a basic written driving test about the rules of the road.
593	Requiring safety course for e Bike user esp underage kids
594	
595	Having both drivers and e-bike riders understand the current laws.
596	Require e-bikers to have a license Enforce consequences of unsafe riding
597	
598	Enforce helmet laws for kids. Add helmet law for adults
599	Enforce traffic laws. License eBikes.
600	E-bike riders should be licensed,

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601	I think E-bikes need to be treated like mopeds because they can often go just as fast. It is scary to be riding my regular bike and have an E-bike zoom past me, and it's also scary when I'm driving 30mph down Cabrillo, and an E-bike passes me! They just go way too fast and expect to be treated as a "bike" when they're really motorcycles.
602	More lanes for specific for bicyclists. Additional 'share the road' campaigns/messaging.
603	
604	Stronger enforcement and ticketing of e-bike riders. Make it known that you break the law you pay.
605	Ebikes going slower
606	Protected bike lanes and ticketing cyclists who weave in and out of traffic on streets w/o bike lanes when a street with bike lanes is 1-2 blocks away. PD enforcement of drivers/TNC's & delivery vans not parking in bike lanes.
607	Mandatory training for anyone under 16 on an e-bike, these kids, understandably, do not know the rules of the road. It makes sense they can't follow rules they don't know about.
608	E-bikes should require a drivers license of some kind, particularly for minors.
609	Mandatory helmets, maximum speed limit posted for e-bike safety in each area.
610	Sharing the road with ebikers has become terrifying as a driver. The majority of ebikers I see are young/teens who are going way too fast and dont know the rules of the road or what to expect from car traffic. E bikers who do not have a drivers license should have to take a class first. Helmet laws, passenger on bike laws, speed, and safety laws need to be enforced for all ebikers. they are the biggest hazard on the roads right now and young people's lives are the ones at stake. Daily I see multiple teens on one an ebike cutting across intersections/traffic usually with unbuckled helmets (or none at all), glancing at a cell phone, speeding through neighborhoods, etc.
611	License and set age limits for e-bike riders Require powerful e-motorcycles to use the street and stay off bike path and sidewalks.
612	E-bike riders should have to have training and a licence to prove it. They should be required to have liability insurance. In short, they should be treated like all motorized road vehicles, but in a slightly lighter way. E-bikes shoul be constrained to no more than 25 mph, and e-bikes modified to go faster than that should be impounded until fixed. E-bike riders who ride on sidewalks should be cited.
613	I would like to see E Bike restricted to bike lanes, walked otherwise. Not ideal for them, but they are a terror to pedestrians, clog traffic on car streets, generally a danger to regular bikers.

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614	Have e bikers have a license to drive if their bike can go over 25 miles per hour. So they can learn the safety laws of the road for bikers. And so they might know the speed limits for bikes . Ban e bikes on state street. Enforce helmets
615	Police enforcing the current laws for bikes. We have a couple of kids riding their E-bikes at over 20 mph on the sidewalk on Via Diego couple of times a week and the police never cite them!
616	Young kids do not follow the rules or wear helmets. Sometimes too many kids on the bike. They just block traffic or pull out in front of you. There should be a age limit or a class they have to take
617	Strictly enforcing traffic laws for e-bikes, requiring e-bike riders to have a license and insurance. Requiring offenders to complete a safety training course.
618	Enforce speed limits of e-bikes
619	Throttle, no pedal e-bikes should use the road since they go the speed of most downtown traffic and are a hazard on the bike path do to trick riding and speed.
620	Slower e-bike speeds and e-bike users following traffic laws. I see too many riders, especially young riders, riding through stop signs without topping, riding on the wrong side of the street and passing pedestrians or other bikes without signaling. Driving/riding education for e-bike riders would benefit everyone.
621	
622	Separate bike lane with more definitive boundary
623	eBike users need to be trained on traffic rules just like an automobile driver.
624	E-bike riders should be required to complete training course similar to driver's training and receive a permit for driving the e-bike. E-bikes are being driving down the middle of city streets like a motorized vehicle. If they are not permitted, then the bike should be impounded. Perhaps parents should also have to attend the training with their underage children to assure that everyone knows the law.
625	I ride an e bike and obey the traffic laws - including stopping at stop signs. Many bikers and e bikers ignore traffic lights and stop signs. It is a problem.
626	safety training and age limit-also they should wear helmets and should not transport others individuals
627	<p>Requiring EVERYONE who rides an e-bike to have a LICENSE!</p> <p>Seems like younger e-bike riders are the ones who scare me the most - they are often unpredictable in their traffic patterns, they have multiple riders on one bike, their helmets are either not there or not fastened, they are talking to other riders, blah blah blah -</p>
628	Authorized City employees who can issue citations for unsafe speeds and not following traffic rules
629	E-bike riders need a license. Need to know laws of traffic.

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630	<p>More laws on e-bike usage - using helmets, lights, hand signals when turning. I see people also riding in the middle of the road instead of using designated bike lanes or paths - sometimes because the entrance to a path isn't accessible where they've started their ride, and sometimes because the bike path ends and there is no alternative.</p>
631	
632	<p>Rules of the road training and testing for E-bikers</p>
633	<p>Our community is enraged at the unrestrained use of ebikes, particularly with young children who constantly injure pedestrians and go about in gangs monopolizing the roadway and terrorizing pedestrians who have the right of way. Ebikes are vehicles and deadly in the hands of negligent drivers. Like car drivers, ebike drivers must face age requirements, be required to pass driving and written tests, as well as drivers ed. Helmets should be required with heavy fines and in the case of repeat and/or serious infractions, the vehicle should be compounded. If the driver is under-age, then the parents must pay the fine.</p>
634	<p>Far to many bikes have run out in front of me especially E-bikes, they must wear helmets and obey the law and parents really need to emphasize safty to their kids. Thank god I have not hit any of them.</p>
635	<p>Hard enforcement with stiff fines; require DMV license for Class 3 e bikes (> 20 mph capability); photo enabled radar for speeding and red-light infractions.</p>
636	<p>E-bikes in the US need to be better regulated. e-bikes with throttles should be outlawed or reclassified as they really are, as electric motorcycles, which would require a license and registration. That would help a lot! Since that's not likely to happen, we find ourselves walking and riding along while e-bikes speed by, so anything that the City can do, more enforcement in particular, is the answer. The penalties need to be a lot harsher than just a \$100/\$250/\$500 fine. I say impound the bike right away and make the fine \$1000, that will get the parents attention for sure for the underage kids riding them.</p> <p>The other issue is cyclists, all cyclists, basically ignoring the rules of the road. Sometimes they ride on the sidewalk, illegally, or in the road going slow and blocking traffic, or on say Anacapa instead of using roads with bike lanes.</p>
637	<p>More separated bike infrastructure. Unfortunately, it's a divisive issue and a political hot button. But is relatively low cost when compared to many other street projects.</p>
638	<p>Posted bike speed limits along state street; separated bike lanes</p>
639	<ul style="list-style-type: none"> - make bikers have licenses and be of 16 years of age as motor vehicle license. - They should have a speed limit - should be banned from State Street
640	<p>They need to follow road rules also</p>
641	<p>They need to follow traffic rules and speeds</p> <p>Those bikes are fast and many just ignore signs / speeds/ lights etc</p>

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642	State Street can remain a pedestrian facility, but perhaps Anacapa and Chapala streets can be modified to include protected bike lanes. Bikes should then be banned from State Street. The police also needs to be more present, and aggressively ticket e-bike users that are riding unsafely.
643	E-bikes on State Street often drive too fast and dangerously. State Street should be open to cars, and regular bikes as it was pre-pandemic.
644	Requiring a drivers license or harsh fine
645	Keep all bicycles/E-bikes off the sidewalks in residential areas. A little enforcement would be nice.
646	Better road maintenance would be number one for me. Additionally require a drivers license to operate most e-bikes. Police should target cyclists especially at intersections and in heavy pedestrian areas. Cite/FINE riders for unsafe behavior like riding tandem or without helmet or chinstrap strapped. Educate cyclists on the rules. I'd also like better North South bike lanes - not on State.
647	Some sort of mandatory training and certification for minors using Electric bicycles.
648	E-bike riders should be required to go through safety training and need a license to operate them. We need safer bike lanes everywhere in SB.
649	E-bikes should have same laws as motorcycles. ALL BIKES NEED TO BE KEPT OFF SIDEWALKS!!!
650	Something has to be done about the irresponsible e-bike users. They threaten the safety of everyone. A civilized society with individually-controlled modes of transportation is dependent upon everyone following safety laws. When those laws are disregarded by a segment of the population, it threatens everyone else. I don't have the answer - but the city must be proactive in addressing this serious issue.
651	Separated bike lanes and traffic lights for bicycles
652	Ebikes and regular bikes are not stopping at stop signs and are riding parallel to each other in car lanes.
653	
654	Assurance that e-bike riders know the rules of the road and safety practices of riding bikes on city streets. Maybe requiring permits to ride the bikes, acquired after training or testing would increase safety for everyone on the road. Proper attire and lights and reflectors on the bikes to make the riders more readily visible should be required and compliance enforced for all bike riders.
659	they should have their own lane
660	Sadly, enforcement, licensing with plates, age limits; stop riding on sidewalks, no bikes on State St., move to Anacapa and Chapala for routings, if State St. Is a must PLEASE add delineators for bikes to stay in, PLEASE and use serious enforcement and hefty fines. We say the same stuff over and over with little action.
661	no on under 14 should be allowed to ride an ebike
662	Ticketing ebike users who are speeding or not following traffic rules

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663	E-bikes should be with cars or, if they become even more prevalent, have their own lane, which means making it harder for cars to speed through neighborhoods so that e-bike riders aren't scared to get hit themselves. More speed bumps, more enforcement and tickets for drivers.
664	Enforced traffic laws, license for minors
665	Enforcement of e-bike riders speed (no one is enforcing), enforcement helmet-wearing (particularly youth who I see not wearing helmets), requiring all ebikes to have a front/back light on at all times of the day/night for both riders and drivers, and depending upon the speed limit/road, allowing e-bikes to take the lane if their speed is with traffic flow (e.g., 25 mph zones). Further, more education: signage, educating and requiring a safety certificate for e-riders similar to a driver's license (many youth have never driven a car and are not familiar with driving rules but expected to follow them on an e-bike), and targeting education and campaigns with the parents to help educate them on safety and accidents to help protect their youth. I am a parent and believe this is very important.
666	Of course, protected bike lanes are ideal, but I understand that Santa Barbara has limited space. Where bike lanes are not feasible, greater awareness and acceptance of bicycles by drivers would help. I frequently get passed well within the required 3ft minimum distance, and have been clipped by side mirrors twice. Maybe there is some way we can improve the behavior of drivers who hold the lives of others in their hands.
667	enforce existing laws
668	Electric bicycles should be regarded as a motor vehicle and riders should need to attend classes and be licensed to operate such a vehicle
669	Every time I walk more than one block I will encounter both regular bicyclists on the sidewalk and e-bicyclists on the sidewalk. And I when I tell them they shouldn't be on the sidewalk they don't believe me. There needs to be some education because they definitely feel entitled to endanger me.
670	Require all users of electric bike/cycles to be licensed, all riders to carry liability insurance (or else carry opt-out card); all electric transportation to be registered (like a motor vehicle).
671	Raised and extended sidewalks specifically for bike traffic or a barrier of some kind separating it from vehicle traffic.
672	Enforcing E-bike riders' better behavior.
673	I would like e-bike riders to be held to the same licensing and insurance laws as automobile drivers. The majority of e-bike riders I see are children or teens who appear to have no knowledge of the vehicle code. I think regulating riders in the same way we regulate drivers would ensure that these individuals are aware of their responsibilities when sharing the road.
674	

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675	e-bike riders should be required to wear helmets and pas a rules of the road test in order to drive them on the road. They are like motorcycles. E-bike riders should get tickets just like car/motorcycle drivers if they are on the road.
676	Classify E bikes as motorcycles as that's what they are because it's electric doesn't make it not a motor require a drivers license or a permit for people to operate them on city streets stricter enforcement of traffic laws on E bikes and bicycles
677	It is common to witness complete disregard for traffic rules by bikes and e-bikes, including traveling in wrong direction. Education might help. Do e-bikes require a drivers license? And if not, why not? Licenses should be a meaningful source of tax revenue.
678	Very few of the problems are actual e-bike, but more often motor driven cycles that have been labeled as e-bikes but are NOT Enforce current motor vehicle laws !!
679	This is a bit of leading question. Cyclists (powered or conventional) need to be policed. "At-fault" percentages aside, if no one polices traffic on the streets, infrastructure project's upside will be limited. Moving violations should be a point of emphasis for SB Police - don't need to go crazy with it but a small increase in citations would go a long way.
680	License them as motor vehicles. Kids are morons. Hand out tickets. Yes hand them out to minors. If they're old enough to be on an e-bike they're old enough to learn how to operate them safely.
681	License them as motor vehicles. Kids are morons. Hand out tickets. Yes hand them out to minors. If they're old enough to be on an e-bike they're old enough to learn how to operate them safely.
682	We want to be a bike safe city we often applaud ourselves that we are. However, we have very little opportunities for cyclist to actually cycle without the threat of a vehicle. Can you actually put in more bike planes that don't allow vehicles to cross over and I'm not talking about the joke that you made on Sola Street.
683	Forbid minors from operating e-bikes capable of going more than 15 miles per hour.
684	
685	Close down State Street entirely to car traffic.
686	Expand the pedestrian-only corridor. Ticket reckless e-bike riders.
687	E Bike riders especially kids need to meet the same requirements as motor vehicles as in License, registration and Insurance. Also Kids should be required to take a course in safety attended with the parent or guardian with the parent signing a legal document stating they take responsibility for the childs action. Personally I have been almost run over when walking by Kids and then cussed out if I say something. Get with the program Parents.
688	e-bikes are hard to see because they are black and blend into shadows. They need to be bright colors. They go too fast and can't respond quickly enough to hazards. They are quite often on the sidewalk.

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689	I would enforce traffic laws for E-bike riders.
690	E-bikes should be classified as motorcycles and as such, follow those laws that include stop signs.
691	Aggressive warnings or tickets to those riding unsafely or not following traffic laws. Better education about bikes needing to follow traffic laws, have lights at night, stop at red lights, etc (reminders at ebike stations, etc)
692	I like no-cars on State street but feel unsafe walking on State street due to bicyclists and e-bike riders. I'd like a physical barrier for bike lanes.
693	Education & Enforcement... other than that as a bicyclist I do NOT feel safe around those e-bikers (mainly the "miscreants"; add to the mix BCycle morons and what did you expect?)
696	require licensing / registration on all bikes
697	Dedicated bike lanes
698	E bikes need to follow the same rules as cars. Very concerned about the kids riding e-bikes without helmets and sharing them with other kids.
699	Take some of the one-way streets that have two lanes and make one a lane for bikers and e-bikers
700	Vastly increased enforcement of traffic laws coupled with heavy fines. A complete ban on E-bikes being allowed to utilize bike paths is necessary ---- in particular class 2 and class 3 E-bikes. Any E-bike which can travel at 20mph or higher needs to be banned from bike paths such as the Cabrillo Blvd Beachway and Obern Trail (Goleta) bike paths.
701	Make those with e-bikes responsible. Make them wear helmets. Make the parents responsible for anyone under 18. They have to have a license. It is basically an unlicensed person on a motorcycle
702	Separated lanes
703	provide bike lanes for ebikes in addition to multi use paths for other slower persons
704	If ebikers, especially kids, are REQUIRED to wear a helmet. Too many kids with helmets off or unbuckled.
705	
706	Holding them to proper speed limits.
707	Helmet and speed enforcement for those riding e-bikes. Kids riding e-bikes are often speeding with multiple kids on the bike and no helmets.
708	City should require some type of bike license and registration of all e-bikes. Also some type of insurance. All riders should have to take and pass a test of road and safety rules.
709	Enforcement of wearing helmets and speeding, ensuring riders have a license
710	<ul style="list-style-type: none"> - No ebikes on state street - Stronger enforcement of speed laws and helmets - 1 rider per ebike - Stronger penalties for riding e bikes on sidewalks

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711	More bike lanes PLEASE!!!! Everyone needs safe bike paths and they need to be connected- not just one block
712	Most of the bikers I see are really young. I would like to see maybe an age limit and some sort of permit in order to operate an e-bike. Posting a speed limit for ebikes would be helpful.
713	Separated infrastructure
714	
715	Physically separate bike lanes from car lanes.
716	
717	Offer better public transit options that eliminate the need for cars.
718	E-biked should be licensed and treated as motorcycles.
719	There are very rare cases of this happening. Car on biker/car/pedestrian fatalities are much more of an issue in Santa Barbara. But I agree it's important to make sure bikers are riding safely too. It's the kids who speed on State Street, not the commuters. What if we created a designated bike park/space for kids to play how they want to? That way they don't have to speed down State. The policing of bike speeds on State have also improved the issue and it should continue. We need to keep State Street open to bikers though, because bike commuters and tourists should not be punished just because some kids are being kids.
720	E-bikes should be banned. People and especially children shouldn't be able to share the streets at that speed without training and a license, but you don't have the resources to enforce a license so just ban them.
721	<p>Having a minimum age for riding them, as it's mostly the teens being reckless.</p> <p>Ticketing/fines</p> <p>Curfews</p> <p>No e-bikes on State St.</p>
722	Limiting the speed of E-bikes for younger users.
723	Enforcement of ebikes on state street to stop speeding, kids speeding in groups, bikes not on bike paths
724	Enforce speed limits in crowded areas like lower state street. Kids should wear buckled helmets.
725	Make it legal to ride a bike safely in the city. Bikes often have no legal and safe option so have to pick between the two.
726	Enforce the existing rules. Put bike cops on the streets.
727	Banning them altogether? Or, more plausibly, imposing a minimum age requirement and/or license requirement.
728	E-bike users should be required to obey traffic laws, wear helmets, stay off the sidewalk and not carry more than two people. Also there should be penalties for distracted E-bike use like texting while operating an E-bike.

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729	<p>E-bike owners should have to have a permit and follow the same rules as motor vehicles. There should be more violations issued to deter poor biking behavior. Riders under 18 should all be required to wear helmets. No double riding, no riding on the wrong side of the road, on sidewalks, going through lights, etc. The City is aware of these types of riding behaviors, but if safety is the priority for all then it should start being serious and start mitigating these violations before more serious incidents or fatalities occur.</p>
730	<p>Reduce area dedicated to heavy and fast cars - such as parking lanes and driving lanes then use that space to improve access for unmotorized pedestrians/bikes and lightweight electric vehicles such as golf carts and E bikes.</p>
731	<p>Enforcement of laws with cyclist offenders. More education. Require licensing for ebikes with throttle power</p>
732	<p>Separating e-bikes from cars</p>
733	<p>A License should be required for electric bike's or parents should sign consent and be responsible for their kids poor driving judgment.</p>
734	<p>Require driver training just like a vehicle. Must be 16 or older (look at what Marin County is doing!). Ticket the idiots on the sidewalks regardless of age.</p>
735	<p>Actually enforcing the existing laws as to speed, reckless riding, helmet use and age. The laws exist but if people don't see the consequences of breaking them then they will continue with their reckless behavior.</p>
736	<p>If bikes were required to drive in bike lanes only</p>
737	<p>They get their own lane</p>
738	<p>enforce the new ebike laws</p>
739	<p>More rules for e bike and bike .I a lof of the accident occurs because the young person, they are immature and they do not see the risk.</p>
740	<p>E bikers should pass a driver and road safety test before they can join the roads.</p> <p>wearing a helmet should be absolutely mandatory: driver and passenger. If they don't comply, the license should be revoked for a month and there should be an important fine.</p> <p>Not following traffic rules should result in removing the license and a fine.</p>
741	
742	<p>Incorporate road safety education into 9th and 10th grade homeroom classes.</p>
743	<p>Continue adding bike lanes.</p> <p>Ticket dangerous e-bike riders especially on state street.</p>

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744	<p>My dental hygienist was hit by two teens on an ebike in the Goleta Target pking lot. Skull fracture, broken nose, severely dislocated thumb, etc. Cam footage showed kids were aware but didn't stop, never found them. Not an infrastructure issue. At SBHS, kids ride ebikes recklessly to/from school speeding on sidewalks, blasting through intersections, etc. More of an education/enforcement/cultural/social/age issue so I'd pull on those threads. That said, cars cause more injury/damage than bad ebikes/bikes usage but latter is creating a social backlash which might be stunting growth/acceptance of ebikes.</p>
745	<p>E-bikes should be licensed like other motorized vehicles and be ticketed when breaking the traffic laws.</p>
746	<p>Set a minimum age for e-bike riders. Ticket/fine e-bikers that violate traffic laws. set up a hotline for reporting incidents.</p>
747	<p>Some e-bikes are so fast they should be classified as mopeds and require a license.</p>
748	<p>More enforcement of rules especially for minors</p>
749	<p>Enforce or enact helmet laws and age restrictions</p>
750	<p>Make everyone with an E bike take a driving test just like driving a car!!! Make the minimum age to ride an ebike 16 years old!!! Start ticketing the little brats, before more people die because of their idiotic, self entitled attitudes!!!!</p>
751	<p>e-bikes that are able to exceed 10-12 miles an hour are no different than a motorbike or scooter and should be regulated as such. The drivers should be licensed and insured have an age limit. An electric motor is no different than a gas motor. Just because they are silent does not change anything.</p> <p>As both a bicycle (road bike), and motorcycle rider I don't understand why e-bikes and their riders aren't licensed and regulated like the motor bikes they are.</p>
752	<p>Any throttled vehicle having a registered license and driven by a licensed person.</p>
753	<p>Needing to walk any bike on State Street</p>
754	<p>Safe and separate lanes for cyclists. More streets that are bike / pedestrian only, with no vehicles. Established side streets as cycle friendly with signage for uninformed drivers. Public outreach to inform people of laws regarding cyclists and rights of the road. Lower speed limits. Speed bumps & other devices to force drivers to reduce speed.</p>
755	<p>Established bike lanes, bike safe routes, education and signage regarding cycle friendly streets (people get mad), lower speed limits, speed bumps.</p>
756	
757	<p>E-motorcycles are just that and not e-bikes and should be licensed and regulated as such. E-bikes going the wrong way in travel lanes should be ticketed. I'm an ebiker myself.</p>
758	<p>1) only class 1 e-bikes (pedal assist) should be allowed on city limits and all bike trails 2) have a minimum riding age of 14 yrs old and mandatory helmet for any other e-bike (throttle e-bikes and >20mph pedal assist). They are mopeds, and should be treated as such. 3) ticket irresponsible riders.</p>

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759	Clear rules and enforcement of rules for e-bike users.
760	Clearly defined and enforced policies of what constitutes and E-bike vs moped. Bike lanes should only be used if bikes are being peddled/pedal assist is being used. If riders are fully not peddling they should follow standard traffic laws for cars/mopeds.
761	Better regulation of e-bikes at the point of sale. More e-bike safety education. Protected bike lanes.
762	Strict enforcement of existing traffic rules, especially with bike riders. Requiring a drivers license and registration for ebikes.
763	E-bikes are motor vehicles and they should obey the same rules and laws that any motorcycle or other vehicle does. They don't belong on bike paths and users should be registered and pass a basic safety course in order to ride them.
764	Bike speed limit on State Street
765	Stricter enforcement, especially of minors behaving unsafely on e-bikes. Requiring e-bike rental facilities to also rent helmets.
766	
767	Many of the ebike riders I see are teenagers, riding at speeds similar to a motorcycle. I think enforcement of existing helmet safety laws would be a big improvement. Maybe a program to give out free helmets and fines for those who don't use helmets?
768	Require training when an e-bike is purchased. Or include it in school curriculum in junior and senior high schools. A lot of students are using them to go to school.
769	Juveniles on motorcycles...that's the reality. Please implement some restrictions on age, speed limits, and behaviors for E-bikes.
770	No one under the age of 16 should be able to drive one. No one under the age of 18 should be allowed to carry passengers. All riders regardless of age should be required to wear helmets. They should not be allowed on shared paths, such as at Cabrillo along the beach. They should never be allowed to ride on sidewalks. No e bikes on State Street. They should be required to have lights on them for night visibility. Some of this may be law already, but it's not enforced or made known. The issue is the speed that they can and do travel at.
771	Completely separated bike lanes. Use infrastructure to make it physically harder to break the law. Especially on lower State -- the bike lanes need to be obvious and physically separated, like they do in Europe. Otherwise people just don't pay attention.
772	More (and wider) protected bike lanes, better daylighting at intersections and driveways

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773	<p>I don't know, this is a tricky problem.</p> <p>Could there be some sort of positive reinforcement... like ice cream cone coupons for those kids/young adults seen biking and following the rules (especially on state street)?</p> <p>Somehow make it cool to bike responsibly.</p>
774	<p>Punish e-bike riders by confiscating their bike if they cause an accident. Open up lower State Street to cars.</p>
775	<p>Distinct ebike rules and enforcement, mandatory buckled helmets, would love to see a law pass banning them altogether.</p>
776	<p>Educating drivers on cyclists rights and encouraging patience for drivers. Drivers are often speeding and distracted. What is a minor accident for a car can be very serious for cyclist.</p>
777	<p>Enforcement</p>
778	<p>Require safety training for those riding e-bikes.</p> <p>There's no difference between them and motorcycles.</p>
779	<p>E-bike riders should be required to be licensed - with some knowledge of driving rules. Our young ebike riders ride like a car but do not know the rules of driving a car.</p> <p>ebikes that are going the speed of a car should not be riding in the bike lane or should at least be more aware of what the cars and bikes around them are doing.</p>
780	<p>Additional engineering solutions won't fix individuals willingness to simply ignore them.</p> <p>Limiting the availability of class 3 bikes to juveniles might help. Cars are still the most dangerous thing on the road by a large margin.</p>
781	<p>Create more separated infrastructure.</p>
782	<p>There is a lack of enforcement for e-bike riders. There is a perception that e-bike riders are less dangerous but they are more vulnerable and therefore need to be more cautious when they ride. As a walker and someone who occasionally pulls out of the driveway, e-bikes are particularly dangerous when they ride on the sidewalk. I think this is illegal but continues because of lack of interest by law enforcement.</p>
783	<ul style="list-style-type: none"> - Dedicated and well maintained bike lanes. - Upper State Street, Las Positas Road, San Roque Road, and Foothill Road are all major thoroughfares with either insufficient or altogether lacking in bike lanes and sidewalks. - Enforcement of Laws requiring bikers to wear helmets
784	<p>E biker should have a drivers permit to use. They are like a moped or motorcycle and required to wear a helmet.</p>
785	<p>Bikes off State Street between Victoria and Guterrez!!!! NOW</p>
786	<p>Increased enforcement of bike safety and dedicated lanes</p>
787	<p>more separate bike lanes</p>
788	<p>Bike Lanes!</p>

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789	<p>Paint is not infrastructure and makes it easy for drivers and ebikes to swerve in and out of the lane. In cases where cement barriers are not feasible, other markings that provide physical feedback (pavers, rumble strips, those plastic bumps) would encourage people to be attentive and stay in their lane. This would also alert peds on State to the fact that they're crossing into a bike lane.</p>
790	<p>Making it mandatory to have traffic instruction to ride an e-bike. Too many young teenagers have fast bikes and don't know how to respect traffic rules and pedestrian rights. These kids shouldn't be allowed to get on an e-bike if they don't follow the rules.</p>
791	<p>E-bikes should be restricted to bicycle lanes only. E-bike riders are getting mixed into the flow of vehicle traffic and they are even less visible than motorcycle riders due to their smaller size.</p>
792	<p>Training and licenses required for bike riders. Helmets required for younger riders. Safety rules enforced. Maybe parent classes for young bike riders.</p>
793	<p>Require training and a "license" before anyone can ride an ebike that can move without being peddled. Prohibit anyone under the age of 16 to have said bike on the road. Prohibit anyone under 16 to have said bike on the road after dark. Issue more severe (expensive) fines for behavior violations by ebikers. Start fining both the person on the bike and his/her parents -- essentially double the fine.</p>
794	<p>E-bikes are motorized vehicles and should be regulated as such. I want more regulation of e-bikers and more tickets issued to those e-bikers who don't obey the laws.</p>
795	<p>I think e-bikes should have license plates to id negligent bike riders. There should be an e-bike speed limit. There should be an e-bike licensing requirement for the rider. I also think certain streets (like Mission) could be one lane for cars each way and the other line turned into a dedicated bike lane. It's safer and would encourage more ridership.</p>
796	<p>Require a license and training to ride an e-Bike. Confiscate the eBikes of violators.</p>
797	<p>More law enforcement presence to crack down on irresponsible e-bikes on State. Maybe bike cops?</p>
798	<p>Bring auto Back to state street all the way down</p>
799	<p>Make them get a license to them for not following the same rules of the road as cars and pedestrians and seriously think about the age of which electric bikes should be operated by kids</p>

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800	<p>More training of traffic laws and safety for younger riders. I find those often disobeying traffic laws are kids who are too young to have a driver's license, so they probably don't even realize what rules they are breaking. Perhaps require a permit for ebikes for kids who do not have a drivers license? Or a program that goes to schools to educate kids.</p>
801	<p>Make one way streets on the East Side where the roads are crazy narrow and way too many cars are parked on the streets. Santa Barbara is now building THOUSANDS OF APARTMENT UNITS WITH COMPLETE DISREGARD FOR PARKING. Do you seriously think that all of the sudden service providers and professionals are going to take a bus to work?</p>
802	<p>State Street is a mess. How much have the tax dollars been wasted on choosing what to do. Bikers continue to speed up and down this street. I can't tell you how many times I've almost been hit.</p>
803	<p>Enforcement.</p>
804	
805	<p>Before purchase the rider must receive training and the bike must be licensed/insured. That's the problem that we see with them. They ride in groups and navigate unpredictably. Speaking of DUI/DWI...?</p>
806	<p>A posted speed limit for the e-bikes. Requirement of helmets for those who ride e-bikes. For it to be illegal for e-bike riders to look at their cell phones when they're riding.</p>
807	<p>ban e-bikes.</p>
808	<p>Require a license to ride an e-bike.</p>
809	<p>DO NOT ALLOW E-BIKES ON STATE STEEET - ROAD, SIDEWALK, WHEREVER. THEY ARE A MENACE, OUT OF CONTROL, DON'T FOLLOW RULES & CUSS OUT PEDESTRIANS. WHEN CROSSING THE STREET THEY RARELY STOP & COME FULL SPEED. I WORK DOWNTOWN & SEE DAILY NEAR MISSES WITH THEM VS. PEDESTRIANS. I HAVE SLMOST BEEN HIT AT KEAST 5X TRYING TK CROSS THE STREET LEGALLY. YOUNG KIDS & ADULTS THINK THEY OWN THE ROAD TEARING UP & DOWN STATE STREET NOT GIVING A CR*P BECAUSE THEY'RE NEVER HELD ACCOUNTABLE! THERE AREN'T ENOUGH SBPD PATROLS - NOT THEIR FAULT - IT'S THE CITY WHO WILL BE RESPONSIBLE FOR INJURIES & GOD FORBID FATALITIES. THE CITY WILL REGRET NOT TAKING SERIOUS ACTION WITH E-BIKES BEFORE ITS TOO LATE. WHY IS THIS SO HARD TO UNDERSTAND??!</p>
810	<p>Prohibit e-bikes on State street downtown; enforce helmet law</p>
811	<p>Requiring a drivers license to operate an e-bike on city streets, not in bike lanes. I see kids on e-bikes on the street all the time and they don't know the rules of the road yet.</p>
812	<p>many e-bikes are essentially electric mopeds/motorcycles. Laws should be adjusted accordingly</p>
813	<p>Adding more dedicated bike lanes</p>

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814	E-bike riders ride at unsafe speeds and do not follow the rules of the road. They somehow believe they don't apply to them. If there were more police enforcement or issuing of tickets, especially downtown, perhaps e-bike riders would be more careful.
815	Signs that say "No Bikes on Sidewalks. \$250 Traffic Ticket" Also, it would be good to have signs that say this near kids parks like the Kids World playground at Alameda park. Have solar powered cameras near the signs to record at parks where people are walking to keep watch of traffic and park activity. E bikes are out of control and need to be policed aggressively with tickets.
816	Make them need a license to ride one. They don't follow the rules of the road ever!!
817	
818	Speed enforcement along the closed part of State St during the day (later at night there are less pedestrians)
819	E-bike license with classes and age restrictions just like motorcycles and card
820	Make rules for e-bikes and in-force fines for them.
821	Put the police on fast e-bikes and catch the very few repeat offenders.
822	E-bikes do not obey "share the road" laws or stay in designated lanes. They speed and ride erratically
823	
824	I prefer separated bike lanes like bike path on Cabrillo. Let's have pedestrians, people in walkers, fruit stands on the sideWalk, not the Bike path. Also prefer not to use the bike lanes right on the street. Cliff Dr west of Hendry's / Boathouse should NOT be considered a bike path. Maybe use the horse trail off the street. The road is so narrow, many blind curves and if you swerve to miss a bike, you are in the other lane and could possibly be hit by a driver coming toward you. Very unsafe! We enjoy the Las Positas separate path.
825	Physically separated bike lanes
826	Better enforcement of proper use of the bike lanes, especially on state and cabrillo. There are many walkers and e-bikers who go into the bike lanes and create unsafe situations by riding too many riders across, blocking the lane, riding against traffic, or crossing into bike traffic.
827	It seems like it's mostly kids that ride e bikes recklessly on the streets with little regard for safety, speed and stopping at lights and signs. They have a lack of understanding the consequences of serious accidents. Perhaps more education and tickets on state street
828	Having a slow down area or speed limit for the E bikes, especially on State Street a lot of times they just cruise right through
829	Upholding the law

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830	<p>I think enforcement of rules of the road for E-bikes is just as important as for vehicles. Much like a seatbelt law, enforcement of some rules are primarily designed to protect the operators of the vehicles. Separation between vehicles, cyclists, and pedestrians is ideal but when that is not possible enforcement of rules of the road can help mitigate the hazard. The speed of E-bikes makes them a unique hazard for pedestrians as well, while not as large as a car or truck, the speed and weight alone makes them significantly more damaging in the event of a collision.</p>
831	<p>More ticketing of e-bikes when on a side walk!!!! Super unsafe and it happens daily</p>
832	<p>E-bikes should be treated like motorcycles. Special drivers license. Require them to also wear helmets.</p>
833	<p>Having the rider take a course thru the DMV for a motorcycle license. E-bikes are just a new version of a moped.</p>
834	<p>E-bikes should be ridden in regular traffic lanes and not in bike lanes. E-bikes going faster than 25 miles per hour are a danger when mixed with pedal powered bikes More enforcement of the recent rule changes, I continue to see unsafe speeds</p>
835	<p>Legalize Surrans</p>
836	<p>More protected bike lanes</p>
837	<p>E-bike riders should be tickted/fined if they break any laws just as anyone else. They should not get warnings or fines that are little.</p>
838	<p>More physically separated infrastructure is most important.</p> <p>In some cases, enhanced enforcement (of both driver and cyclist behavior) may also be needed.</p> <p>In addition, much of our separated infrastructure is supposed to be shared between cyclists and pedestrians. This is true even in places such as west beach, where many pedestrians ignore a 20+ foot wide sidewalk in order to use the 8 foot wide multi-use path. Reallocation of these spaces to separate pedestrians and cyclists would be fantastic -- although a lower priority than separating cars from cyclists.</p>
839	<p>Separated bike lanes — with decently even pavement! Many of our “bike lanes” are half-street half-gutter, interrupted by grates. These are serious hazards for narrow bike tires, and can force a cyclist into the main roadway when drivers don’t expect it</p>
840	<p>On Cliff drive between Meigs and Las Positas, stop signs at Cliff and Oliver, Cliff and Palisades, Cliff and Mohawk, Cliff and Fellowship would all help slow down e-bikes. The main issue I see is that they share the road with cars, go on the sidewalks and there’s no prompt for them to stop or slow down</p>
841	<p>Require that kids who use e-bikes complete a safety course. They do not know the rules of the road which leads to unsafe behavior.</p>
842	
843	

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844	<p>Require testing and licensing of e-bike riders and vehicles.</p> <p>Have age requirements on driving these and have parents sign acceptance of total responsibility (financial and civil) of any person under 18 that drives them.</p>
845	<p>Seperate lanes for them</p>
846	<p>Set a strict regulation for e-bikers of any age: rider need helmet, bike needs to be registered and need insurance.</p> <p>If faster than 15/miles/hour speed need to ride in the street, NOT in bike lanes.</p> <p>Same for uni wheel riders and scooters:</p> <p>I had all the above passing at over 30/miles/hr while in the bike lane!!!</p> <p>This is the only city who allows ebikers without any regulation: take a look to many cities in Europe and copy their example.</p>
847	<p>Not concerned about evokes on roads generally. But very concerned about their speed & negligence on State St.</p>
848	<p>Speed limits for e-bikes. Signage that no e-bikes or e-scooters on sidewalks (this is a frequent occurrence).</p>
849	<p>Require licenses for all e-bikes. ALL. Confiscate (not impound, permanently confiscate) e-bikes of reckless riders. Enforce laws about lane usage, etc.</p>
850	<p>Nothing</p>
851	<p>Require an e bike license if user does not have a driver license. E bikes should have to obey the speed limit. E bikes should not be allowed to go about 15 mph on the bike paths</p>
852	
853	<p>Bike lanes, clearly marked shared lanes, and better lighting</p>
854	<p>Enforcing road rules on bicyclists. They need to slow down when moving through congested areas, stop at stop signs and lights, and generally share the road with respect for other users.</p>
855	
856	<p>A helmet law and licensing.</p>
857	
858	<p>Education and ENFORCEMENT. Most 6th graders know STOP means "Stop", but think it doesn't apply to them, e.g. on Alisos St. That's why enforcement is necessary.</p>
859	<p>penalties for unsafe riding practices/speeding on e-bikes</p>
860	<p>Bike Lanes, provide training to younger kids</p>
861	<p>Establish a minimum age requirement for a child to be allowed to operate an e-bike. Require safety training before one can buy an e-bike for self or for a child. Require that e-bike riders have a driver's license (or e-bike license). Require that e-bike riders have insurance.</p>
862	<p>GIVE TICKETS TO E-BIKE RIDERS. They need to attend a safety e-bike school!!!</p>

City Traffic Safety Survey Open Response Question

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?
863	Require a license, a license plate and to follow all other requirements of motorcycles.
864	give tickets to speeding ebikers
865	
866	license and registration required for e-bikes especially if then have a throttle or go over >10mph minimum age limit
867	make and enforce the laws for e bike safety. Require a license
868	e-bikes should be kept separate from pedestrians (i.e. banned from the pedestrianized blocks of State Street) where at all possible e-bike riders need to understand that they are liable to all the same rules of the road as other road users. riders without a full driving license should therefore have to do some sort of proficiency test and have an e-bike license before being allowed to ride on public roads there should be an enforced system of warnings followed by fines and bans for transgressions
869	Speed limits for e-bikes! Also possibly limiting e-bike use on the state street promenade. Kids ride WAY too fast on State st.
870	e-bikes need to be regulated like motorcycles if they can be ridden unassisted with pedaling. e-bikes are dangerous on shared paths. A dedicated bike lane needs to be used by e-bikes. The waterfront bike path is extremely dangerous because of e-bikes. They should be banned on shared paths.
871	Drivers need to learn how to share the road with bikes. E-bikes are a growing trend that enables families to ride to school, the beach, and go shopping, all while reducing environmental pollution and improving health. This is a trend worth supporting with more infrastructure, separated bike lanes, more safe bicycle parking, and more. Sure, there are a few teen riders who go over the speed limit, but let's not blame all ebike riders.
872	More dedicated bicycle infrastructure can lead to more predicable paths/actions for all users.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
5	Add a traffic cop to the mission area for a while and ticket when people don't follow the 4 way stop procedures. In general people downtown forget how to approach a 4 way stop and go before their turn.
6	<p>My biggest traffic safety concern is the fact that reports indicate that a huge traffic jam is likely in the event of a wildfire evacuation. The County report said it could be up to 4 hours to evacuate in the worst case. That is totally unacceptable and we urgently need a plan to improve peak traffic capacity in this area, perhaps with roundabouts.</p> <p>My other safety concern is a lack of street lighting on our collector/arterial roads. Foothill road only has streetlights at the major intersections as if it is an empty country road, with no sidewalks this means a nighttime pedestrian or bicycle is essentially invisible, not to mention wildlife. I have excellent headlights and it is still very easy to miss people or bikes, especially approaching the Mission Canyon area. I cannot imagine how bad it would be with poor/broken headlights.</p> <p>I wish we had a perfect multi-use path along Hwy 192 but we don't. (A lot) more street lights can be implemented quickly and would save lives.</p>
7	teach kids in school how to properly cross a street. also teach them the general rules of riding a bike.
8	Slowing traffic down really does help. Thanks for all your efforts.
9	Heavy enforcement of bike safety and laws on state street. Separation of bike lanes with dividers.
10	Open up State Street. The current condition of stop signs, no traffic lights, pedestrians and bikes running straight through the intersections, makes for a dangerous traffic pattern for all.
11	More sidewalks or designated spaces to walk. Bike lanes physically separated from traffic.
12	In my neighborhood(OakPark) where I own my home, I live on a corner. Both bikes and cars and E bikes fly through the stop sign on a daily basis. I have seen many people almost get hit. Additionally, people park their cars wherever they feel like parking them. For example, some people park in the red next to the fire hydrant and leave their car there for five days until the street sweeping comes. Additionally people leave their cars on our street and treat it like storage. I have called parking enforcement over and over again because cars are left here and nothing ever happens.
13	Inforce speed limits
14	More dedicated bike paths. Less infrastructure for cars.
15	
16	Deploy surveillance cameras to discourage reckless e-bike activity on the State St promenade

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

17	<p>I would also recommend creating more designated running routes within the city. As someone who runs frequently, I often feel unsafe due to the high volume of traffic and the fact that many drivers do not stop at intersections. It requires me to stay constantly on high alert.</p> <p>In addition, as a daily walker, I've noticed that intersections with clearly marked crosswalks tend to encourage drivers to stop for pedestrians. In contrast, several intersections—particularly along State Street between Alamar and Mission—feel especially unsafe. Cars travel at higher speeds, and some of the intersections are obscured or poorly marked, making them dangerous for both runners and walkers.</p> <p>I would also recommend a left turn lane from Mission onto Castillo St. There are a lot of left turns at this intersection, and a lot of risky moves to cross the intersection during busy time periods.</p>
18	Give tickets for distracted driving
19	More traffic signals overall and replacement of stop signs with signals.
20	A police vehicle presence on State Street!! Open it to cars will slow them down!!
21	
22	Keep up the work you are doing...get rid of these "throttle-assist" bikes. Which is impossible, as how many bike stores sell them...tons. Big money...so education, and consequences for bad behavior.
23	Get the police on the streets ticketing violations. Particular young riders. If minors, hold responsible adult liable
24	Adding more parking, lots of people make unsafe decisions trying to fit into street parking or while meandering and trying to find a spot. I would also reassess some one way streets and streets that are notoriously skinny (like the one off of Sola near the 500 Anapamu block)
25	Get rid of the ill-conceived bulb-outs.
26	I am not a fan of curb extensions. They are difficult to see and I have run into one once.
27	Have the police dept. enforce the traffic laws for everyone. The city should enact a speed limit for any and all vehicles including wheelchairs, which I have almost been hit by more than once.
28	Maybe children under 14 need to take bike safety classes
29	protected, continuous and clearly marked bike lanes.
30	Probably enforce young e-bike riders.
31	Every time the city repaves a street is should be brought up to compete street standards, even if that only means paint. There needs to be a complete network of safe bike/ped facilities with buffers or parking protection minimum. Once those standards are met we can begin prioritizing parking and car through traffic. It's unacceptable the city continue to treat public safety as a lessor priority than outdated standards for vehicle throughput
32	Funding for concrete curb extensions or even cheaper ones with bollards. Maybe sandstone pillars to make it more "Santa Barbara". Daylighting corners and enforcing illegal parking. More transit alternatives to cars (increased frequency and network for buses and trains). Figure out a way to purchase the rail ROW from Union Pacific and provide Rail-With-Trail to provide a safe bicycling backbone from downtown SB to West Goleta (maybe a county thing). Keep cars off State Street from at least the 500 through 1200 block. Protected bike lanes, especially where traffic is moving fast. More traffic calming streets (paseos) like Sola, Gillespie and Alisos.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
33	Public education. Reminders of the law. Enforcement of current laws, like darkly tinted windows.
34	
35	
36	Since drivers are all looking at their phones rather than the road, and because many new cars have lane assistance technology, City streets should have lines on both sides of each lane (not just center). Rumble strips would also help keep drivers out of bike lanes. Speed limits should be posted on the street surface (in paint) not more signs added.
37	Traffic lights and reduced speeds on Carrillo hill, please move forward with the Cliff Drive project, please lower the speed limit on Cabrillo Blvd, please lower the speed limit and add stop signs EVERYWHERE.
38	Enforcement is desperately needed. I frequently drive up East on Cliff Drive after the round-about. The posted speed limit there is 40, NO one drives 40 there.
39	Better lighting for crosswalks, enforcement of red curb at crosswalks so pedestrians aren't hidden from vehicles where there's no stop sign at the crossing, adding flashers at crosswalks with no stop sign
40	Visible enforcement officers.
41	Improve lane markings Better lighting
42	Yes, we need to enforce the existing traffic laws for distracted drivers, people not stopping to make right hand turns, people running the yellow lights from a long ways back and speeding through the intersection, and for the vast majority of drivers that don't seem to understand the right-of-way, so they just pull out in front of you because they think there's enough room to do it.
43	More parking for disabled people
44	Enforce traffic laws
45	Speed humps and make street parking permitted in neighborhoods
46	Prioritize protected bike lanes, wider sidewalks and remove cars from the center of downtown Santa Barbara.
47	Enforcement of all laws for bikes of any type and cars.
48	The City needs more separated bike paths on roads that are main corridors. Parallel streets are not sufficient since bikers still need to get to their final destination. Having a commercial corridor also be a main car route is extremely unsafe for pedestrians, bicyclists, and drivers, for example, Milpas st and upper State st. Lower state st as a pedestrian and bike route with anacapa and Chapala as car routes is a much better layout. We also need wider sidewalks. We will not need as much street parking if these improvements are made because people will switch to walking and biking over driving.
49	Set up speeding traps along roads where people speed constantly. Such as APS. It is like a racetrack, especially people dropping kids off at Middle School and workers.
50	There are so many places that have a painted bike lane AND parking. It's so easy to just switch places, which makes it way safer for bikes and drivers (that is, bike lane next to the sidewalk, parking next to car lanes). In conjunction, adding daylighting at intersections is huge for increasing safety.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	Do you have suggestions for improving traffic safety in the City?
51	I think you're on the right track with the Vision Zero project. I see no reason we can't operate like any bike-heavy European city. I think we need better policy for the kids on e-bikes since they're scaring the heck out of folks (which leads to less support for bike lanes and bike infrastructure). I think we need more incentives for bike riding -- the California rebate for low-income families is nice, but if everyone else has to fork out \$10K for a family of four -- those families aren't going to choose to ride e-bikes, they'll drive the family car. Everything's expensive here and people are barely getting by even on six figure salaries, so perhaps there are incentives that can capture that segment of our population and get them to ride more. Maybe people with cars over 15 years old could get a rebate too -- rather than buying a new car for example. I'm not a policy expert, but I think we should be helping everyone.
52	Fix the sidewalks and curbs so disabled people can walk safely. Ticket the heck out of driver's who don't follow the rules of the road. They all seem to have forgotten to look for pedestrians and they rarely indicate if they are turning. I've been held up standing waiting for a car to go past me only to have them turn just before they reach me. I could have already crossed the street. Parking lots are so dangerous. People drive too fast and they seem like instead of slowing down for a disabled person they speed up so they aren't "inconvenienced" by waiting for a moment. Get the push buttons for traffic light change on the same page or use signage to indicate one must push the button for a walk signal. There are several buttons around town that stay on a red hand if the signal button is not pushed. Put up watch for pedestrians or yield to pedestrians signs. Especially at exits from City Parking structures, shopping centers, etc.
53	Restrict access to e-bikes
54	
55	Enforce current laws. Last week a motorcyclist rode along coast village road doing a wheelie. And. The motorcycle group that rides Wednesday nights about 6 pm starts at the mission? Last week easily 100 motorcycles. They ride on mountain drive and 192, speeding, crossing into opposing lanes, they are a menace to safety and peace and quiet of the neighborhood.
56	
57	To me, e-bikes and scooters pose the greatest threat to traffic safety right now. As drivers, we are trained to be wary of other drivers and their actions. Similarly, we know to look out for pedestrians; and as pedestrians, we know to look out for cars that aren't looking out for us. But e-bikes and scooters are posing greater and greater threats as they dart here and there, speed through yellow and red lights, and make it difficult to predict their next moves.
58	On Chino St and Carrillo street please place a divider between the lanes at the stop sign Also at Chino St and West Anapamu St at the stop sign please place a divider at both locations drivers tend to do wider Left turns and they often over power the right lane and come at you head on while trying to turn on to Chino St or on to Carrillo St Due to all the closed streets on the Westside it is very limited to drive across town because Gillespie Street is closed by Harding school and you can't safely drive out of the Westside and you have to use Chino Street to get onto Carrillo street and get across town that way. San Andres is always under construction and it's impossible to get across town to get to work. Basically STOP closing streets and confusing people. Thank you

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
59	<p>Speeds need to be reduced and roads narrowed. If the lanes were narrower drivers would not feel as safe going at speed. We convenient public transportation.</p> <p>Four books to read: Happy City: Transforming Our Lives through Urban Design - Charles Montgomery - Farrar Strauss Giroux 2014</p> <p>Walkable City: How Downtown Can Save America One Step at a Time 10th Anniversary Edition - Jeff Speck - Picador 2022</p> <p>Paved Paradise: How Parking Explains the World - Henry Grabar - Penguin Press 2023</p> <p>When Driving Is Not An Option: Steering Away from Car Dependency - Anna Letitia Zivarts - Island Press 2024</p>
60	<p>Since having roads that are totally designed for a single modality is likely untenable, I suggest designing arteries that are dedicated primarily for a certain modality where the function and form may be highly inconvenient for all of the others but optimal for that particular modality. We are already well on our way with State St being closed to cars. If we had a dedicated North/South route and 1-2 dedicated East/West routes for walking/running, cycling, and driving, that would go a long way. Of course we would have cyclists on the running route and drivers on the cycling route, but that would be for as short a time as possible--likely just the residents.</p> <p>This separation of function and design gives respect to all the main modes of transport and encourages the separation that drives safety and efficient flow.</p>
61	Stop installing push button pedestrian cross walks. They are dangerous and difficult to see. Pedestrians can walk to the end of the block and cross the street when it's their turn.
62	More speeds bumps
63	We have to get the Police to do their job. The police set the tone for the City and right now the tone is people can do whatever they want, I see people riding wheelies on motorcycles, people blasting music in their cars that can be heard for blocks, people driving highly modified vehicles that are clearly unsafe for the road. Even simple things like no front license plates are not enforced. This lack of enforcement sets the tone that anything goes- and then you add alcohol to the equation and that's when people get hurt. It seems pretty clear that there is an over consumption of alcohol in this city, and the noise ordinance clearly is not enforced. If City Officials could get the PD to enforce the noise ordinance on State St- (which Bars with dance Permits are required to abide by or they can lose their permit) and enforce basic automobile traffic laws- lives will be saved. Too many people have died unnecessarily in this town.
64	
65	Ticket bikes and e-bikes. They are a menace that should never be on a sidewalk, but unfortunately they frequently are. Fine them heavily.
66	More officers enforcing car and e-bike laws!

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

67	Yes. Try putting stop signs where they are needed. Make E. De La Guerra and Olive st a 4 way stop. Make E. De La Guerra and Quarantina a 4 way stop. make E. Canon Perdido and Quarantina a 4 way stop. Two of these intersections are by schools. SB Jr High and SB High. Also fire Derrick Bailey from Traffic planning. He does not like to hear from citizens who ask him to do something as simple as 4 way stops at the intersections above. Always has an excuse. He is too busy making YouTube videos about ebike rides in town.
68	Give tickets! Monitor intersections where traffic violations frequently occur, e.g. Las Positas and State. That intersection is scary for pedestrians. Make those yellow lights for crossings with buttons much brighter and larger.
69	Cyclists have taken over but never obey the laws. Start cracking down on cyclists!
70	
71	Enforcement of rules especially where safety is compromised
72	Require licenses and drivers tests for e-bikes. Require e bike registration
73	Do something about e-bikes.
74	Keep State Street closed to car traffic
75	Mandatory helmets that are fastened, mandatory driving school and registration for e-bike riders in order to keep our streets safe for all
76	Mores protected bike lanes, more bike parking, driver education!
77	
78	Address distracted driving and speeding
79	Law enforcement. The City wastes a ton of money on bulb outs, expensive structural changes, roundabouts, etc. I do also approve of adding lighted and marked crosswalks. Planning is overfunded and resources should be given to law enforcement.
80	Open State street. It's ugly and confusing. Add bike lanes, widen sidewalks for outdoor seating, allow some on street parking and allow traffic again. The city failed to make it an attractive pedestrian only destination. It's littered with ugly outdoor structures and people don't want to walk down what feels like a road. This will be safer for all by keeping e-bikes and bikes on the road in bike lanes and cars won't be circling lost and frustrated trying to get around blocked streets.
81	Slower speed limit and better maintained bike lane between Earl Warren show grounds and Hitchcock. That area has many bikers and pedestrians with no sidewalk, nor safely cleared bike lane
82	
83	
84	Enforce traffic laws on bikes and E-bikes
85	Open State Street
86	Upper state street (Alamar and above) is a nightmare for cycling and not great for walking either. I would really like a safe cycling route from Alamar to Hitchcock - it is an eternal shame that no bike/pedestrian throughway was required from San Remo to Hitchcock when Estancia was permitted. Otherwise I would like increased enforcement of traffic and car safety rules, including signaling, speeding, overly loud cars, distracted driving.
87	Enforce speed limits - I live on Bath and people drive way too fast for such a narrow street. Pedestrians have to wait a long time to get across the street on Anapamu and Bath.
88	More bike lanes, and sidewalks and Calle real between las positas and Hitchcock for easier beach access, as well as easier access to Vieja Valley elementary, and upper state st.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
89	Place more pedestrian crossing signals on streets, especially those like Garden street where speeding is very common. Place resident only signs in the 1000 and 1100 blocks of Laguna Street to discourage the speeding that is common there
90	Ramp up enforcement of the traffic laws for all users, bikers, and vehicles alike!
91	Many neighborhoods use the Calle Real route past the fairgrounds and car dealerships to access 101, La Cumbre Shopping Area and events at the fairgrounds but there aren't side walks for pedestrians, the bike lanes aren't nearly wide enough and the speed limit is too high (45mph) but many drivers speed and drive faster than that. There are several family-filled streets that are only accessible via Calle Real so exiting and entering them is dangerous for all involved (pedestrians, bikers, and vehicles). So reducing the speed limit and adding side walks and bike paths would greatly improve safety in that popular area.
92	1) Safer and easier continuous bike path/route from Modoc to Montecito lower Village. 2) Add sidewalk on Calle Real between las Positas and Apple Grove Lane.
93	Ticket speeders and folks who run stop signs and lights. Ticket drivers who fail to stop at red lights for right turns and yield to pedestrians. Enforce stops behind limit lines to make crossing streets safer for pedestrians.
94	Set up better biking lanes - wider, separated from driving lanes. Easy way to do this is put traffic lanes in this order: sidewalk, then bike lane, then car parking, then car driving lanes. This way the parked cars protect bicyclists from driving cars AND vice versa. Plus the hazard of the car door opening into bike lane is reduced significantly. Speeding behavior follows what seems safe. So design roads for slower traffic and traffic will slow down without having to ticket.
95	The City NEEDS protected bike lanes, get rid of one lane of parked cars on many streets. On street parking is not a god given right, we need to make this city more bike friendly. NEED a bike Czar to actively investigate, catch & stop bike theft which is rampant in the city and PD does nothing to prevent it. NEED to crack down on dangerous E-bike use, mainly by middle & high school children w/o helmets nor understanding of rules of road. I see soo many kids almost get hit daily because they are swerving in & out of traffic, carrying too may passengers, blowing red lights, on illegal E-motorcycles going way too fast for conditions. need heavy fines for parents allowing these to do this and buying illegal bikes for them. How many kids will have to die before PD addresses this situation seriously. It is not hard to find if you want, SB JH or high school has 200+ illegal bikes locked up there daily. 95%+ of unsafe E-bike usage is from 12-18s, figure out a way to have better education.
96	
97	Yes, first look at what other cities are doing Santa Monica third Street shopping center does not have this irresponsible behavior. Place authority figures on State St to give tickets and real penalties to increase awareness that there is accountability for their irresponsible behavior. I have to say that adults are also in this category of irresponsible behaviors with motorized bikes, scooters etc.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	Do you have suggestions for improving traffic safety in the City?
98	I have worked part-time on the Eastside (400 block of Haley) for the last three years. The new stoplight at Haley and Olive has vastly improved pedestrian and traffic safety by slowing down traffic and giving peds a safe way to cross the street. We need more traffic lights in that neighborhood (for example, at intersection of Olive and Guttierrez). There is a lot of distracted driving in that neighborhood because parking is so difficult and drivers are often searching for a place to park, which takes their eyes off the road. Is it possible to better mark the available parking spaces to make it easier for drivers? For example, on the side streets like Olive (especially between Haley and Guttierrez) it is really hard to tell what is private parking and what is available to the public. Open parking should be well marked. Also, people often take up two parking spots by parking inefficiently. Parking should be maximized by markings on the street to guide drivers.
99	
100	Traveling away from the 101 at the intersection of mission and Castillo St needs a turning light. The opposite direction traveling towards the 101 needs delayed green. People turning left across mission on to Castillo need more time and the beginning of the light cycle and the end to make the left. This causes significant back ups. It frustrates drivers waiting and puts everyone in the intersection at a high risk of collision.
101	Law enforcement!!! I almost never see a cop.
102	<p>stop doing the weird bike lanes like sola/castillo going opposite of the car traffic and making weird car traffic patterns that make for confused and angry drivers. designate clear signage and routes to common areas.</p> <p>I was just biking in Chicago and there were very clearly connected trails and bike-safe streets.</p> <p>Make state street barricades more safe for all - think of safety hazard from recent New Orleans new years tragedy.</p> <p>E-bike proactive safety training.</p>
103	
104	Require all E-bikes that can travel faster than 20mph be registered, insured, and driven by a licensed driver.
105	The traffic light at Yananoli St. and Garden St. does not stay green long enough for someone to safely cross the street across Garden St.
106	
107	<p>1. MORE UNFORCEMENT OF CURRENT LAWS! SWEAT THE SMALL STUFF AND YOU WILL HAVE LESS BIG STUFF TO DEAL WITH.</p> <p>2. For many seniors & disabled persons, quality of life & access to healthcare and other services DEPEND on private vehicle transportation. Road & parking capacity are necessary to maintain quality of life. Public transportation is not an option for many seniors because of physical endurance and function limitations. They don't want to sit in their homes waiting to die. They want to participate in life.</p>
108	
109	More curb bump-outs to prevent people parking close to intersections (better sight lines).
110	
111	Require a license for e-bikers so they actually follow the rules of the road.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
112	One way street should be more clearly marked. State Street should be opened up to traffic again. The cross streets are dangerous because no one understands that they need to open the traffic lights to cross the streets.
113	make speeding a priority for traffic arrests, and suspend their licenses. maybe automatic cameras that can ticket speeders?
114	It is important to give the teens citations so that it doesn't get to the point that they kill themselves or a pedestrian.
115	More dedicated bike lanes and pedestrian walking areas. Also, I really like the pedestrian and bike share the road signs. I've noticed some of the pedestrian share the road signs around town. Mission Ridge Road near Franchesci Park is a highly used pedestrian walking road. It's dangerous with a windy section with cars speeding and blind corners. It will be wonderful to see some traffic enforcement of the speed limit. Perhaps with one of those signs it shows the speed that people are traveling as well as the share of the road with pedestrians sign and other possible traffic Management tools could be used in that section of the road. I know some people that won't walk on that road anymore because they think it's so dangerous. It's a beautiful section of road of the Riviera area of Santa Barbara and highly trafficked with pedestrians, dog walkers, bike riders and cars.
116	Calle Real between Hope and Las Positas is incredibly dangerous. Narrow bike lanes and cars going way too fast. This is a main route for cycling out of my neighborhood that I hesitate to do because of lack of safety.
117	Open streets back up to 2-way traffic. More people are racing to get around the blockades (traffic calming devices, etc.) because now it takes 3x as long to go a roundabout way instead of going directly to your destination like you were able to successfully for generations.
118	
119	no
120	<ul style="list-style-type: none"> • use green paint for lane striping. • I think the City is doing a great job and may have reached the limit of what else it can do. • at some point it is a numbers game, as there are more bikers on the road now who are riding on more awkward, heavier and faster bikes with less experience. • you can't legislate away stupidity, unfortunately. • what are your accident stats for non ebike rider accidents?
121	Enforcement of existing traffic laws Progress has been made, but more needs to be done to close the gaps in the system and make it safe for bicyclists to travel anywhere in the city. Upper State St is terrible.
125	Strictly enforce red curb and daylighting parking offenses, separate bike traffic and car traffic wherever possible, ticket drivers who do not yield to pedestrians, add more painted crosswalks to intersections as a signal to look for pedestrians, explore 4-way stops over 2-way stops

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

126	<p>Make more bike paths that are separate from cars on the most traveled streets, such as upper state street. Take traffic down to one lane if necessary to make it super safe for bikes and maybe having only one lane will make people think more about biking instead if it's safer and more convenient to get around on a bike or walk.</p> <p>For pedestrian safety, please do more sting operations where you have police kind of hidden at very busy intersections, such as State and Las Positas, and nab drivers who go through red lights. OR, install traffic cameras on those intersections.</p>
127	Ban right turn on red, change the side of the street stop lights are on so that drivers cannot enter the intersection without losing vision of the signal, prioritize alternative modes of transit to reduce the number of cars on the road.
128	
129	OPEN UP STATE STREET TO CARS!!! Listen to the people for goodness sake!!!
130	Enforcing speeding/traffic rules against Ebike riders. I've seen a lot of near misses when they are blowing through intersections around the city and speeding down state street with pedestrians, skateboarders, etc. From my observation, it's mostly the younger riders that are the most dangerous-speeding, not following traffic rules. I'm not talking about people who are community with a bike service like Bcycle. It's the privately owned speedier, larger Ebikes.
131	The area long Calle Real between Las Positas and Hitchcock does not have a sidewalk for pedestrians for safe bike lanes for bikers. Pedestrians constantly walk along that street with no protection, and vehicles speed by. There is a lot of pedestrian and bike traffic along this route, due to the residences and Earl Warren Showgrounds. The city/county urgently needs to address this by adding a sidewalk, at a minimum, and considering more protected bike lanes.
132	
133	<p>Highest priority for biking improvement:</p> <ol style="list-style-type: none"> 1. Cliff Drive from Las Positas to Castillo. (I know it's coming - please make it so!) 2. State St from Constance to Las Positas -- it's really terrible, but there's no good way to get to upper state. 3. Las Positas from Modoc to State - also really terrible, but again, there's no good way. 4. La Cumbre, from Modoc to State. Really terrible, but at least it's short -- OK way to get to La Cumbre Plaza if you are coming from the Modoc bike route. But still not a safe feeling on this short stretch, and far out of the way for most people. 5. Upper State St route. I ride this regularly, but the narrow unprotected lane also has a lot of poor paving surfaces, bumps (tree roots etc), and dangerous merges (eg at La Cumbre and the required left turn from Calle Real to get back to State after the freeway).
134	Stop closing off streets with bizzare one block one ways (Alameda Park downtown) it's goofy and makes no sense. People visitng our town comment to me that our streets are way to congested and that bike lanes have taken over the town. Now with many new one lane, one way streets (that used to be two lane) traffic is so much more congested.
135	
136	more police presence
137	More bike lanes with barriers, like Cota St. enforcing the laws which already exist.
138	Take Ebikes off pedestrian walkways. (In Europe walking is safe and relaxing because Ebikes are no where to be found)
139	The recent projects have helped. We just need more time and funds to do more of them.
140	

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
141	How about a city wide program that educates and encourages safe driving for both ebike users and automobile drivers. We all need some reminding about safe use of our city roads. Another city I lived in had a rewards program where officers would stop young bicycle riders who were wearing a helmet and riding safely. They received a coupon for a local fast food as a thank you. I think it worked!
142	
143	Enforcement of traffic rules. Requiring bicycles to have lights at night.
144	I would like see more enforcement of traffic rules.
145	Education is everything! It is the very long play here but culture change is the only way to get people to behave more civil. Otherwise it's going to be huge amounts of cash on cameras, law enforcement, licensing, courts, more city managers with inflated salaries etc.
146	Maybe enforce the existing traffic laws and adding new for the ebikes.
147	Enforcement of current laws. Make fines proportional to income, not flat fee.
148	
149	
150	I few crucial locations could use those blinking yellow lights (with the pushbutton signal) at crosswalks. One would be Anapamu at Nopal. The one at State and Pedregosa was put in after I was hit there, and it works well.
151	bicycles need to ride where there are bike lanes, not in car lanes. Bicyclists seem to think that they are the same as a car and often ride side-by-side down the middle of a traffic lane instead of single file off to the side.
152	I don't know what can be done about overall driving safety since it's become pretty bad lately with drivers AND cyclists running stop signs incessantly. And I'm not talking about "California stops" i.e. pausing but not stopping fully. I'm talking about full-on just rolling on through stops at full speed. I don't think there are enough patrol cars/man-power to get people to start acting responsible and follow the laws.
153	Recall everyone in office. You all clearly do not have any idea on city planning, listening to the public or anything that politicians should do. The city is beyond reproach and has been sold to the lowest common denominator which is LA contractors.
154	See above - especially concerned about kids on e-bikes not knowing the rules of the road. And close State St. to bicycles! Should be pedestrian only, or open it back up to traffic.
155	Side walks on Calle real and a dedicated bike lane physically separated from potential distracted drivers
160	
161	Better enforcement of existing speed and traffic laws for both cars and cyclists. (May require hiring more police officers). I love the improvements for pedestrians on San Andres Street, more areas could benefit from lighted pedestrian crossings.
162	
163	change age limit for e bikes. or qualifications to be on the road with an e-bike, especially jr high kids zooming out of sbjh with their e-bike no stopping it

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

164	We desperately need to enforce our traffic laws for motor vehicles. A culture of limited accountability for speeding, running lights, and illegal U-turns is sinking in, and some drivers (not all) are really relishing it. I see pretty errant behavior that I think would occur less if people thought there was a risk for speeding, drinking and driving, etc. These drivers post a big risk to everyone else biking, walking, and driving.
165	General comment: I live downtown and walk as many places as I can. I've thought about getting an E-bike, but I'm not sure how many of my car trips it would replace, and I do have some fear of the risk of sharing the road with cars.
166	
167	More enforcement. People will do anything and not worry about being caught.
168	Require safety courses for new riders Safety officers could visit school classrooms or assemblies Rules enforcement
169	Prioritize other modes of transportation ahead of personal vehicle efficiency. The more desirable & efficient it is to walk, bike or take the bus, then the less people will have to take a vehicle = better for everyone.
170	Sidewalks! Also, linking the bike trails together for a cohesive route through/ around town
171	More road space should be dedicated to bike and pedestrian infrastructure (including at the cost of parking spots). More separated bike lanes, slow streets, raised crosswalks and intersections, pedestrian scrambles, pedestrian islands, bulb-outs, wider sidewalks, wider bike lanes, and better active transportation connections overall are needed throughout the city. Additionally, traffic calming features like chicanes, speed bumps, and textured paving is needed to slow cars on neighborhood and residential streets. Finally, the car-free State Street promenade should not only be preserved but improved and expanded.
172	1. Ticket drivers who don't use signals when turning. 2. Make unnecessarily wide roads narrower. (Like cliff drive: remove street parking and create bike lanes instead.)
173	Separate E-bikes from pedestrian and slow speed bikes. Modoc Multipath needs e-bikes to be excluded from the pathway and require to be in the bikeway with the spandex bikers.
174	Reduce speed limits throughout the city, add much much more transit with transit priority and dedicated lanes, and continue to add separate bike infrastructure everywhere like what's coming to Cliff
175	Complete the networks. Need parallel route to state
176	More sidewalks
177	Narrow the lanes to slow down speeding cars. Create great bike infrastructure to reduce conflict points. Bike detection systems at intersections to trigger the lights to switch.
178	Repair potholes. Clear brush back and debris from bike lanes so they are safe and cyclists will not need to veer into car lanes, esp. along major routes students take to school. Continue to add more crosswalks with the blinking yellow lights - these have been very helpful!

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	Do you have suggestions for improving traffic safety in the City?
179	Privilege pedestrians. Stop subsidizing cars and parking. Increase traffic police by hiring a new category of traffic enforcers, using huge fines for law breakers to pay for this. Use more cameras to enforce rules and fine law breakers. Right now, it feels like we don't enforce the current weak laws and regulations. I say come down HARD on scofflaws, make them pay BIG (it's the only thing that changes behavior) and institute stricter laws and regs. Look at similarly sized cities in Europe that are pedestrian friendly, with better air quality. This would help tourism. Car traffic does not help businesses.
180	More parking structures to free up streets. More speed limits for bikes. Less ticketing of parking violations and more efforts toward moving violations.
181	Bike lanes that do not suddenly disappear....
182	
183	I think a lot of improving traffic safety comes down to education. Many drivers are not aware of bicyclists' rights to ride on the road, bike lane or not, which I think creates animosity and may increase the chances of road rage incidents, passing bicyclists at unsafe distances, or a lack of focus/attention near bike routes. Bicyclists should be better informed about their responsibilities as road users, about practices that increase their safety, and about routes that exist to keep them separate from traffic which should as much as possible. For example, when driving down Micheltorena from State St. to the Westside, I see so many bicyclists riding on Micheltorena at peak hours. The corridor is so busy and unsafe when compared to crossing town on Sola which would connect the rider to Castillo and the Micheltorena Bridge. Simple awareness of the bike route one street over would improve their safety and riding experience, and decrease drivers' negative feelings toward bicyclists.
184	I suggest installation of traffic calming infrastructure on residential streets. Cars speed way too often on streets that aren't intended to be thoroughfares. I also support the installation of more car-free streets. Especially in areas where people are drinking.
185	Law enforcement. Put in more lighted, well marked crosswalks. Do not waste money on roundabouts, bulb outs, etc. Do not close traffic lanes for bikes.
186	Wider bike lane or separation and tree trimming for Carrillo hill. More bike accessible entry on Oak park Hwy over crossing.
187	
188	My #1 suggestion is promoting measures that remove traffic. This means making biking easier, increasing access to public transit, investing in new kinds of public transit like trams and light rail, surge pricing for downtown areas, etc. Strategies that gets cars off the road makes the road safer. For those that still have to use cars, it would be nice to redesign the roads to be narrower, curvier, and to have less long-distance visibility (optimally using trees to create an overhead canopy to make the space feel closed. These kinds of measures force drivers to go slower, which reduces the fatality of all traffic accidents.
189	I am ok with speed cameras Lower speed limits everywhere!
190	
191	
192	Enforcement of traffic laws. I rarely see police on patrol. I almost never see traffic enforcement stops. Speed limits need to be reduced along Cliff Drive and Carrillo St up Meigs Rd, Foothill Rd, and Modoc Rd. Enforcement needs take place during school pickup and drop-offs. Parking enforcement might help with oversized and poorly parked vehicles.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
193	
194	
195	More speed ramps/humps
196	
197	Better speed limit signage. Better signage at freeway entrance/exit. More bicycle police patrols.
198	Intersections of W Pueblo and Chapala and W Pueblo and De La Vina are dangerous for anyone trying to cross Chapala or De La Vina. I live in the neighborhood - many accidents, people driving too fast. When driving toward the mountains on W Pueblo and attempting to cross Chapala, visibility is very poor due to hill on Chapala, the need for a longer red curb on ocean side of Chapala for more visibility, and vegetation in need of pruning-an Italian cypress on Chapala has grown in girth such that it now impairs visibility.
199	I just returned from Sacramento. The bike lanes were wide open and near the curb. Cars were parked on the outside. Pillars were placed also. Perhaps someone should speak with persons involved in designing this for Sacramento.
200	
201	standardize the parking regulations downtown to make it less confusing to drivers
202	More cameras to catch violators
203	
204	Greater enforcement by police and more education to young riders and their parents about safety requirements and the law and writing E bikes
205	ubiquitous knowledge of correct bicycle behavior. both bicyclists & motorists need to understand how bicycles need to be used correctly. motorist patents need to understand how to teach their kids about bicycles. and constant communication of speeding car dangers & distracted driving.
206	Lowering the speed as much as possible
207	I honestly feel the streets are well managed for car drivers. The one-way streets with one lane work very well. I love the timed signals. One thing that amazes me it that bicycle riders seem to ride on streets where there is. no bike lane. (de la Vina, Anacapa) even though one street over has wonderful bike lanes. I also see people riding bikes on the sidewalks all over town. Lastly, I see many bike riders riding on the wrong side of the street.
208	
209	
210	Stop taking away driving lanes. There are so many more cars than bikes and yet you keep diminishing the car lanes to make more room for bikes. You need to stop this. You are making driving so much more dangerous. We live in a high fire area and we won't be able to evacuate if you keep removing car lanes. No one bikes here. Just stop catering to bikes. No one is giving up their car. Realize that.
211	Paint more pedestrian crosswalks at unregulated intersections. My long experience living downtown has taught me that cars stop much more frequently for pedestrians when the crosswalk is painted and there are warning signs.
212	Implement the bike master plan and pursue Vision Zero goals.
213	1. Police traffic enforcement---each and every day. Education---such as sending (briefer) versions of things like this every month. In hard copy USPS mail along with email. 2. repave---not just patch our deteriorating streets. 3. provide bike lanes that are clearly marked and do not suddenly disappear.

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

214	The bikepath bridge at the end of Arroyo Rd is very narrow, and you can't see who is coming from the other side and e bikes fly over that bridge. The bikepath bridge nearby at the end of Nueces Dr was changed to keep cars off that bridge and markers were set to to warn bikers. The same should be set up on the Arroyo Rd bike path bridge.
215	Ticket those who do not obey the laws.
216	Inforce the laws. That would make a huge difference in safety for all.
217	Get the illegals off the roads. They don't have insurance, a lot of them ride e-bikes and they don't understand English.
218	Connect facilities. Too many bike lanes lead to places with no safe way to get back. E-bike regulation and enforcement. (I am more worried about kids hurting themselves than feeling threatened by them) More general traffic enforcement.
219	Law enforcement! I am tired of seeing cars moving through red traffic lights when I have a green light. I especially do not feel safe as a pedestrian at intersection of State and Las Positas.
220	Make sure traffic signs are visible by trimming greenery, encourage following traffic rules, especially speeding and obeying stop signs and right of way. I notice drivers behind me don't like me to follow speed limit and make fast dangerous moves sometimes into oncoming traffic. SLOW DOWN everyone and leave early if you have a time limit. E-bike riders need regulation, licensing, instruction and tests before they can ride one.
221	Enforcement of DMV laws for all bicyclists!
222	The worst speeding I have seen is on Cliff Drive. Please set speed traps there.
223	Police using common sense as well as enforcement
224	Too much to say here. The City has. made all the streets downtown a mess from. road projects to bulb outs to just plain messing up streets by making them one way, one lane instead of two, etc. Our City has made out streets more dangerous in the event of fires. I wish I had time to go on . . .
225	Too many bike lanes - makes the streets too narrow.
226	
227	
228	
229	Clean broken glass out of bike lanes/paths
230	
231	
232	If fully separated bike paths are not possible on downtown city streets, car parking should be removed from one side of streets like Bath and Carrillo and made diagonal on the remaining side (to allow more spaces per block than parallel). The bike lane should be placed on the side with no parking with curb separations to prevent cars from drifting into the lane.
233	If the City Council and bike organizations would petition our representatives in Sacramento to have e-bikes treated as motorcycles (license/insurance or some way they could be tracked for safety violations) that would help. Otherwise and in addition, having much greater police presence and ticketing of offenders just as there is for motor vehicle speeding - but there's not enough of that, either!
234	Cite e-bikes for speeding, riding on sidewalks and not following traffic rules.
235	It's been decades since I saw a traffic citation issued in Santa Barbara to a driver of a motor vehicle. As a result, traffic laws here are routinely violated. Rigorous enforcement of existing laws might improve driver behavior and make our roads safer for everyone.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
236	
237	More patrolling, more bike paths, enforcement of helmets on children riders, requiring e-bike riders to have licenses.
238	More/better bike infrastructure i.e. separated/protected bike lanes and multi use paths. More traffic law enforcement for cars, bikes and pedestrians.
239	Stop trying to take the streets away from vehicles. The city has caused all of our issues. The city staff continue to remove parking all over town, build housing without parking causing more over parked neighborhoods. I could go on, but you will just ignore whatever is said because this survey and the money spent on it is for more bike roads/lanes etc.
240	I know police have lots to do .. but fear of a ticket is a good motivator to obey laws. Just someone riding with a yellow vest (I confess that I've yelled at kids on State street, I'm a large older guy and when I have my yellow reflective vest kids tend to pay attention) ... any visibility, especially on state street (which really must stay car free)...
241	Stop building all the bulb-outs at the intersections it's difficult enough driving around and looking lanes to bikes instead paint the intersections and no parking areas . Cite all the illegally parked cars those parked in front of fire hydrants in the red .
242	The city needs to consider that cars are the most used vehicle by locals and working commuters. Reducing two-way roads, and car lanes is counterproductive to safe driving and accessibility for the working population.
243	Yes. Put a stop sign at the corner of Olive and De La Guerra. Work with the County to improve visibility on Foothill Rd.
244	Enforce the e-bike rules. Ticket cars that are parked in the red/green. Make the amount of red bigger by driveways so it's easier to see when pulling out.
245	
246	When I try to make turns, Bikes and pedestrians sometimes crowd the corners and it can be very hard to make turns.
247	Take control of the e bike crisis and manage it better. Speed bumps in the areas where speeding is common. More of the flashing signs that show how fast you are going.
248	Re-open Sola
249	More and better separated bike lanes, everywhere. More lighted crossings with on-demand controls for safe crosswalks - those are working well where implemented, but many more are needed. This will normalize safer driving as well. SPEED ENFORCEMENT, EVERYWHERE AT ALL TIMES. Parking enforcement, especially on HOPE during school commute times. Simply do more, other cities have and are, and it's glaringly apparent that SB is simply way behind on this.
250	One of the most dangerous intersections for all users is the intersection of Constance and Santa Barbara Street. Particularly the left turn from Santa Barbara Street turning on to Constance. Horrible sight-distance and high-speed vehicles. This intersection is so unsafe I take longer detours to avoid. Somebody is going to be seriously injured if the City allows this unsafe intersection to continue!
251	
252	Speed bumps
253	

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

254	More dedicated bike lanes throughout the city. Close some streets to car traffic. Wider and cleaner sidewalks on outer State St. I was recently in Burlington, VT. where they have about 6 continuous blocks closed to car traffic. People enjoy walking, shopping and eating out in that area. It was wonderful!
255	BETTER, MORE FREQUENT AND MORE VISIBLE ENFORCEMENT OF BIKE AND E-BIKE REGULATIONS THAT ARE ALREADY ON THE BOOKS.
256	ENFORCE THE LAW!!!
257	More quality bike paths. State street/Hollister needs bike paths all the way from the beach to Goleta. Outer State St. is a hazard.
258	More stop signs. More enforcement. Fire the marketing people and used that money to hire / pay / retain police officers. The weird lights and pedestrian crossings are unsafe and ugly.
259	ASSIGN MORE POLICE TO STREET PATROL ENFORCE THE LAW!!!!!!!!!!!! FOR HEAVENS SAKE, WHAT ARE THE LAWS FOR??? I SEE SO MANY PEOPLE LOOKING AT OR TALKING TO THEIR CELL PHONES AT RED LIGHTS. THE INTERSECTION OF LAS POSITAS AND STATE STREET HAS MANY OFFENDING CELL PHONE USERS. STATION A PATROL OFFICER THERE!!! SHOW YOU ARE SERIOUS ABOUT ENFORCING THE LAW, FOR HEAVEN'S SAKE!!!!
260	
261	Add a stop sign at APS and Dover.
262	
263	
264	Open state street to cars with a fair size bike lane like it used to be. Traffic calmers.
265	Stop installing stupid "traffic calmers" in places where they are not needed or are dangerous (which is most places they have been installed). Stop giving absolute priority to bikes and taking over most of the roads with bike only lanes. There is not enough room for cars. Most people who work in SB travel to work by car, whether they live here or commute. Stop treating them like second class citizens.
266	ENFORCEMENT of all. the existing laws!! Keeping bicycles off the sidewalks which is a growing problem I experience as a pedestrian.
267	
268	LEAVE POOR NEIGHBORHOODS ALONE AND START DOING BIKE STUFF IN RICH PEOPLE PLACES IF YOU WANT TO.
269	Get the cyclist off the sidewalk and on the street enforce safety gear violations and ensure they know the rules of the road
270	
271	More traffic cops
272	Create a bike path going up De La Vina and make it one lane all the way. It is a tight street and bikers use it all the time. I live right in that area and I rarely see bikers use the newly constructed routes on sola and Castillo.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
273	<p>I really like the (new?) sign at the intersection of De La Vina + Mission that says that the lights are timed for 25mph. I think more signs like that around town would help people drive safer speeds. When I see it, it reminds that slowing down is not going to get me to my destination slower if the alternative is waiting at red lights. It also helps me recognize that I am not in a rush and reminds me to act in line with my values re community safety.</p> <p>I really like the bike corridor infrastructure on N Alisos St, and think it would be awesome to implement along other major corridors. I think that when/if I am riding I would try to use the corridors, which I think is a behavior that would make it more predictable to cars to be on the lookout for bikes.</p>
274	As a part time resident I think it's pretty safe for how many bikes/scooter and skateboards are used.
275	
276	More car free roads. Have drivers look both ways when stopped in a crosswalk.
277	Enforce current laws and make them stricter over time.
278	Teach everyone to be aware of others and not expect everyone to stop for you or yield for you. Teach right of way in road circumstance.
279	
280	<p>See above.</p> <p>And hope for less entitled idiots, but alas that time has long passed.</p> <p>Do kids have to get a license (learn traffic laws) to ride e bikes that are as fast as mopeds, of which you have to have? The kids do not stop at stop signs, who knows how they'll be behind the wheel of a car.</p>
281	
282	Bike lanes, more vertical car parks, better curb visibility
283	More fully protected bike lanes and bike boulevards. Continued implementation of the planned improvements for the lower Westside and elsewhere.
284	More 'no right on red' intersections, particularly those with frequent pedestrian use.
285	If state st is for e-bikes, then the bike lane pretty much needs to be marked like a road, so pedestrians know to stay out of it.
286	Enforce the laws
287	
288	
289	
290	More stop signs on the one-way streets downtown. Anacapa/Chapala/De La Vina are all de facto 40 mph streets right now.
291	
292	Please reopen state street to vehicles or at the very least clean it so it doesnt smell like piss everywhere.
293	I think we need significantly more traffic enforcement for moving violation, such as disregarding stop signs, failing to yield to pedestrians, unsafe lane changes, and aggressive driving on the east side specifically
294	Reduce parking on street corners where this is a lot of oncoming traffic and limits visibility and room to share the road. For example, there is a truck that always parks at the corner of De La Vina and Victoria streets because it is associated with the marble business right there, but it isn't in a legal spot and it makes it narrow to share with people driving on the other side of the road!
295	

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	Do you have suggestions for improving traffic safety in the City?
296	Because Santa Barbara is such a cycling heavy city, maybe more bike lanes and paths could be added. One of the things I am most frustrated by when driving is cyclists and e-bikers who cycle in the middle of the road. Every time I drive I am forced to swerve a bit into the next lane because a cyclist is taking up too much of the road without caring about any of the cars around them. This could be dangerous.
297	Cameras. I know not a popular idea but it needs to happen. Traffic enforcement should not be a cat and mouse game.
298	I think we have addressed nearly all of the engineering controls that can help increase safety. The biggest issues I see are operating a vehicle while distracted and a general disregard for traffic devices.
299	More protected bike lanes, street narrowing, indicator signs. Everything the City currently has been doing in recent years! The current challenge seems to be wrangling the youth ebike movement.
300	Keep State Street closed to cars! I would love to bike everywhere, but I don't feel comfortable when near cars.
301	an awareness campaign targeting a safe sharing of roads. flags on state street and an annual safety day that make this issue top of mind for the public
302	More painted bike markings to share the roads and at intersections to inform vehicle drivers to share the road with cyclists.
303	when riding a bike, many people open their car door without looking. Many times I had to swerve onto the road.
304	I'm an older driver who travels the speed limit, however I find that the bulb-outs and traffic diverters are simply additional obstacles that I need to navigate. Further, not having State Street open to traffic makes movement around the 0-200 blocks both the East and West very difficult, especially when considering one-way streets.
305	I'm an older driver who travels the speed limit, however I find that the bulb-outs and traffic diverters are simply additional obstacles that I need to navigate. Further, not having State Street open to traffic makes movement around the 0-200 blocks both the East and West very difficult, especially when considering one-way streets.
306	Removing the bulge outs and islands in the middle of intersections (e.g. on Las Positas at Stanley) and replacing them with more Stop signs to slow down traffic and prevent speeding.
307	1. Adding protection for bikes travelling on Modoc between Mission and Las Positas to address a dangerous stretch connecting the west side to existing bike infrastructure. 2. Converting Class 2 bikeways on state street north of victoria to class 4 3. Consider moving class 2 bike lanes on the other side of parked cars (so, from left to right = traffic -> parked cars -> bike lane -> sidewalk)
308	License e-bikes,use fees to promote safely and enforcement of motor vehicles laws.
309	
310	Gotta somehow enforce traffic rules for unsafe e-bikers, especially in the downtown State St corridor! Or even start w/ the bloody mall!!
311	Increased enforcement.
312	Control the E-Bikes!!
313	
314	Please do not remove parking lots or street parking downtown.
315	Add signage for road closures well before the block on which work is being done. Visit schools to provide education on operating e-bikes safely.
316	

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
317	100% stop at stop signs. The CA roll drives me crazy. Seems rampant in Montecito.
318	Provide dedicated, separated, consistent, and predictable facilities. Do enforcement on people and delivery drivers double parking in the bike lanes. Encourage and celebrate that the kids are riding e-bikes, which helps the City's climate goals, but do some education and training in the schools.
319	Since consistent enforcement is not available at all locations at all times to teach through example/punishment, could community communications on driving/biking rules and how-to's be shared via social media or other avenues? I've seen other communities do it with drawings (from DMV book) or catchy slogans to show/tell how to drive/ride.
320	
321	No specific suggestions, just supportive of more traffic calming measures; streets like Bath and Chapala feel the safest as a driver interacting with cyclist and as the occasional cyclist interacting with drivers.
322	Move Farmers Market off of State (De La Guerra Plaza?). State Street is an important safe route to bike and walk. Riding on Anacapa or Chapala is challenging and unsafe. Extend protected bike lanes on State Street.
323	<p>The area above the Mission near the Natural History museum is a cluster -- I wish that zone was safer. Same for Milpas Street. The one-way streets -- Anacapa, Santa Barbara, Chapala -- downtown with parked cars and traffic speeds feel hella sketch.</p> <p>I know there's plans to redesign Cliff Drive -- I am excited to see that happen. Cliff especially between the Mesa and Arroyo Burro beach is scary af on a bike. I see families on ebikes trying to get to the beach, and rightly, many of them ride the sidewalk. Drivers go freeway speeds on that street and it sucks.</p> <p>I would love to see the eventual State Street bike access designed to control speeds better. Right now, it's a straight shot and it's easy even with good intentions to go too fast. A more meandering design -- with islands, trees, whatever! -- would help a lot. I love what Leucadia did with the PCH through their city -- it's an amazing slow streets design and I've love to see some of those ideas applied to bikes on State.</p>
324	more seperated bike lanes. Just use the cheap plastic bollards like on Micheltorena Bridge. We don't need \$mil dollar solutions (just yet)
325	
326	no
327	
328	
329	
330	
331	Regulate E bikes.
332	Remove crosswalks that don't have a stop sign. People step out in front of cars without stopping or looking.
333	<p>See e-bike notes above.</p> <p>Lower speed limits on hi-traffic city streets, e.g. De la Vina (full length), Anacapa (full length).</p>
334	Bike path along Modoc should have different right of way for cyclists.
335	Ticket the throttle e-bike riders who are speeding or are underage and not wearing a helmet.

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

336	Cyclist should also be ticketed for not riding in designated bike lanes. De La Vina Street is one of the worst.
337	enforcement of existing laws re speeding and unsafe driving
338	
339	Less bulbouts. More consistent bike lanes and sidewalks.
340	Treat e-bikes as motor vehicles and apply the same rules.
341	Enforce the laws more! Duh...
342	
343	More patrol and ticketing for DUIs, speeding, and distracted driving. Additionally, greater patrolling of the State Street promenade to ensure bikes are significantly slower. Finally, prohibition of e-bikes on the State Street promenade.
344	
345	Most of my concerns would be related to older developed areas, as areas are redeveloped, they seem to be improved as new standards come into play
346	Better parking enforcement.
347	
348	making sure every intersection has a stop sign or traffic light. better ground marking and signage around which lanes go where (looking at you garden street underpass)
349	Put stop sign at the corner of Olive and East de la Guerra, as well as at Salsipuedes and East de la Guerra. People drive WAY too fast on DLG street
350	More roundabouts. Those slow traffic but still keep it moving and you far less bone type accidents from drivers running red lights or stop signs. So roundabouts are much safer.
351	
352	More separated bike lanes that are maintained.
353	More enforcement of speeding laws, especially on downtown one-way streets outside of central business district. Many times I see e-bikes (and pedal bikes) not stopping at stop signs; some enforcement around that could maybe make a difference.
354	Get kids off e-bikes. Although there are other issues, this one is so obvious.
355	It is important to let pedestrians know that they need to walk either beside bike lanes on State Street. or to use the sidewalks! Wandering (on foot) in and out of bike lanes without looking, and not being aware of other options, is not safe for anyone.
356	The timed lights on 1 way streets is excellent. It reinforces not speeding and is predictable for drivers and pedestrians alike. Maybe there is a way to expand this concept.
357	
358	More lighting on San Andres St (westside of town)
359	See above. Stop catering to bicycle coalition and social engineering Nanny State weirdos. Get real. Cease trying to remake Santa Barbara into your own twisted fantasy utopia.
360	Reduce speed of streets to 25mph anywhere there are homes and enforce the speed limit.
361	
362	More PD out on streets enforcing the laws, particularly around the State Street Promenade. I was out there yesterday and there were multiple kids on their e-bikes riding on the sidewalk rather than walking their bikes on the street in the dedicated bike lane.
363	

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

364	Put up signs all along Micheltorena between the 101 and State Street to tell cyclists to NOT ride on Micheltorena, but to go one street over to Sola. Too many people are risking their safety and the safety of others by riding on Micheltorena, particularly during busy times.
365	Reign in ebikes
366	I see people staring at their phones while driving all the time. That behavior should be caught and punished.
367	Increase citation for stopping a vehicle in "no parking" or obstructing traffic, for bicyclists who disregard stop lights and signs.
368	Yes, there needs to be more stop signs along E Canon Perdido and E De La Guerra by the high school and junior high. I have witnessed multiple occasions where cars are driving the speed limit and they are getting passed by other vehicles. Cars go upwards of 45mph on those streets. There are also no permits so there is excessive cars that are parked on the streets blocking views and oversized vehicles sticking out into the bike lanes.
369	more bike lanes
370	Just separate e-bikes and all bikes from cars
371	More education on sharing the road.
372	
373	Enforcement is probably the key. But enforcement when it pertains to dangerous habits. Enforcements to obtain a quota probably won't help improve traffic safety
374	more 4 way stops
375	Keep up the good work of bike safety projects. I know there has been more and more resistance to new bike lane projects but they are critical to making bike riding more safe.
376	
377	Anacapa Street and Chapala Street should have class I bike lanes, and bicyclists should not be allowed to ride their bikes on the State Street pedestrian promenade. Bulb-outs are dangerous for bicyclists, because they force us out into the car traffic lanes. Milpas is still dangerous for bicyclists.
378	Require better training and testing for drivers. Not just emphasizing safety, but also techniques to reduce traffic and accidents. I have been lucky to avoid several accidents primarily because I am continuously aware of my surroundings while driving and understand how to reduce issues. I think many drivers are not aware of how they are negatively affecting others (or they are just inconsiderate).
379	More dedicated bike baths!! Enforcing parking rules, so you can see properly when turning/crossing, especially onto one way streets. People always pull into private driveways to turn around.
380	Absolutely ! Coordinate the street work one detour does not lead to another. Coordinate computerize the traffic lights for better flow! Take into consideration the busier times...That will also improve gas emissions and our gas milage....Milpas is a joke as is Garden by the freeway and the lights for the on ramps at Carrillo and at Mission...too much stop and go and not enough time to get through the light. Las Positas at earl warren Showgrounds needs a light that is triggered when people are exiting or crossing the streets
381	No suggestions off the top of my head
382	
383	Hire more police and get them to enforce traffic laws.

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

384	More police monitoring speed on cliff drive and las positas.
	Please don't cut down trees and install more bike lanes, that's ruining our city
385	Yes ticket drivers who don't at stop signs! Control the e-bike!!! Stop illegal food vendors blocking the sidewalks!
386	Again more bike paths. More tickets for helmets that are not buckled up. Those kids will get injured it is worse than not wearing a helmet at all.
387	Require a speed limiting device on the bikes. Limit the number of riders per bike.
388	
389	Bring cars back to State Street and get rid of the unsafe bike and scooter riders
390	
391	ENFORCE traffic laws on State st. Please keep an eye on open store lots. This where the Teen riders gather and pop wheelies and race.
392	Better cross town bike lanes
393	More 4-way stops Narrower streets and speed bumps to slow people down More dedicated bike lanes that are uninterrupted Traffic light at Cabrillo and Anacapa More ticketing for reckless driving
394	Do something about the corner of Garden and Pedregosa! Two accidents in the last 5 days. It's so common. No one stops coming down the hill from the Riviera!
395	Get everyone to follow the law!
396	
397	
398	State St between Hope and Alamar is the worst stretch for bicycles. There are sections where there are no bike lanes.
399	Reduce the speed limit and no more right turn on red light
400	remove the parklets on State street to provide alternative routing for cars
401	
402	More police presence and issuance of tickets to those who disobey the laws.
403	
404	Remove 'calming devices' and the new one-way streets that narrow & frustrate access for both the general public and public safety crews. The easier traffic flows and the more room traffic has, the easier life is for keeping people moving and less stressed and aggressive while driving.
405	Make more streets like Alisos, to only bikes have the through-way. If this were available to cross town, that would be great. Maybe the road between the JHS and HS (delaGuerra)? Having more dedicated bike lanes so we can commute by bike. State street is so much better now, up to the Granada. Can this happen for more streets to allow us to bike without having cars cut us off or try to run us off the road?
406	
407	Vehicular-wise I think the City is relatively safe, but E-bikes are problematic because they toe the line of being a motorcycle and the riders certainly use them accordingly.

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

408	<p>Campaign to get people to chill out and not hurried and aggressive.</p> <p>Ticket aggressive drivers.</p> <p>Turn red lights back on at State & Victoria. This is a high traffic area with pedestrians bikes and cars that gets very chaotic sometimes. If there hasn't been an accident there, I promise you there will be. It's a very dangerous intersection.</p> <p>Add an additional lane to the offramp off 101 N upper state exit ramp so that cars taking a right on state have a dedicated lane. But add a lane don't just make the right lane a turn lane. Add a right turn lane. There is space to do it. Very easy fix.</p>
409	<p>STATE ST IS A MESS AND A RIDICULOUS HAZARD AND NEEDS PEDESTRIAN MALL REMOVED TO ALLOW FOR CARS AND A BIKE LANE LIKE BEFORE. CURRENT CONFIGURATION IS SO WRONG AND UNINVITING. IT IS BEYOND ME HOW THIS CONFIGURATION IS CONSIDERED DESIRABLE BY CURRENT CITY COUNCIL.</p>
410	
411	<p>Green painted bike lanes help notify drivers of bike presence. Quite a few bike lanes just come to an end with no safe route connecting to another "bike" street. If you don't want bikes on State Street, Anacapa and Chapala need to have dedicated, green, painted lanes added. It's unreasonable to go 3 to 4 blocks over to get to a bike safe street.</p>
412	<p>Clamp down on ebikes</p>
413	<p>More and consistent enforcement by SBPD of ALL the existing traffic laws - not occasional based on a grant.</p>
414	<p>Fix traffic control on downtown State St. It's too dangerous mixing so many modes of transportation on downtown State St. it appears that the city government is waiting for pedestrians to get injured or killed before addressing this problem.</p>
415	
416	<p>Make sure the roads are properly paved without potholes, and mark correctly to wear the cyclists are to be and where the pedestrians are to be and where the cars are supposed to be.</p>
417	<p>Yes! I live on the Riviera and APS has become a speeding ground for cars. I frequently walk from Arbolado to downtown via Jimeno. I have to cross APS around Middle School. There is no crossing anywhere on APS. Drivers frequently drive at 40 MPH even though the speed limit is 30. I am often tailgated when driving the speed limit. The parents in the morning dropping the kids off to Middle School are distracted and in a hurry. They often do not stop to let people cross the street, and workers are rushing to get to their construction jobs in large trucks.</p> <p>The new stop sign at Arbolado and APS is dangerous. Drivers going west are often unaware the street is divided and when you are at the stop sign you are a sitting duck. There should also be a stop sign for the drivers on APS heading west.</p> <p>It would be helpful if there was a sideway on the city side of APS from Loma Medio to Guiterrez. There are many walkers and drivers are speedig, going over the middle of the lane. Some one will get hurt</p>
418	<p>MORE ENFORCEMENT OF THE EXISTING LAWS. NO NEW LAWS NEEDED (except banning EBIKES)</p> <p>Start with the hundreds of "youth" that are terrorizing people all over Santa Barbara.</p>
419	<p>See previous responses.</p>

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
420	
421	Visibility at intersections and of traffic signs should remain on the City's radar.
422	
423	Give the roads back to the vehicles which they were always used for and if your gonna ride your bike be alert enough not to get run over. We lived through our childhood doing this. I ride motorcycles and our number one rule is keep your head on a swivel your invisible on the road. We have gave too much to the Lance Armstrong want to be's. These cyclist are rude and entitled with a strong influence in this city. They will hold up traffic on a busy weekend because they want to train or ride as a club. Stop this share a lane. they have bike lanes.
424	MORE & BETTER INFRASTRUCTURE: look at San Luis & Santa Cruz, and learn. So many others. SB is woefully behind. Traffic calming, everywhere. Rigid enforcement (i.e., 5MPH above the limit is not okay, it's breaking the law, especially where the limit is <35MPH). Eliminate "beg buttons" to normalize pedestrian crossings anytime, all the time. More crosswalks, everywhere. Public information campaigns that don't villainize cyclists (get your electeds on this too, they're a bit out of control with the "teens on ebikes" narratives). More bike racks, everywhere. Remove parking spaces, everywhere.
425	
426	Require e-bikers to have drivers licenses if they're driving on main roads!! Or at least follow laws so they're penalized for speeding, being on phone, turning incorrectly etc
427	MORE REGULATIONS ON EBIKES THEY JUST DRIVE LIKE CRAZY COME FROM EVERYWHERE YOU ARE NOT ABLE TO SEE THEM BECAUSE OF THE SPEED OR THE SIDEWALK THEY USE.
428	
429	More 4 way stop signs.
430	
431	
432	
433	Change the streets to how they were back in 1980
435	My biggest fear is crossing the street at Foothill and Calle Laureles. Drivers just don't want to stop, even when they see me trying to cross with two young kids. I've even had them make eye contact, slow down, and then change their mind and drive through. It's terrifying. Maybe blinking crossing lights would help. As for e-bikes, bike safety training for youth could be helpful (and maybe adults - there are a lot of people jumping on bikes who were not riding before e-bikes).
436	Make it illegal to ride an e-bike when you are underage and give out tickets to those who do not follow the rules of the road which is happening more and more with the e-bikes.
438	More roundabouts.
439	
440	More marked bike lanes and better transitions for when they end. For example when State street bike lanes end at Victoria and Haley Streets.
441	Yes, one area that needs a sidewalk or city walkway is the 100 block of Santa Cruz Blvd just up from Thousand Steps beach access on the Mesa. It's the only street in East Mesa coming from Shoreline Drive that does not have a pedestrian walkway or sidewalk on either side in the city right of way. We have seen so many near misses in that block in particular.
442	Keep State Street CAR FREE!!
443	

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
444	
445	Clear Sight line triangles at intersections need to be enforced. This improves visibility for everyone.
446	<p>Please, please post uniformed officers at the Farmers Market, at the very least at the intersection of State and Carrillo on Saturdays, to get people off their vehicles. Which is worse--having people annoyed because they got a citation or being charged with vehicular manslaughter because they were talking to the e-bike rider behind them and ran into and killed a child or elder?</p> <p>Also, Santa Barbara police have become invisible. As a child, I was told that if ever I was lost or needed help, to ask the first police officer I saw. That was back when police kept an eye on major streets and many neighborhoods. I have not seen a police officer or a police car in years. My husband notes that he so rarely sees police cars that he is always surprised when he does. Of course everyone breaks traffic laws in downtown; there is absolutely no one to stop them.</p>
447	In the Funk Zone we have accidents that are reported and ones that go unreported every week. The intersection of Gray and Yanonali is unsafe and even the speed limit of 25 is too fast for the pedestrians it must have a stop sign and crosswalk too many have gotten hurt all ready.
448	More designated crosswalks and paths for pedestrians, start enforcing cyclist laws. There are SO many cyclists riding on sidewalks, even when there are designated bicycle paths in the area. Laws are never enforced!
449	make sure stop signs are visible (no foliage covering signs).
450	
451	Better daylighting when side streets intersect a one-way street (e.g. when I'm driving down Bath, I'm often caught off guard between Cota and Canon Perdido by cars suddenly turning on to Bath)
452	
453	
454	More protected bike lanes that are effectively connected, gaps in existing infrastructure make riding with children scary. Enforcement when traffic patterns change (Micheltorena and Dutton intersection is a mess, people constantly making illegal turns). Add a bike lane/multiuse path to Loma Alta or on Coronel that connects west side to mesa/SBCC
455	
456	More traffic officers
457	protected bike lanes
458	Reopen State Street to vehicles. Get rid of the majority of the never used bike lanes, get rid of bulb outs, traffic calming devices like small islands in the middle of an intersection and small roundabouts. Return the streets that were changed from two lanes to one lane back to two lanes like anacapa and de la vina. Require adequate parking spaces for new construction. Require a license and insurance to ride an E bike similar to a motorcycle. Stop subsidizing the E bike business. Stop trying to make driving more difficult and wanting to phase out automobiles because of your ridiculous climate change concerns. Re stripe Las Canoas road and Mountain drive from the old Sheffield reservoir to Las Canoas. Stripes were never repainted after the paving several years ago. It makes for a very difficult driving in dense fog.

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

459	Ticket as many phone-distracted drivers, bicyclists, and pedestrians as possible. Especially since the new no-touch phone law was just implemented. Get people used to not using their phones at all while on the roads.
460	speed enforcement
461	More class I bike paths and reduced speeds
462	Stop turning two lane streets into one lane streets. Get rid of traffic, calming bulbouts, and other obstructions like small roundabouts that cannot be navigated by a fire truck.
463	Less is more (signs and devices)
464	It would be great if there was a safer path from Hidden Valley to Adams Elementary than the current Las Positas situation. A separated pedestrian path to cross the freeway and leads to school would be wonderful. It would be nice if it had two-way bike traffic so that we/she didn't have to cross Las Positas to bike on the right side of the road. This is very specific, but drivers drive well over the speed limit on Torino Dr towards Hidden Valley Park. It seems particularly bad with traffic going towards Valle Verde because there isn't a stop sign at the intersection whereas there is a stop for traffic coming from Calle De Los Amigos. There are a lot of kids in the neighborhood but riding a bike to the park can be unsafe. I would suggest speed bumps, a stop sign & crosswalk, or an island. The best solution would be a barrier that blocks through traffic other than bicycles (or the bus/delivery vehicles) so that park/neighborhood access is on one side and Valle Verde access on the other.
465	
466	increased street lighting on bath and de la vina
467	This comes under maintenance. Frontier has been all over town digging up and temporarily patching their work. On San Roque Road, where I live, this started at least 2-3 years ago. San Roque Road looks terrible due to this work, and continually driving over the patches make it worse. Frontier, I hope, is liable for the cost of correcting this.
468	Ban e-bikes, limit where they can ride, and step up the policing of e-bikes. Ticket them more. They represent a significant traffic hazard!
469	bring in licensing and policing of vehicles capable of speeds above 20/25. and having those vehicles prohibited from riding on walk ways and bile lanes. Licensing would provide more education and understanding of traffic laws as well as funding for policing and enforcement of such. E-bikes have gone out of control to the point that walking can feel unsafe.
470	create dedicated bike lanes on Chapala and Anacapa. put the cars back on State street. Connect the bike lanes so they don't end.
471	Speed limits in bike paths. In urban areas (especially downtown) designated lanes for e-bikes as well as bicycles.
472	
473	
474	See previous comments. Enforcement, training, rider licenses under some conditions.
475	I would like to see more routes like on Alisos, more dedicated bike routes separated from traffic and better enforcement of traffic laws for all modes of transportation
476	Enforcement and education. Cycle riders do not appear to know they are required to follow vehicle codes.
477	Quit catering to bicyclists, who are a minority of street users. Increase parking and quit taking it away. Increase round-about as they are great for traffic flow. Quit taking away traffic lanes for bicyclists.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	Do you have suggestions for improving traffic safety in the City?
478	Eliminate bike riding on narrow streets and skateboarding on sidewalks.
479	
480	<p>We live in a car first culture. Pedestrians yield to bikes who yield to cars. Drive up Chapala and you will see people standing by waiting for a safe time to cross. On a 25mph residential street.</p> <p>We should endeavor to flip that so that cars yield to bikes who yield to pedestrians. Berkeley did it with strong enforcement of crosswalk laws and it's quite something to behold. Cars trip over themselves stopping for pedestrians who even look at a crosswalk funny. It's glorious.</p>
481	Get rid of the bulb outs and change the streets where they recently put in one way - with dead ends - such as Micheltorena , Gutierrez, sola
482	take ebikes off all bike paths and bike lanes
483	Make a separate bike lane away from cars.
484	I'm not sure. I'd love to see State Street open to cars again.
485	I think there is a lot of unwarranted criticism of bikes on State street (though occasionally e-bikes and youths showboating are a problem bit of a problem). My elderly mom who hardly ever is on State Steet (usually only with us) started complaining about State Steet (bikes and gangs). She is liberal and usually not biased in this way ... evidently she is just repeating an urban legend circulating by the folks who are anti-State Street Promenade.
486	Enforce laws regarding speed, distractive driving, and helmets for bikes and ebiles.
487	
488	<p>I live on La Marina and very often cars we see cars speeding - at very high speeds downhill on our residential street towards the beach. We have lots of kids and other pedestrian walkers. There will be serious accident one day. Our street is too wide and that facilitates the speeding - plus the fact that people use it to get to the beach.</p> <p>Our residential street, and others like it, should be narrowed via planters, slowed with stop signs/traffic circles at intersections. Immediately. It's a huge risk.</p>
489	Crack down on negligent driving or biking.
490	slow down cars
491	<p>The best traffic safety measures I have noticed are the clearly defined areas of teh roadways- green for bikelanes, strong paint and signage markings, bumper strips to define the lanes, etc. Visual cues are very important and I find them the best improvements aside form 'speed bumps' and bumpouts.</p> <p>Also helpful is to encourage pedestrians to keep moving when crossing the road. Pedestrians often abuse their privilege and have little or no incentive to move across the intersections with respectful understanding that everyone has a right to use the road, the motor vehicles, too!</p>
492	
493	More enforcement. If there's not enough officers, bring on the camera enforcement!
494	
495	There needs to be a safe way to get to the city bike trails.
496	No
497	I think the only thing at this point that will make a difference is people getting tickets. The majority or drivers and bicyclists don't stop are stop signs and sometimes blow through red lights. I don't think many changes can be made to deter that other than tickets. More street lights would be nice for pedestrians and crosswalks with the flashing lights are really beneficial.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
498	Citizen officers?
499	
500	
501	stricter rules on ebikes. more seperated bike lanes
502	Safe travel doesn't work from point A to point B if only 1/2 of the journey is safe. We need to continue to build out bike only paths throughout the city. The master map plan is quite good, but there are some glaring gaps. For example, the 4/10 of a mile from the Mission to Foothill Rd (part of which is in the City and part of which is in the County) is not on any Master Plans and is a long stretch with well over 1,000 homes in Mission Canyon. This corridor should be made safer. And, there are other corridors. The City should partner with the County to close gaps like this. Until we have safe pedestrian passageways that connect main arteries throughout the town - and until we have better enforcement of road rules to drive safer driving behavior - we will continue to have accidents and frustrated citizens. Thanks for putting out this survey and letting me express here what I have been espousing to those who will listen!
503	At La Cumbre and State, the e-bikes just sail through the intersection without watching to see if vehicles traveling ahead of them in the same direction are turning right.
504	
505	Continue the bike lane on De La Vina from Mission to at least Micheltorena
506	Decrease speed limits. Not on the freeway but on surface streets where there is a lot of multi-use.
507	
508	The lowered speed limits in Goleta are ridiculous. It only makes people angry and drive faster.
509	The lights rarely seem to be calibrated. Narrowing the wide traffic lane such as upper state de La Vina, etc
510	Enforce speeding I have never ONCE seen a DUI check point Stop giving licenses to illegals Keep those meter maids giving tickets I do appreciate the police coming when somebody is parked in handi cap and no placard.. Make it easier to have cars towed away There are two abandoned cars on my street alone One with an expired tag 2017 and one 2022. Thanks for asking
511	I never go downtown anymore. It is not safe with all of the bikers and e-bikes speeding through stops. Something must be done.
512	More bike facilities.
513	Please keep state street closed to cars and motor vehicles. As a runner, being able to run on State without worrying as much about cars has greatly improved my ability to run safely in populated areas without having to run through crowds
514	More police
515	Just no E-bikes on downtown State St.
516	
517	

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

518	A change in driving culture. I am from the north east, where most drivers stop well before an intersection and then creep forward. Not so on the Central Coast. Driver ride into the intersection, and keep rolling, or slam on the breaks. Incredibly dangerous for pedestrians, bikers, children. California cool in this case is totally uncool. A public health campaign is needed in this area, IMO.
519	
520	More use of turn signals.
521	Yield to Pedestrian signs put all over the place. Warn/ticket drivers using cellular devices. Warn/ticket drivers who don't use turn indicator. Warn/ticket pedestrians who don't follow rules of the road. Emphasize communication via hand signals ie; go ahead, etc. (not rude ones) Emphasize cooperation on the road.. if each mode of transport does their bit, it less likely accidents will happen. Throw the book at UTI drivers cyclists, e bikers and pedestrians if they are at fault in an accident. Signs and education. The pedestrian walkway was doomed because it was called the pedestrian walkway. The pedestrians were hugely to blame for the problems on State St. They'd walk in the bike zone. Suddenly cut across State without looking either direction. They didn't adhere to the right away at intersections that had working lights.. they just assumed they could go anywhere, anytime. I lived 2 blocks off the 600 block of State and walked there every day and saw it all.
522	video cameras on State St to assess problems The northbound right lane at Castillo and Haley is treacherous for cyclists.
523	traffic cameras in high traffic areas
524	Hold everyone accountable. Put more speed bumps in. Not sure if parts (I refer to) of Montecito are in the city, but hold the wealthy that drive under the influence and speed up Olive Mill everyday accountable. Have safety checks on Coast Village rd by Luckys every weekend. At least park a highway patrol. CVR is city. Please do not ignore this because these people are wealthy and know the city will allow them to NOT obey the law. Educate drivers and fine drivers for not using roundabouts properly. If the city is planning more roundabouts they need to have strict rules and consequences for drivers that fail to follow the rules. This leads to increased traffic in areas when not used properly.
525	Forbid e-bikes from riding on all bikepaths. E-bikes are for real bikes and real riders, not for lazy bums doing antics
526	
527	
528	Stop e-bikes speeding on State Street or just reopen the road to cars. At least then us as pedestrians know what to expect.
529	Enforcement. The main enforcement seems to be writing traffic tickets and pedestrian "stings".
530	We need rules for ebikes, scooters and skateboard, especilaly hte ones that have assisted motors. These are really dagerous.
531	Speed humps / bumps especially in neiborhoods like the area near trianle park or San Roque park on Canon and the cross streets. There are no stop signs along from Calle Noguera or Calle Fresno onto Canon and cars race through the neighborhood.
532	Please consider sidewalks and bike lanes on calle real near the Earl Warren showgrounds. There have been recent car accidents and its very unsafe for pedestrians and bikers

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
533	Total crackdown on underage Ebikers. The parents should know they will receive large fines for their children's lawbreaking. Will it take a lawbreaking child's death to bring people around?
534	See comment above about cops on State Street
535	Education, education then fines, then confescation.
536	
537	
538	Control the ebikes
539	Cite the speeding e-bikes and make sure they're all legally allowed to be in the bike paths. Some seem to not have speed inhibitors and go at speeds that seem close to 40 mph
540	Please also address e-bikes using beachfront pedestrian/bike paths.
541	improve dangerous corridors, redesign roads to reduce vehicle speeds
542	
543	More bikes lanes. Bike lane through hope ranch or more cops controlling the regular speeders there at the very least. But above all, something needs to happen with the out of control e-bikes.
544	Continue to improve and connect more of the bike network. Slow down cars with modern road design techniques. Offer improved bike parking and encourage people to use alternative methods of transport. Fast cars are dangerous, Period. Continue easing up on restrictions to housing in downtown, to enable people to live in a walkable place to reduce traffic. allow existing neighborhood to open businesses like small corner stores and coffee shops. This will also help reduce vehicle miles driven.
545	More traffic circles, repair roads, More bike lanes. Lower speed limits.
546	More crosswalks with blinking lights. Actual enforcement of no cell phone while driving law.
547	More dedicated bike lanes, less on street parking during the day
548	Report the data on collisions, not wait till SB Independent does it.
549	Many roads are narrow and allow parking too close to intersections so that it is difficult to see. Reducing street parking and widening no-parking zones before intersections may help.
550	Less obstacles more unhindered traffic flow
551	
552	The way the law and society works today, if a driver hits a pedestrian all they need to do is wait for the police and have no substances in their system, and nothing happens. People consider it the pedestrians fault because drivers get distracted and don't pay attention. Nobody cares if pedestrians get hurt or killed because drivers always have the right of way. Driving sober has become a legal way to kill pedestrians. Several times a car has turned left as soon as the light changed, not waiting for oncoming traffic to pass, or for pedestrians in the crossway - almost knocking the white cane out of one person's hand. But why should they care about scum-of-the-earth pedestrian?
553	
554	

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

555	<p>We have a problem with folks running stop lights and violating right-of-way rules at four-way stops. I find myself driving more defensively now than in the previous 40 years at the wheel.</p> <p>We need periods of maximum enforcement for these laws similar to what the CHP does on holiday weekends.</p>
556	<p>Keep State St. car free and look at other areas that could also be made car free to encourage outdoor dining, culture, and shopping.</p> <p>Also, more stop signs, especially on residential streets. Streets like Olive or Laguna should not have three consecutive blocks with no stop signs, this encourages speeding. This is especially a problem around SBHS.</p>
557	Get the bikes off of lower state and make it a pedestrian promenade. Make bike lanes on Chapala and Anacapa streets.
558	police enforcement needs to be x 10
559	Heavily regulate e-bikes. They are like motorcycles now being used as bikes.
560	Kids should have a mandatory e bike class. More tickets for kids not wearing helmets. Most issues I have with e bikes are the kids not knowing the rules of the road, blowing through stop signs, driving on the sidewalk then moving into the driving lane. I want to keep the kids safe.
561	Require e bike riders to wear helmets
562	
563	More police enforcing teaffic laws.
564	As already stated, more strict enforcement of E-Bike laws. Rewriting E-Bike laws, consistently enforcing then, and more clearly indicating where, when and how E-bikes can be driven.
565	
566	
567	
568	More bike paths! More efficient bus system.
569	Focus on areas near schools, preschools, and senior housing/facilities. For example, recent street changes eliminated a crosswalk and did not add any safe crossing(s) for Oak Park and The Oaks Parent Child Workshop (preschool), Cancer Center, Mission Park (nursing/rehab center) and other medical service facilities.
570	More separated bike lanes. More places to park bike securely.
571	
572	Have law enforcement do their jobs.
573	Map out the ways it is possible for one to walk a long distance, like from one side of the city to the other, either east-west or north-south or whatever, there arent many of these, and focus on making it safe and easy to walk all the way through on those routes. Ideally at least some of them would connect the city with the mountains, the ocean, and with parks.
574	Enforce existing laws on speed limits and stop signs/lights

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

575	<p>Well, what I really want is a city as completely public transit-mobile as SB was before the removal of the streetcars. Can we reinstate the street cars, pretty please?</p> <p>The fact is, a path to fewer cars and therefore a city where cars are unnecessary is ultimately the only long-term safety solution. But this displeases people who have made their car a part of their identity.</p> <p>Otherwise...</p> <p>Bartenders checking in any car keys And only returning them after BAC is below safe levels?</p> <p>A club for the kids riding bikes, so they can get all the wheelie popping out of their system?</p> <p>Roads like Milpas are kind of inherently dangerous because there are so many lanes that drivers are worried about lane management rather than looking for pedestrians or bikes.</p>
576	Make it mandatory people riding e-bikes have a license and carry insurance. They want to use the roads then have them abide by the same rules and guidelines people driving cars are held to.
577	More lighting and speed bumps
578	
579	all the same stuff...enforcement, engineering and education.
580	Accept and act on violations witnessed and called in by citizens with identifying information like license plate numbers.
581	Enforcement of existing laws
582	Increased enforcement of basic traffic laws
583	Increase the amount of police officers on patrol and hand out more citations for moving violations.
584	
585	More designated bike paths to reduce the impacts of cars and bikes in the same lane.
586	
587	<p>I have seen more people going the wrong way at the Gillespie/ Sola street block that was just put in and think that poses more of a danger than not having it. I walk that street almost everyday and people take it for granted no cars are coming from the one side because of the block. As a result they do not see the bicycle riders which I think is more dangerous. Thus also is a problem because people just go against traffic so they do not have to go around. This might have been a good idea but sometimes we just need to go back and this did not work so we need to get rid of it. The next issue is taking parking away with bulb outs, the parking in this town is very limited and with ADU's becoming more prominent it really doesn't make sense. I know it's a traffic calming device but speed bumps would accomplish the same.</p>
588	For reducing vehicular speeding, people often go the speed that "seems" safe. Changing the surroundings (lanes, appearance of likelihood of pedestrians, etc.) to change perception of safe will help reduce speeding.
589	Separate bike lanes.
590	
591	
592	Require all accidents to be reported to insurance carriers and then to the DMV.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
593	Fix the potholes
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597	
598	Stop building housing without also accommodating parking
599	Dedicate days for strong enforcement. Unfortunately, police do not have the manpower to do this every day.
600	Change the ped crossing flashing lights from yellow to red
601	Having physical barriers for bike lanes would make me feel much safer. There also aren't good bike lanes on Garden, Anacapa, Santa Barbara, or Laguna. On the west side of State St there are good bike lanes on Bath and Castillo - it would be great to see that mirrored on the east side of State St.
602	Improve the public transportation system. If more folks are using the bus/trains, less personal single occupancy vehicles are on the road.
603	Stop building roundabouts. Bicyclists are a hazard to the road. They do not follow traffic laws. They speed, drive the wrong way, on the road,
604	More enforcement of drivers speeding and using phones while driving. I see it ALL the time and don't see the enforcement. Do something like a DUI check but for phone users.
605	Fewer cars
606	you NEED protected bike lanes that are clean. unprotected bike lanes are far too dangerous with getting doored. Most bike lanes are either far too dirty with rocks, crash debris, plant matter or otherwise and/or have vehicles double parked in them or permanently parked and PD does not enforce. PD does not care about bikes at all, there are so many kids riding w/o helmets, riders swerving in & out of traffic, illegal pocket bikes, using part of the lane of traffic and part of bike lanes, and absolutely no PD care or enforcement about bike theft. It as if they encourage bike theft, since they all but ignore it as a issue at all. It is clear that Police do not care at all about bike safety. Parents of kids on pocket bikes & weaving dangerously in & out of traffic should get hefty fines. Kids will get killed and it will be the City's fault for doing nothing to address this. Hltching post bike racks are easily cut! This is one of the least bike-friendly City's I've ever been to.
607	Steps to slow traffic, eliminate distractions, etc. We have seasons with lots more visitors in our town that are unfamiliar with our one-way street system, lots of people turning wrong ways, etc. perhaps better signage for the visitors in our town?
608	I really dislike the barriers recently erected on the eastside near Franklin elementary. They are forcing traffic into other neighborhoods and leading to more congestion. Bigger still is the matter of SBUSD's half-day school on Wednesdays, which requires all parents to arrange alternative transport for their kids in the middle of each week. This has major implications for traffic flow all over the city. Having a consistent release time throughout the week would be a relief to parents and ease some of the traffic issues of the city.
609	Crack down on aggressive drivers.
610	I would love to see more enforcement of safety issues..... ebikers not following any laws, cars speeding or running stop signs near elementary schools and through neighborhoods, etc.
611	Regulate e bikes and add crosswalk lights along Shoreline Dr
612	Make cars stop at stop signs instead of just rolling through, as often happens here.

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

613	Please remove bikes from State Street. Debate cars all you want, unfortunately at huge wasted expenses (thank you K Sneddon for endless over-spending and wishy-washy approach to decisions) but get the bikes and E Bikes off state. What is wrong with some of our City Council members that they are so scared of the bike coalition that they are willing to ruin such an important center of our town?
614	
615	Make parking spaces smaller to discourage people from driving giant SUVs and trucks. In case of an accident between one of these giant vehicles and a pedestrian/bicyclist, there is almost no chance of survival for the pedestrian/bicyclist. Also, I have noticed that the city has reduced speed limits on most roads. You don't have to reduce speed limits every time a drunk driver crashes due to excessive speed! As everyone knows, drunk drivers don't pay attention to the posted speed limits. On some streets, the posted speed limit is unrealistically too low and is affecting the flow of traffic.
616	Make pedestrians follow the law on State Street!! They cross even when it is a green light for traffic, they will hold up traffic. Also, stop closing so many roads on the weekend you are causing so many issues. Put the farmers market in a damn park and stop closing the street for it.
617	Improving visibility at intersections, especially when not an all-way stop.
618	
619	Everyone should slow down, put down the distractions while driving, like food and phones.
620	More painted bike lanes or lanes separated by barriers would be great.
621	
622	boundaries between bikers and cars.
623	The speed humps on W Valerio are dangerous, they are too tall and create unsafe driving conditions. Additionally, further narrowing roads to support bike users is not helpful given the majority of people who drive (I find you get poor driving when roads are slow and congested due to single lane reductions). I do not ride a bike as it is too dangerous (mostly due to distracted drivers, even with a bike lane it is still too dangerous).
624	Tickets and more patrolling in the city.
625	Auto drivers stink. The drive over the center line, never signal and (on highways) do not stay to the right. All this is unsafe and wastes time and energy while adding to air pollution. Need a campaign for proper driving rules - with enforcement!!
626	open up state street
627	bike lanes work!
628	Higher fines for violations
629	License for E-bike riders required. They need to know traffic laws. Speed bumps in residential areas and around schools. Stop permitting the fast and the furious racers that go down Montecito street and Cabrillo Blvd. Stop them. They go through all stop signs and there are many pedestrians.
630	Making more bike paths and routes would be a huge help. I think there is adequate signage so there probably needs to be more education on traffic safety within the community.
631	
632	

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

633	<p>Crosswalks are a serious, deadly issue here. Drivers are required to stop, but the painted lines in the roadway are difficult to see in daylight and impossible to see at night. We need vertical signage with indicator light that the pedestrians can press before entering the roadway.</p> <p>SB has some of the darkest streets I have ever seen, especially on the Westside. This encourages trip/falls, crime, car accidents as people get in/out of street parked vehicles, and poor response times from emergency vehicles trying find addresses. We need many more street lights on the Westside to make this a safe, inviting community for residents to safely enjoy day or night.</p>
634	Reduce the speed of the E-bikes for miners!!
635	Close bike lanes on lower State Street and revert to bike lanes on side of roadway; place blinking lights around stop signs at certain intersections; have more radar police on certain streets; place radar speed notification on certain streets; place speed bumps on certain streets even if emergency services complain; implement more traffic calming curbs at intersections in residential areas.
636	More one way streets, particularly San Andres and Chino. I know there was a lot of pushback on this, but it was the same way "back in the day" for Cota and Haley, and it has worked out great. Yes, some parking spaces are lost, and people have to drive past their house maybe to get back to it, suck it up for the sake of everyone.
637	The trend toward lower speed limits is good but can be and has been overdone in some cases. I support the increased number of traffic circles seen in projects in the area.
638	I think that doubling down on safe routes to schools with so many more kids on bikes/ebikes these days would be great; painting the bike path along state street (controversial, I get it lol). I'd also recommend reducing the vehicle lanes on Milpas to expand sidewalks, pedestrian infrastructure and have protected bike lanes - people drive way too fast down Milpas for no reason.
639	stop making the roads one lane, there is not enough room to get out of the way and drivers have less ability to get around town or be able to evacuate the city if needed, As, has been seen in other disaster areas. This town has few exits as we have experienced in fires and mudslides and eventual devastating earthquakes.
640	All the Amazon and fed ex trucks make looking into traffic difficult because they often park in bad spots
641	<p>Speed bumps</p> <p>More severe ticketing</p> <p>More posted speedsigs</p> <p>E-bike licensing</p>
642	
643	Yes - please make State Street drivable again. It is a street meant for slow cruising, not being bombed by e-bikes. The elderly and disabled especially have been excluded from enjoying State Street, not to mention from spending their money at businesses on State Street, since they are physically unable to see what businesses are still open. When cars can drive again on State Street, the entire downtown area will be reinvigorated since people will be able to slowly cruise (keep the speed limit low), and see what is available and interesting again. Santa Barbara is not the same charming place without a drivable State Street.
644	

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
645	Stop actively creating congestion and hostile driving conditions under the guise of density requirements.
646	Better road conditions. Reduce two lane traffic to one lane wherever possible.
647	
648	Better street lighting at night is critical. Crosswalks with flashing lights should be at every intersection.
649	See above
650	More of a police enforcement presence re: speeding, distracted driving, e-bikes
651	
652	Increase law enforcement on drivers and especially bike riders. The \$100 fine is no big deal and not many are being cited. Kids should not have extra passengers - see this all the time - and they rarely have helmets. Do NOT close any more traffic lanes for bikes.
653	Installing more yellow blinking lights at busy cross walks on busy streets.
654	The onslaught of road repairs being done throughout the city has been a little much. Better warning signs and redirection by street workers might help. I am grateful the city has the means to repair the streets but that in combination to the 101 construction often makes it difficult to get where you want to go!
659	
660	See above, more cops along Cliff from Las Positas,
661	get the endless road work finished!
662	On Milpas, remove parking close to curbs and driveways to improve visibility, reduce number of lanes to slow traffic and improve safety
663	<p>As a daily pedestrian, my biggest safety issue is right on red: it's designed to make drivers look for cars, not people. It's when I'm at most risk for getting hit.</p> <p>Another challenge is that the city lets cars park on sidewalks. The same cars, for years, get to take up space reserved for pedestrians, so I have to cross a street or walk into oncoming car traffic. With the proliferation of huge trucks, it's getting worse.</p> <p>Beg buttons are bad for pedestrians, too: at Cliff/Loma Alta; Carrillo/San Andres; and Cabrillo/State. These are heavy foot traffic zones. You have to walk extra distance to hit a button, sometimes run (at Carrillo/SA, you now have to hit the button by the gas station 10+ seconds before cars get a left turn for it to trigger a green light for pedestrians.)</p> <p>I love all the other changes to pedestrian safety over the years, most recently the 101 underpass on State, and the lighting and crosswalk improvements on the Westside. Thank you for making our city even better!</p>
664	Enforcement

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

665	<p>1) The Castillo bridge is very dangerous to ride under but a very important thoroughfare for cyclists to get from downtown to the beach. State street is too complicated with all of the pedestrians and can be dangerous. Castillo could be improved for cyclists.</p> <p>2) Please improve the safety of the Micheltorena bridge for cyclists and cars at the very busy driveway of SuperCucas. Cars exiting the driveway cannot see cyclists coming down the hill fast in a protected bike lane. Cars pull out too quickly for cyclists to stop and drivers cannot see cyclists unless they pull out pretty far. It is so dangerous. Additional motion lights and large mirrors could help improve this. I believe it is the role of the city to improve this and not land on SuperCucas. This is important. This bridge is a thoroughfare to downtown for the westside and many children need a safe way to commute with improved safety.</p>
666	Striped bike lanes could have plastic delineators installed.
667	<p>enforcement of existing laws.</p> <p>removal of some paring near intersections that impede views of the intersection.</p>
668	Open up State Street back for downtown traffic. Open up the closed street access areas as well on Sola and on Valerio
669	It's somewhat intimidating for cyclists to go up State Street to Hollister - that's a bad intersection.
670	Enforce bike laws, duh! Especially for non-adult riders during commute times (before/after school, and holidays/weekends). If law enforcement is not going to issue citations then at least station/patrol known areas identified by citizen complaints and traffic study AOI.
671	Bike lanes that are separated from traffic
672	I trust the experts to keep at it.
673	I would like to revoke the "pedestrians have the right of way" law so that vehicles have the right of way in unmarked or ambiguous situations. Roads are for driving and sidewalks are for walking. Pedestrians should be required to remove headphones, look up from their phones and participate in their own safety, particularly when it involves a potential collision with a vehicle. The pedestrian will always lose in that situation but it is not always the driver's negligence at fault.
674	
675	<p>1)The city needs to enforce visibility triangles for all road access points.</p> <p>2) If parking is available along the road, then the sides of the road should be clear so that people can get out both sides of the car. Especially if the city has a right of way. To many plants and scrubs along the roadways in the neighborhoods</p> <p>3) The 100 block of Santa Cruz Blvd needs a sidewalk or walkway so people don't have to walk in the middle of the street. It is a main access road going to 1000 Steps and people drive pretty fast when turning onto that section of road.</p> <p>40 e-bike riders should have to know and follow many of the same rules as a motorcycle rider.</p>
676	Open State Street more strict enforcement of traffic laws for E bikes, and pedestrians
677	
678	Reduce car and truck traffic significantly. Add Scramble phase for Pedestrians Only at every traffic light.
679	Turning movements on Dutton Ave and Almond Ave are dangerous for all road users even after the Westside Community Paseos Project. Consider one-way or non-through streets at this extremely unsafe intersection.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
680	Undo the last three years of street "improvements".
681	Undo the last three years of street "improvements".
682	my number one suggestion is enforcement of the rules, ordinances and laws that are already in place. Everyone knows that you won't get a traffic ticket in the City Of Santa Barbara. Everyone knows you're 99% likely to not get a parking ticket even on street day in the City Of Santa Barbara. Everyone knows that these new e-book ordinances without enforcement or a laughing stock to our city. I have seen officers on bikes, ambassadors, and other city staff who just ignore rules being broken on the streets of Santa Barbara so why don't you start with better training and actually use the tax dollars I pay before you think you need to hire other people to do this job
683	Protect drivers against the scourge of e-bikes.
684	The city is full, stop building housing. There are to many people in a confined area !
685	Keep State Street pedestrian friendly by closing to car traffic.
686	Keep cars off the pedestrian stretch of state street.
687	
688	stop making bike lanes - there are too many and make the streets too narrow. There are not many people commuting on bikes. We need more parking, not less. It's an aging population in cars, not bikes. I live downtown, with a bike lane on my street, and I can probably count on one hand how many people are taking advantage of the bike lane. Confine them to larger streets like Chapala, rather than tiny streets like Bath and De la Vina.
689	I would advocate for two items. 1) improving the right of way for cyclists at intersections (in Cambridge UK, there is a rectangle, in front of the traffic lanes, for bicycles, which improves visibility. 2) having witnessed enough illegal behavior from cyclists when cars are removed, I think we should enforce traffic laws on E-bikes and cyclists more generally.
690	
691	
692	Dangerous bike path intersection where S Patterson turns into Shoreline Dr. Bicyclists almost never stop and push the button to turn on the flashing light to alert drivers. Instead there should be (at least) a motion sensor to alert drivers of bicyclists approaching. I've emailed the county but they say it's on the bicyclists to stop and push the button. I'd support either a stop sign for drivers, or something to stop bicyclists from just driving through when drivers have right of way. Currently we drivers stop to let bikers through when it's not their right of way - SOMETIMES - but other times not, so it's a very ambiguous intersection. I almost hit a bicyclist who sped through the intersection; I had the right of way and she didn't click the warning button. Luckily she swerved out of the way. Another consideration is that if drivers stop out of courtesy when they have right of way we risk being rear-ended by drivers following us.
693	Yeah, DO something about that Miscreants problem I keep bringing up...
696	focus on sidewalk safety - do walking studies of uneven / broken sidewalks and tress / bushes forcing people off of sidewalks
697	The dedicated bike lanes on the new cabrillo/state underpass are amazing. More of that would be beneficial
698	Yes, remove the bulb outs, open up State Street as a one way street.
699	Have more police monitoring State Street for dangerous e-bike riders. Or, better yet, do not allow e-bike riders son State Street

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
700	<p>Increase enforcement of road laws, with particular attention paid to drivers/bicyclists running stop lights and stop signs. Heavy fines for "distracted" drivers who use hand held devices. Heavy fines for speeding --- for both vehicles and E-bikes.</p> <p>Permanent ban on E-bikes' use of designated bike paths.</p>
701	<p>OPEN UP STATE STREET TO CARS. DOWNTOWN IS DYING AND NEEDS TO BE REVITALIZED. I WAS A BOG ADVOCATE OF CLOSING STATE STREET TO CARS DURING COVID BUT IT IS TIME TO REOPEN IT. VENTURA IS DOING IT.</p> <p>REMOVE THE ROUNDABOUTS ON OLIVE STREET, LAGUNA STREET, ALTA VISTA, AND THE HAZARD ON GARDEN STREET.</p> <p>GET RID OF STREET SWEEPING ENFORCEMENT . IT IS NOT RIGHT WHEN YOU HAVE PEOPLES WORK TRUCKS LIMITING RESIDENTIAL PARKING. IT TARGETS THE POOR AND MIDDLE CLASS. THE WEALTHY ARE NOT TARGETED BECAUSE THEY HAVE DRIVEWAYS AND GARAGES. IT HAS BEEN STATED BY THE CITY AND POLICE DEPARTMENT THAT IT ACTUALLY IS NOT PROFITABLE. KEEP THE SWEEPING JUST GET RID OF THE ENFORCEMENT. LET PEOPLE GO ON VACATION IN PEACE INSTEAD OF WORRYING ABOUT THEIR CAR BEING PARKED ON THE CORRECT SIDE OR IN FRONT OF THEIR HOUSE</p>
702	<p>More radar speed signs.</p> <p>Separated bike paths</p>
703	use a 15 mph speed limit in areas such as san roque neighborhood, miloas, and san andres
704	It is embarrassing how SB has so few sidewalks, and dedicated/separated bike lanes, especially on busy streets like upper state, ontare, Las positas, etc
705	<p>Stop installing ridiculous things like the traffic diverters on Alisos Street. They just force community residents to drive twice as far, increasing the probability of an accident. Also, stop installing bulb-outs. After decades of driving, you build an expectation of what turning around a corner should be like. A bulb-out massively deviates from that habituation and causes people to drive over them, damaging their vehicles. Just look at all of the tire marks around them.</p>
706	More enforcements of existing rules
707	Better overall public transit
708	
709	Get a handle on e-bikes and irresponsible drivers
710	<p>The city has already tried removing parking to make bike lanes and this does not seem to work. Specifically there are still many cyclists on Milpas and other surface roads instead of alisos. Whereas now alisos, which was a very convenient road for those living in that area, is now pretty unusable due to the convoluted stop sign system. I think all the bike lanes in the world won't fix cyclists behavior. The city needs to figure out why cyclists don't use the lanes that have been built for them or follow the rules of the road.</p>
711	Nope lanes!!!
712	Traffic cameras might help with speeding. De La Vina and Chapala have turned into mini speedways.
713	some bike lanes are overgrown, forcing me to swerve into the street. it's worst on Calle Real between La Cumbre and Las Positas, and Las Positas between Calle Real and State
714	
715	

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
716	
717	More roundabouts instead of four-way stops, improve the public transit options.
718	Reduce the number of one way streets. One way streets force us to drive longer distances and are a source of aggravation.
719	Reduce high speed traffic in highly trafficked pedestrian/biker areas like Milpas. Add physical barriers between bike and car lanes. Sharing the road with bikers and cars is very dangerous, and painted lines are not sufficient.
720	
721	I would like to see the "road bicyclists" given tickets for "stacking" into the car lanes!!
722	Better road quality, fewer potholes.
723	enforcement or at least a police presence
724	Removing the barriers that confuse drivers for example the Sola Street "bike path" where you can't turn. I think there is too much paint on the roads. The painted crosswalks are slippery when they get wet. Very dangerous. Not sure who would think that was a good idea. I think that your citizens embrace automobiles, so the city should also. There seems to be a war on cars. People need to drive their cars. I can't imagine my elderly mother riding a bike to do her grocery shopping. I love riding my bike, but there is too much money spent on bike paths. They don't get much use, and the people that do use them seem to be recreational bike riders. I would be curious to see how many bikes use the expensive las Positas bike path on average. My guess that usage is very low. It seems like a lot of wasted money.
725	Road diets have been very successful at reducing vehicle speeds and improving safety for drivers, cyclists and pedestrians.
726	Enforce the rules.
727	Yes! Open State Street to cars again and require bikes to stay in a bike lane.
728	Fix the potholes, install more on demand light up crosswalks and remove the bulb outs. I believe the bulb outs actually cause traffic accidents since motorists are focusing on avoiding the bulb out instead of looking out for pedestrians.
729	
730	<p>Be willing to reduce public subsidized overnight street parking if private vehicles in order to improve mobility options and green space.</p> <p>Traffic calming measures everywhere such as reduced car lanes, more bubble outs, high vis cross walks, elevated pedestrian crossings.</p> <p>20mph design speed with corresponding speed limits on streets with driveways and cross walks.</p> <p>Stop using traffic models and counts to make design decisions that reflect a state of infrastructure use that is causing community members to die.</p> <p>BE BOLD, full send walkable complete streets and vision zero. Don't give in to the loud selfish people.</p>
731	Same as what you are considering
732	Make speeds much lower in destination areas (Milpas, neighborhoods). Employ visual narrowing on these roads
733	See above suggestion.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
734	More police!
735	Enforce the laws that exist, especially on minors riding recklessly. I think the city should pay more attention to coordinating the various street repair and construction activities. Often I see traffic get so convoluted because there are two or more work sites with lane or road closures happening concurrently on adjacent streets, sometimes bringing downtown SB to gridlock. It seems like the left hand doesn't know what the right hand is doing.
736	I think the slowing traffic efforts, like narrowing streets, more one-way streets & adding bike lanes has really helped.
737	Reduce speeds, more cops giving tickets, fewer lanes of traffic, no cars parking on streets.
738	
739	
740	Define who can and cannot drive an Ebike. Make clear rules and implement them.
741	More agents present.
741	More  stop signage
742	Tailgating and frivolous impatient lane switching should not be tolerated. It ought to get you pulled over, and penalties should be substantial. These are the same people you will later see driving at unsafe speeds once unimpeded. The effect of this menace on road safety is immeasurable, because it impacts the concentration of everyone nearby until long after the aggressive driver has moved on.
743	More bike lanes. Small Speed humps in the bike lanes on state st. Maybe at the stop signs to ensure riders slow down.
744	I feel like many safety issues are related to driver/rider behavior (e.g., using a phone while driving, speeding, not sharing the road, lack of patience) rather than directly to infrastructure. Perhaps this means more enforcement is necessary?
745	
746	
747	
748	Not really. By and large, Santa Barbara is a safe place to walk, bike, and drive. The city is small so people aren't in a hurry and speeding. Overwhelmingly the drivers are courteous and safe. The best way to improve safety is enforcement. I understand that is expensive.
749	Speed bumps
750	Make better, clear, concise laws regarding E bike riding safety, and enforce them!
751	I don't have anything against e-bikes, but in their unregulated state both the bike and the unlicensed driver are a serious danger to other licensed drivers,, pedestrians and manual bike riders. I regularly, while riding my bicycle, have to dodge the out of control e-bike riders.
752	Any throttled vehicle having a registered license and driven by a licensed person.
753	
754	Reduce vehicle access to more areas & more devices to that force drivers to reduce speed.
755	More bike safe cross streets, more flashing speed limit signs and cross signs, speed bumps leading up to stop signs.
756	Improving / increasing number of sidewalk ramps at intersections (for strollers, wheelchairs, etc) Stop lines further back from the crosswalk
757	Bike paths or protected bike lanes

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

758	Pavers on the pedestrian areas of State street. Make it look like a promenade rather than a road with amusing obstacle course.
759	Local users should be encouraged to get an e-bike license which is dependent on watching a 25 minute safety video. In exchange they get a discount on city bike use or a warning for their first non-dangerous infraction (as opposed to a ticket) on a bike within three years of taking the safety instruction. Incentivize education and compliance.
760	More specific bike lanes on the east side would be great to allow for easier and safer riding around town.
761	Speed calming efforts for streets that have traffic going "downhill" towards the waterfront.
762	More enforcement. I hardly ever see the PD giving tickets anymore. Unsafe ebike riders need to be held accountable for endangering others to the point where repeated offenses will result in bike impoundment. More cameras.
763	Spend less money on parking enforcement and more on speeding enforcement! The egregious predatory parking enforcement is a known bad joke in our community. It's bad enough living here, but I can't even imagine being a visitor and getting a ticket because of our lack of parking and predatory practices. How much money was spent on the Alisos bike corridor to resolve a decades long issue with individual speeding from Milpas to Salinas or using Alisos as a thoroughfare to avoid Milpas traffic? It's not difficult, slow Santa Barbara down! At the end of the day people racing around our city streets just don't get there any faster and they are a hazard.
764	Keep State Street free of cars! It feels so much safer as a pedestrian
765	Extending red curbs further to allow everyone to better see/be seen by oncoming traffic.
766	Remove the commuter policy at Cottage so that employees have to park on their lots. I rent and don't have a parking space. I often don't have a place to park. The streets are congested with Amazon & delivery vans, drivers who aren't paying attention and too many pedestrians.
767	I think encouraging more walking areas and designated biking areas would help a lot.
768	
769	More sidewalks and safety for pedestrians and runners. This is my main concern. Lot's of unsafe stretches where it is impossible to walk safely. We all need to be moving our bodies; let's make it safer and more feasible.
770	More bike paths on Gutierrez or Haley. Less shared pathways with pedestrians. Better signage to tell people a path is either for bikes or pedestrians (Cabrillo sidewalk next to the street is perfect example of accidents waiting to happen bc people on bikes don't think it's an area for pedestrians only). Use of CHP on city streets to enforce traffic laws (works very well in IV).
771	Broken record: separate bike infrastructure. At the very least, put car parking on the inside of the bike lane on streets like mid-State (above the walkable area). I shouldn't have to worry about getting doored by drivers.
772	More daylighting at intersections and driveways, and installing curb ramps across all legal crosswalks (marked and unmarked)
773	Can you add more bike parking in the harbor, close to the boat marina entry gates?

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
774	The obsession with creating bike lanes that limit the traffic flow of cars has created an unsafe overall traffic situation throughout the city. The largely UNUSED bike lanes create bottlenecks and diversions and the removal of on street parking is absurd. By pretending that accommodations for bicycle riders will encourage more people to ride bikes is an agenda that is proving to only increase traffic jams and anger motorists. In a disaster when clear exit routes would save lives the city is increasingly setting up choke points. We are a car culture, and bending over for the bicycle lobby is not representative of the true wishes of the citizens.
775	
776	<p>From a cyclists point of view... the upper State Street area by the 154 is a mess. Going northbound on State Street there is no safe option to continue north by the northbound freeway entrance. I have to divert to the 154 overpass to avoid the on ramp. Same area while traveling southbound on State Street, the bike lane ends on bridge over 101 and road narrows. Feel very unsafe with the speed of traffic.</p> <p>I know this is temporary, but all the road work on State Street around Mission Street has left poorly patched asphalt on bike lane. A little more effort should have been made to keep bike lane safe. In general the placement of work signage obstructing bike lanes seems dangerous.</p>
777	
778	We need improved safety and enforcement of traffic rules to e-bikes.
779	<p>I hate streets like La Cumbre that have space for a bike but cars can park there 22 hours a day. Cars parked force a bike into the traffic lane on a busy street.</p> <p>For 2 hours a day cars can not park when it is in the direction that students would be riding to and from school. That is certainly helpful. But for the rest of the hours it is not a safe road.</p>
780	
781	Improve active infrastructure and enforce with ticketing.
782	Keep all bikes off the sidewalk. Have more traffic signals because many drivers roll through stop signs and it seems that bikes don't bother to stop at stop signs. Please make the sidewalks more safe for walkers. Keep the sidewalks clear from gatherings, loitering and vagrancy.
783	<p>-Better designation and delineation of bike lanes in high traffic areas. Wider bike lanes in high traffic areas even if it means removing street parking to do so.</p> <p>-More usage of the pedestrian crossing lights that flash to get distracted drivers attention.</p> <p>-Addressing the lack of wheelchair accessible sidewalks in the community. Many areas still have sidewalks that do not have ramped access up the curb for individuals in a wheel chair or pushing strollers. I have seen many people in wheelchairs riding in the street along Alamar Road because none of the sidewalks along that road are accessible for people with disabilities. Very unsafe for these individuals as well as drivers, in addition to just being very embarrassing to our community.</p> <p>- Slower speed limits in town and along roads with high biking traffic and an insufficient or unsafe bike lane.</p> <p>- Make a goal that all commuter roads should have an accessible and safe sidewalk as well as a designated and well marked bike lane.</p>
784	Ebikers should need a permit and required to wear a helmet. Following the rules of a motorized vehicle.

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
785	Four way stops at Anacapa and Los Olivos!! More stops or bumps on upper Anacapa and upper Santa Barbara streets. In the morning and afternoons they are speed ways for folks going or coming home from work.
786	Dedicated bike lanes, ideally protected
787	Make a roundabout at APS and E. Los Olivos Street
788	Speed Limit signs in Riviera.
789	Bike lanes on Calle Real
789	Routine enforcement of basic traffic laws like speed limits, swerving, stop signs, and red lights. Better separation of lanes for bikes, peds, and cars.
790	
791	Streets need to be less congested due to street parking blocking the view for drivers especially in the downtown area.
792	
793	<p>Install sidewalks in neighborhoods where there are none! Do not ask the property owners to do this -- this should be the city's responsibility!</p> <p>Start ticketing cars parked on the street in red zones and by fire hydrants. I constantly beg traffic control to do this in my neighborhood where there are few sidewalks, lots of car/bike/pedestrian traffic, and the corners are so congested with illegally parked cars that no one can see around them and move safely.</p> <p>Start giving out parking tickets to cars parked too close to pedestrian walkways -- this is now the CA law, so let's do it!</p> <p>Get more parking enforcement staff - pay them better and they will come. (Or deputize neighborhood groups - let's get this done!)</p> <p>Require the police to stop and WRITE A TICKET for illegally parked cars, rather than drive on by and leave it to parking enforcement (who never show up).</p> <p>Deal with the bad behavior of young teens on ebikes.</p>
794	I wish there was a safer way to ride to Santa Barbara City College from the Westside.
795	Since we don't have a large law enforcement staff, I think cameras are the best way to enforce speed limits for cars and bikes. Or random police presence around town to discourage bad behavior. I would increase fines for bikes, even a sliding scale since there are those in town who don't have a price sensitivity.
796	I have no need for bikes to be on the street.
797	Keep State St. closed to cars to allow pedestrians and bikers an easy thoroughfare to move along downtown without car safety concerns. More traffic speeding traps/speeding tickets in downtown corridor. I live downtown and drivers are never adhering to the 25 MPH limit on applicable downtown streets.
798	Open UI p state street again
799	Put improvement towards improving sidewalks make inserted effort to regulate and create plans around E bikes. If you're going to remove parking from the street, there needs to be alternatives and not taking away parking in front of people's houses where they do not have options to park we cannot arbitrarily remove parking in front of homeowners homes when there isn't a plan to replace those parking unfortunately the city has made plans without the thought. Process of parking even with new building

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

800	Keep State Street closed! Also provide more safety improvements to allow bikers and pedestrians to more safely cross arterial roads. For example, on my bike home I have to ride on Islay st and cross State, Chapala, and De La Vina. Crossing De La Vina is especially scary because there are two lanes and tons of cars parked along the street. It is physically impossible to know when traffic is coming and for traffic to see you as a cyclist trying to cross. It makes crossing the street pretty terrifying. It's even hard crossing in a car! Also it feels incredibly unsafe to ride bikes north/south on the one way streets with two car lanes and no bike lanes.
801	YES...One way streets because this city is getting way too over built and CA residents are not giving up their cars. SO even if people commute on E-Bikes, they are still parking their cars on the streets-making way too many streets dangerously narrow.
802	Give parking back. There have been so many areas where parking has been taken away, Cota street. There have amount of bikers lacking to use this commute did not make sense to take away the parking.
803	Enforcement.
804	
805	Cut down on population density. The streets are often over design-capacity. Vastly Increase penalties for DUI/DWI. "On the Second strike, life". https://calmatters.org/investigation/2025/06/california-courts-dmv/
806	Start re-paving the roads in the city & county that have ruts & holes in them!
807	ban e-bikes, enforce parking, repair crumbling roads, reduce population
808	
809	SEE ABOVE ANSWER RE: E-BIKES.
810	
811	Greater enforcement in neighborhoods. I see people running the stop signs in the upper east neighborhood all the time.
812	more dedicated bike paths; categorizing most e-bikes as "motorcycles/moped"
813	Add more public transportation especially on state street
814	No. Unfortunately, it is a people issue, a me-first, me-only attitude in society. How could we possibly change that?
815	Strict E-bike rules are necessary because of their of their speed and they can have a difficult ability to slow down quickly. The E-bikers can freely go on sidewalks where kids walk. It seems there are no rules marked with signs. My 4 year old got hit by one at an SB park when he was walking on the sidewalk coming out of a public bathroom. The E-biker didn't run over his stomach, but ran into him on the side. My kid fell down, got scratches and bruises, but It could have been much worse. I wonder if this is happing to other people because no rules are visibly labeled for the public to read.
816	Get ride of bikers in not specific bike routes
817	
818	
819	My biggest concern is people driving while holding and using the phones. More attention needs to be paid to that. I saw someone crossing state street in a convertible hiding a phone in one hand and his glasses in the other. While driving. It is so dangerous to bike riders, kids. and drivers
820	Stop replacing curbs with the new one. CUT TREES AND SHRUBS THAT HANG/GROW INTO THE BIKE LANE OR ROAD. They make bikers and cars swerve.

City Traffic Safety Survey Open Response Question

ObjectID	Do you have suggestions for improving traffic safety in the City?
821	The Mission Street 101 crossing needs a southbound entry 3rd lane from the Westside to Downtown. This is very dangerous for bicycles. One of the worst transitions is for a westbound bicyclist on State Street continuing to Hollister, having to cross TWO 101 freeway onramp lanes after Calle Real. The transition from a protected bicycle lane to nothing at De La Vina toward downtown (it is one way) is also very dangerous. Bicyclists usually continue on De La Vina for at least another block to transition to State, because Mission is both uphill and narrow with heavy traffic.
822	
823	
824	Please see above suggestions. Especially removing bicyclist on Cliff Dr west of Hendrys. So very unsafe for drivers and cyclists. Thank you.
825	Narrower lanes and physically protected bike lanes and sidewalks. Physically protected means it is physically impossible for a car to drive into the bike lane or sidewalk. This can be done with concrete curbs and/or steel bollards. In the funk zone, curbside parking should be replaced with physically protected bike lanes
826	It would be great to educate people about walking in the bike lanes on state and cabrillo. Maybe adding a third walking lane to the cabrillo bike lane like there is at butterfly would help. There are also lots of places around town that have very bumpy bike lanes where construction has happened recently. De la vina, mid/upper state, gutierrez have some big bumps in the bike lanes.
827	
828	There's so many two way and four-way stops, sometimes it's hard to see the signs. Also, there are way too many dangerous dips that you almost have to come to a stop in an intersection to be able to not bottom out your car crazy no need for that.
829	Remove the new curbs that jet out into the roadway making it hard to complete a turn without bumping up into the curb.
830	The majority of my routine driving, walking and cycling is done throughout the Westside, downtown, and waterfront areas. As emphasized in the survey, speed is a huge factor in safety considerations throughout these areas. I have seen significantly increased vehicle traffic throughout the Westside as housing prices have gone up and vehicles have taken the place of alternative means of transportation. As a result, the Carrillo, Mission and Las Positas commute corridors are consistently backed up during mornings and evenings. Another huge factor is visibility at intersections. As ADU's have been growing, off street parking has become increasingly impacted. In my experience, the ADU often supplants driveway parking where no vehicles are parked in the driveway and residents of the ADU add more vehicles to street parking (often increasing from 1 vehicle parked off street to 3-4 for a single residence. This narrows the street and pushes parking to corners of intersections blocking visibility.
831	Yes, increase the number of police officers on busy traffic corners to ticket unsafe behavior and illegal turns/speeding
832	E bikes should not be allowed on pedestrian areas. ie state street. Even if there is a bike line. You wouldn't allow motorcycles on there.
833	

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
834	<p>Reopen state street, I feel safer in the blocks of state closest to the beach</p> <p>I have biked state for many years and it is only after it was closed do I feel unsafe</p> <p>Do like bath and Castillo bike paths</p> <p>It's sad the bike path to sbhs was removed, before that happened we had a child that rode there almost everyday for four years, when our next child went they did not ride one time in four years</p> <p>Having a path on sola meant nothing to them and from observation it seems to have meant nothing to other students who then risked injury riding on anapamu</p>
835	Legalize surrons
836	Additional streets with modal filters. Its very helpful to have streets that arent dedicated bike lanes that are more bike friendly.
837	Invest more in public transportation. MTD just raised its prices in 12 years which I understand but the cost to passengers is beyone our reach with housing, bill, and taxes to pay..
838	<p>European planners know that the only thing that truly makes people slow down, is when they feel unsafe driving faster. Wide, straight roads invite 60+ MPH, no matter the posted speed limit. Key examples: Cliff, Las Positas, Modoc, Shoreline, Carrillo (over the hill to Miegs), and Calle Real. In these cases, we need to redesign the streets so that lanes are narrower, cars need to turn at least a little bit to stay in-lane across intersections, and that there are protected mid-crossing spots for pedestrians to cross halfway at a time.</p> <p>The changes to lower Las Positas with the new bike path were really good, and we should replicate those ideas (perhaps even more stringently) across our city in places with chronic speeding.</p>
839	Prioritize alternative modes of transportation (biking, walking, public transit). Biking/walking infrastructure is much cheaper to build and maintain than car infrastructure. Increased funding for public transit is needed to reduce cars on the road and make streets safer and more convenient for everyone
840	Even though Cliff drive is a thorough way, adding stop signs throughout the residential parts, making a single lane, creating dedicated pedestrian and bike ways will greatly help reduce issues. More stop signs and larger accessible walkways would help improve clear separation, reduce speed of vehicles, and provide more stop prompts to reduce and avoid accidents
841	Mandatory e-bike safety course for those under 18 and ticketing if they break the rules.
842	
843	Hire someone who actually knows about traffic management instead of people who sit in an office and guess about this stuff.
844	<p>Safety? Get rid of the "bulb outs". They cause bikes to veer into the path of cars.</p> <p>Also I have witnessed a bike come close to hitting a pedrestian while looking over their shoulder for cars approaching from the rear. They are not safe.</p>
845	Lanes for bikes
846	More cops around in general and when schools start and end hours
847	I think there should be more than painted lines for bike lines. Such as raised dots on pavement. A line just isn't enough

City Traffic Safety Survey Open Response Question

ObjectID

Do you have suggestions for improving traffic safety in the City?

848	More street lighting for drivers and pedestrians (e.g. the intersection of State & Constance has 1 street light; walking along State St from Mission to Constance is very dark along the sidewalk). More posted speed limit signs - I believe that people forget what the speed limits are in residential and business areas. More protected pedestrian crossings. More bike lanes or 'sharrows'. Paint bike lanes green like in other cities. Signage to give bikes 3 ft of space. Signage to remind parked cars to look behind for bikes before opening street side doors.
849	Safety should be viewed as one end of a spectrum reaching from blissfully perfect motion through various degrees of inconvenience, aggravation, and risk. Framing the issue in terms of "safety" encourages people to, for instance, discount violations that do not immediately endanger anyone, as well as "near misses" like e-bikers "buzzing" pedestrians. The issue is not "safety", it is adhering to a set of shared expectations jointly agreed on by the community. That includes not just not hurting people, but also making the effort to not frighten, annoy, or inconvenience them more than absolutely necessary. If everyone had a better attitude towards and awareness of traffic and vehicle use in general we wouldn't need to fixate on safety.
850	
851	Invest in public transit
852	
853	Ticket speeding drivers downtown! De la Vina is like a freeway.
854	Narrowing streets and lowering speeds
855	
856	No overnight parking on narrow city streets for example, Arrellaga.
857	
858	Law enforcement. You used to ticket often by the playground on Shoreline. You used to have stings for drivers that ignore pedestrians at marked crosswalks and run stop signs, especially near grade schools. Why not now?
859	some red curbed areas should be reexamined to enable the driver turning to be able to see oncoming traffic better
860	More bike lanes, better MTD service (more buses, shuttles). Public transit is not a for profit business, and if you provide more frequency of buses and shuttles, more people will use it The E-Bike Public program is a great one, and please keep it.
861	The proliferation of bicycle lanes on Santa Barbara streets in the past 15 years has been a plus.
862	Shoreline Drive: 1) speed humps 2) lights for crosswalks (similar to Cabrillo) 3) More police patrol 4) Florescent flags for crossing Shoreline
863	Enforce the 3 feet distance requirement when a car passes a bike.
864	more sidewalks with signs to remind vehicles
865	More bike lanes, especially around Traffic Circles and more dedicated bike lanes
866	prohibit cycling on state street pedestrian mall
867	Stop with the ridiculous bump outs - they're perilous!

City Traffic Safety Survey Open Response Question

Do you have suggestions for improving traffic safety in the City?

ObjectID	
868	Reduced speed limit (20 mph) in residential areas and around schools. Reduced on-street parking near downtown intersections All-way stops and pedestrian crossings at more downtown intersections
869	More physical barriers to protect bike lanes. Otherwise cars don't give enough space when passing bikes.
870	dedicated e-bike lanes, removing parking from streets that could be used for bike lanes, add speed signs and ticket e-bikers to pay for additional bike lanes, and add use days for the waterfront (make it more walkable), add dedicated lanes for e-bikes/bikes). Colorado has a good blueprint for this.
871	<ol style="list-style-type: none"> 1. Reduce speed throughout the city. Enforce speed zones. I live near Cliff Drive. Posted speed is 35 but cars go 50 all the time. 2. Please continue to build bike paths and marked lanes that are separated from cars. The Micheltorena bridge is much improved now. Alisos Street on the Eastside is great. Cota with the barriers works well. More families and children are riding to school, the beach, and to go shopping. Please support this healthy trend and build more paths and facilities. 3. More bike racks please. Bike racks at Leadbetter and East Beach are always overflowing. 4. More car-free pedestrians zones, such as State Street, would be fantastic. 5. Bring back the parklets. The ones along Cabrillo Boulevard were very popular, slowed down traffic, and increased restaurant sales taxes.
872	More protected bike lanes with physical barriers (like Toronto Style Barriers, Precast Parking Stops or Armadillos), and signaled turns (to stop cars from right hooking people who have the right of way in the bike lanes) would be a huge improvement for bicycle safety. Additional awareness campaigns to promote/educate about stopping for pedestrians in marked & unmarked crosswalks could improve driver behavior, as well as anti-speeding campaigns (see Seattle's Slow the Flock Down and Stop for Me campaigns)

City Traffic Safety Survey Free Responses

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?	Do you have suggestions for improving traffic safety in the City?	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
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5	Check out San Luis Obispo. They have bright green bike lanes with concrete barriers as a separation. We also need more bike lanes leading into state street. The scariest part of biking for me is getting to a street that has an established bike lane.	Add a traffic cop to the mission area for a while and ticket when people don't follow the 4 way stop procedures. In general people downtown forget how to approach a 4 way stop and go before their turn.	We always try to get to state street which feels the safest. I wish there were a bike lane on Olive St. or on Anapamu. Generally we are e-biking to restaurants or the library or the ocean. We have kids on the bike as well.
6	<p>Many cyclists feel that the laws do not apply, and this is basically true, since police almost never stop bicycles. SBPD needs to take reckless bicycle riding as seriously as they take reckless driving. Cyclists who feel entitled to use the road as a racetrack should have their bikes impounded, just like a reckless car driver.</p> <p>Local junior high schools should offer a (preferably mandatory) 1 day E-BIKE safety course, where students can better understand the potential dangers and learn to ride safely. Kids often do not understand that crashing an e-bike at 30mph can be fatal.</p>	<p>My biggest traffic safety concern is the fact that reports indicate that a huge traffic jam is likely in the event of a wildfire evacuation. The County report said it could be up to 4 hours to evacuate in the worst case. That is totally unacceptable and we urgently need a plan to improve peak traffic capacity in this area, perhaps with roundabouts.</p> <p>My other safety concern is a lack of street lighting on our collector/arterial roads. Foothill road only has streetlights at the major intersections as if it is an empty country road, with no sidewalks this means a nighttime pedestrian or bicycle is essentially invisible, not to mention wildlife. I have excellent headlights and it is still very easy to miss people or bikes, especially approaching the Mission Canyon area. I cannot imagine how bad it would be with poor/broken headlights.</p> <p>I wish we had a perfect multi-use path along Hwy 192 but we don't. (A lot) more street lights can be implemented quickly.</p>	I am really happy with the quality of bike facilities in SB. Olive street, Cabrillo bike path, upper state and Foothill neighborhood route are all really nice. I feel like the bike lanes on upper state have had somewhat less gravel/debris in them which was good. Santa Barbara is already a very very good place to ride a bike.
7	Don't allow kids under 15 to ride them. also, kids 15 and over should have to take a safety test. get a so-called e-bike license.	teach kids in school how to properly cross a street. also teach them the general rules of riding a bike.	
8	Children under the age of 16 should only be allowed to ride e-bikes that are pedal-assist and only after they've completed a rigorous training program. Only pedal-assist e-bikes should be allowed on bike paths. The heavy-duty e-bikes that you don't have to pedal are more like motorcycles and are dangerous on bike paths.	Slowing traffic down really does help. Thanks for all your efforts.	The new bike configurations on Gillespie Street work very well. Castillo and Bath Street bike lanes are great for getting up and down through town. The Obern Bike Path is wonderful.

City Traffic Safety Survey Free Responses

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9	More separate bike lanes with dividers between bike lane and street (e.g. see San Luis Obispo). Require a license for teenagers to ride ebikes.	Heavy enforcement of bike safety and laws on state street. Separation of bike lanes with dividers.	State street, Carrillo.
10	Require a testing in order to get a license to operate an e-bike, just as you would require it for a car or motorcycle.	Open up State Street. The current condition of stop signs, no traffic lights, pedestrians and bikes running straight through the intersections, makes for a dangerous traffic pattern for all.	If I take my bike, I ride on the shortest route to where I'm going.
11	E-bike license required. Physical separation of bikers from cars.	More sidewalks or designated spaces to walk. Bike lanes physically separated from traffic.	
12	First of all, we should have an age limit for E bike riders. Those who are under 16 have no idea what the rules of the road are. The young people ride in the middle of the street, cut off cars and they don't care that cars are driving on the street. They ride on sidewalks when I'm walking my dog and they tell me to move. We should have rules that they are to wear helmets and they should have a license on the back of their E bike so they can be identified. They should not be writing and looking at their phones because then they become distracted and swerve into the street we should have laws and they should know what the laws are and the law should be enforced	In my neighborhood(OakPark) where I own my home, I live on a corner. Both bikes and cars and E bikes fly through the stop sign on a daily basis. I have seen many people almost get hit. Additionally, people park their cars wherever they feel like parking them. For example, some people park in the red next to the fire hydrant and leave their car there for five days until the street sweeping comes. Additionally people leave their cars on our street and treat it like storage. I have called parking enforcement over and over again because cars are left here and nothing ever happens.	
13	E Bike drivers' license. Strict enforcement of traffic laws. impounding repeat offenders' bikes	Inforce speed limits	
14	Require a permit for e-bikes with high top speeds.	More dedicated bike paths. Less infrastructure for cars.	I mostly stay on state street and along the coast on the dedicated bike path. I don't wish to die by a driver. I've had many close calls and seen the results of a number of bike/car accidents in person. It's disturbing. I think distracted driving is a huge contributor. The city needs to do more to crack down on the texting drivers.
15			
16	1. Educate e-bike operators: no passing on the right 2. Find a way to reduce reckless e-bike displays on the State St promenade	Deploy surveillance cameras to discourage reckless e-bike activity on the State St promenade	Bike lanes on Castillo, Anacapa, Milpas, and Cota

City Traffic Safety Survey Free Responses

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17	They should be regulated like motor vehicles. These devices often travel at speeds equal to or greater than cars and frequently disregard traffic signals and laws. The same rules and enforcement that apply to motor vehicles should apply to them, rather than treating them like standard bicycles. I know this sounds like more of a law change, but have more enforcement to ensure they are following the current rules.	<p>I would also recommend creating more designated running routes within the city. As someone who runs frequently, I often feel unsafe due to the high volume of traffic and the fact that many drivers do not stop at intersections. It requires me to stay constantly on high alert.</p> <p>In addition, as a daily walker, I've noticed that intersections with clearly marked crosswalks tend to encourage drivers to stop for pedestrians. In contrast, several intersections—particularly along State Street between Alamar and Mission—feel especially unsafe. Cars travel at higher speeds, and some of the intersections are obscured or poorly marked, making them dangerous for both runners and walkers.</p> <p>I would also recommend a left turn lane from Mission onto Castillo St. There are a lot of left turns at this intersection, and a lot of risky moves to cross the intersection during busy time periods.</p>	
18	Require a license and a helmet. Give tickets when the law is broken	Give tickets for distracted driving	
19	Education and enforcement of the stop signs for users of the multiuser paths.	More traffic signals overall and replacement of stop signs with signals.	
20	License them and helmets	A police vehicle presence on State Street!! Open it to cars will slow them down!!	Shoreline drive and East Beach Get e-bikes off of Statee Street!!!!
21			
22	E-Bike riders where it is truly "e-assist" is generally not the problem in my opinion. It is the "throttle-assist" bikes that are the problem. They are like what I used to ride as a "mini-bike". That is what they are...And to have a speed limit on them would make like much safer. If "e-assist" are at 21 mph, then the same for throttle bikes unless they are on a trail specifically for them.	Keep up the work you are doing...get rid of these "throttle-assist" bikes. Which is impossible, as how many bike stores sell them...tons. Big money...so education, and consequences for bad behavior.	Routes with LARGE bike lanes. Cliff Dr. on the Mesa is a joke when going towards Las Positas as it narrows, there is NO shoulder much less a bike lane, and with the WIDE streets, people go FAST. I dread that portion...up where the two lights are.
23	Require a drivers license to operate an e bike	Get the police on the streets ticketing violations. Particular young riders. If minors, hold responsible adult liable	Controlled bike paths

City Traffic Safety Survey Free Responses

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24	Removing parking from high bike traffic streets would be smart, as well as adding bike lanes in other areas	Adding more parking, lots of people make unsafe decisions trying to fit into street parking or while meandering and trying to find a spot. I would also reassess some one way streets and streets that are notoriously skinny (like the one off of Sola near the 500 Anapamu block)	I can't ride a bike
25	License e-bike drivers in the same way as motor-cycle and moped drivers. Change the operational laws to treat e-bikes as motor vehicles, subject to the same rules as automobiles. Both bicycle need to obey stop signs and pedestrian rights of way.	Get rid of the ill-conceived bulb-outs.	
26	Require helmets. Impound bikes from juveniles who speed or in any other don't follow safety practices. Consider one person per bike.	I am not a fan of curb extensions. They are difficult to see and I have run into one once.	
27	E bikes are not bicycles, they are motorcycles and should be treated as such. How many times has the police dept. given a speeding ticket to a cyclist? Probably never because the city does not want to discourage bike riding. We are not living in 1965 and people and bikes are now very different. State street was closed to cars, but opened up for bicycles who go much faster than cars ever did. Is the city still wondering why there are no pedestrians downtown?	Have the police dept. enforce the traffic laws for everyone. The city should enact a speed limit for any and all vehicles including wheelchairs, which I have almost been hit by more than once.	
28	Everyone riding a bike must wear a helmet and get a side mirror so they know what is behind them. Bike speed limits in pedestrian areas. No wheelies. Issue tickets, must attend safe biking classes after tickets. Bike police.	Maybe children under 14 need to take bike safety classes	I appreciate the routes separated from cars like Las Positas but tide from the mesa to the beach so that isn't possible but like the large bike lanes on each side along shoreline. No bike space on anacapa so I try to use state street whenever possible and sometimes walk my bike when there are too many bikes, especially the throttled type. They just go too fast
29	Need to hand out summonses for e-bike speeding, especially on lower state streets and east beach pathway!	protected, continuous and clearly marked bike lanes.	protected bike lanes. Also, SB needs continuous bike lanes, way too many partial bike lanes.

City Traffic Safety Survey Free Responses

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?	Do you have suggestions for improving traffic safety in the City?	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
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30	Age 16 or have a valid drivers licence. Be subject to traffic rules and consequences, helmets for e-bikes. Stay in bike lanes- not down the middle of the streets.	Probably enforce young e-bike riders.	I have an ebike, but don't feel safe on most of the streets
31	The roads need to be reconfigured to accommodate this growing technology just as they were when cars first came on the scene. In almost every case separated infrastructure for bikes would prevent collisions and reduce overall congestion regardless of mode. There should be no sharrows,	Every time the city repaves a street is should be brought up to compete street standards, even if that only means paint. There needs to be a complete network of safe bike/ped facilities with buffers or parking protection minimum. Once those standards are met we can begin prioritizing parking and car through traffic. It's unacceptable the city continue to treat public safety as a lessor priority than outdated standards for vehicle throughput	Modoc and Los Positas separated paths, State St promenade, Cabrillo bike path, the properly buffered lanes on Chapala and nearby.
32	The police enforcing current laws and having a prominent and continued presence on State Street.	Funding for concrete curb extensions or even cheaper ones with bollards. Maybe sandstone pillars to make it more "Santa Barbara". Daylighting corners and enforcing illegal parking. More transit alternatives to cars (increased frequency and network for buses and trains). Figure out a way to purchase the rail ROW from Union Pacific and provide Rail-With-Trail to provide a safe bicycling backbone from downtown SB to West Goleta (maybe a county thing). Keep cars off State Street from at least the 500 through 1200 block. Protected bike lanes, especially where traffic is moving fast. More traffic calming streets (paseos) like Sola, Gillespie and Alisos.	Ones with slower cars are good, ones without cars are best. Bicycle system.
33	Shouldn't e-bikes be treated like motorcycles? Same laws?	Public education. Reminders of the law. Enforcement of current laws, like darkly tinted windows.	
34	Enforce laws for bikes. Too many run stop signs and red lights without looking at cross traffic. More thane once I've had to slam a n my brakes to avoid hitting a cyclist. More enforcement!		
35	E-bike riders should be educated and licensed, just like vehicle drivers		

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36	Enforcement of speed limit laws and mandatory helmets for all.	Since drivers are all looking at their phones rather than the road, and because many new cars have lane assistance technology, City streets should have lines on both sides of each lane (not just center). Rumble strips would also help keep drivers out of bike lanes. Speed limits should be posted on the street surface (in paint) not more signs added.	I always take the roads with dedicated bike lanes.
37	Please create more grade separated bike lines! Also, please give tickets for riding a bike without a helmet or while breaking other laws such as using a phone on a bike, not using lights, speeding, etc. E-bikes are really fun and it's easy to do things that are dangerous because it feels fun and exciting and there seems to be no rule enforcement from PD.	Traffic lights and reduced speeds on Carrillo hill, please move forward with the Cliff Drive project, please lower the speed limit on Cabrillo Blvd, please lower the speed limit and add stop signs EVERYWHERE.	Las Positas / Modoc bike paths, Cabrillo Blvd bike path, State Street in the downtown closure area, Michealtona bridge. Nothing else is great- mediocre options include low-traffic side streets.
38	Require licenses for e-bikes. ENFORCE unsafe e-bike behaviors.	Enforcement is desperately needed. I frequently drive up East on Cliff Drive after the round-about. The posted speed limit there is 40, NO one drives 40 there.	
39	More enforcement of new rules for e-bikes, removal of e-bikes from sidewalks or rules designating where e-bikes are allowed, e-bike speed limits on paths with pedestrians and e-bikes	Better lighting for crosswalks, enforcement of red curb at crosswalks so pedestrians aren't hidden from vehicles where there's no stop sign at the crossing, adding flashers at crosswalks with no stop sign	I don't commute, but when I do bike around town, it's usually in the evening or on the weekend, I use the multi-use path along Cabrillo or take the Westside connection to the Obern Trail
40	I understand that e-bikes are dangerous and injuries can be greater, so I take my time to ride safely and obey the rules.	Visible enforcement officers.	I live on De La Vina but I don't ride on it because it's very dangerous with people speeding, and there are no bike lanes. I usually ride to State street which is marked for bikes. Feel safer on State street.
41	Specific marked lanes for e-bikes. Tickets for speeding or unsafe driving. Stop signs at intersections for e-bikes as well as cars	Improve lane markings Better lighting	N/A

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42	This is a US problem because we did not regulate e-bikes from the start. "Regular" people on bikes ride about 14MPH, but we allow e-bikes to go 18, and then up to 28MPH, without creating a separate space for them. Plus we allow bicycles with a throttle, which the EU does not allow, so technically these are electric motorcycles as you rarely see people pedaling while riding them. I think regulation from the top down, requiring registration, license and insurance for any e-bike that can go over 16 MPH would be a good start. Yeah that would upset parents who were happy to give their kids e-bikes to get around town, but now we've creating cyclists that sometimes use the sidewalks, rarely obey the traffic lights at intersections (like a cyclist does), while at other times sitting in the lane of traffic, which I know a cyclist can do, but these people typically aren't wearing helmets, or worse they are wearing them but they are not buckled! If I had a kid on an e-bike, it would be buckled!	Yes, we need to enforce the existing traffic laws for distracted drivers, people not stopping to make right hand turns, people running the yellow lights from a long ways back and speeding through the intersection, and for the vast majority of drivers that don't seem to understand the right-of-way, so they just pull out in front of you because they think there's enough room to do it.	I love the new Sola St route from State to the Westside where I live. I regularly ride down Castillo, up Bath, while I don't understand why cyclists ride on Chapala, De La Vina, or Anacapa in the lanes with cars. So dangerous in the parts that don't have a dedicated bike lane, while people are swerving around them to get to where they are going.
43	I am not sure. It's an issue for sure.	More parking for disabled people	N/A
44	Enforce speed violations on e-bikes	Enforce traffic laws	Obern bike path
45	Designated lane for bikes	Speed humps and make street parking permitted in neighborhoods	
46	Protected bike lanes and bike education for all students at all schools, starting with traditional bikes. Also, differentiating between e-bikes and electric bikes that are more like a motorcycle and go extremely fast.	Prioritize protected bike lanes, wider sidewalks and remove cars from the center of downtown Santa Barbara.	Protected bike lanes are the best!
47	Strong e-bike and regular bike enforcement of proper operation.	Enforcement of all laws for bikes of any type and cars.	

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48	I have only heard about e-bike collisions at the fault of the driver and would love to see actual statistics of e-bike collisions. Bikes and e-bikes need separated paths from both pedestrians and vehicles to reduce conflict. An e-bike has never made me feel anywhere near as unsafe as a car or truck has.	The City needs more separated bike paths on roads that are main corridors. Parallel streets are not sufficient since bikers still need to get to their final destination. Having a commercial corridor also be a main car route is extremely unsafe for pedestrians, bicyclists, and drivers, for example, Milpas st and upper State st. Lower state st as a pedestrian and bike route with anacapa and Chapala as car routes is a much better layout. We also need wider sidewalks. We will not need as much street parking if these improvements are made because people will switch to walking and biking over driving.	Separated bike paths away from vehicle traffic are the best routes for me. The Modoc/Las Positas bike path and the section of State Street closed to cars feel the safest and most comfortable.
49	They need to be licensed and follow the rules of the road.	Set up speeding traps along roads where people speed constantly. Such as APS. It is like a racetrack, especially people dropping kids off at Middle School and workers.	
50	Make sure that pocket bikes (the electric dirt bikes without pedals) are impounded. Create more separated bike infrastructure.	There are so many places that have a painted bike lane AND parking. It's so easy to just switch places, which makes it way safer for bikes and drivers (that is, bike lane next to the sidewalk, parking next to car lanes). In conjunction, adding daylighting at intersections is huge for increasing safety.	I like biking on the Obern trail, as it is beautiful and safe. I also like biking down State Street (though this could use more permanent infrastructure), because it is safe and has cool places to stop. Essentially, I like biking anywhere that has little to no cars, so even though Alisos st doesn't have a lot of dedicated infrastructure, because it is difficult for lots of cars to be there, it works well for be on a bike.

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51	<p>Much better street markings and paths for ebike riders using their bikes to get to school - the areas around all the junior highs have WAY TOO MANY cars, parents in a hurry, and no real e-bike infrastructure. Kids who ride e-bikes should be required to pass a driving test -- just today, two riders without helmets swerved in front me to turn left into La Cumbre JH! The only reason I didn't hit them was because I was expecting them to not know what to do and I drove defensively. Not everyone does. I'd love for all these safety projects to consider school zones more carefully, and get the kids started off on safe transportation from the get go. It's the wild west out there for them. Not good.</p>	<p>I think you're on the right track with the Vision Zero project. I see no reason we can't operate like any bike-heavy European city. I think we need better policy for the kids on e-bikes since they're scaring the heck out of folks (which leads to less support for bike lanes and bike infrastructure). I think we need more incentives for bike riding -- the California rebate for low-income families is nice, but if everyone else has to fork out \$10K for a family of four -- those families aren't going to choose to ride e-bikes, they'll drive the family car. Everything's expensive here and people are barely getting by even on six figure salaries, so perhaps there are incentives that can capture that segment of our population and get them to ride more. Maybe people with cars over 15 years old could get a rebate too -- rather than buying a new car for example. I'm not a policy expert, but I think we should be helping everyone.</p>	<p>We love the Micheltorena bridge, the Las Positas dedicated path and can't wait for the Modoc project to complete so we can ride all the way from downtown to Goleta Beach safely.</p>
52	<p>I don't fear the e-bike riders. I lived 2 blocks from the 600 block of State St for 17 years. During the pandemic is when the kids started getting rowdy on their E-bike on State St. Instead of yelling and screaming at them, I'd talk to them.. about their bikes, about remote school.. all kinds of things. They're kids with no good places to ride. They're turning into young adults and feel strong and invincible and misunderstood. Treat them the way you want to be treated and you almost always find the lovely side of these young people.</p>	<p>Fix the sidewalks and curbs so disabled people can walk safely. Ticket the heck out of driver's who don't follow the rules of the road. They all seem to have forgotten to look for pedestrians and they rarely indicate if they are turning. I've been held up standing waiting for a car to go past me only to have them turn just before they reach me. I could have already crossed the street. Parking lots are so dangerous. People drive too fast and they seem like instead of slowing down for a disabled person they speed up so they aren't "inconvenienced" by waiting for a moment. Get the push buttons for traffic light change on the same page or use signage to indicate one must push the button for a walk signal. There are several buttons around town that stay on a red hand if the signal button is not pushed. Put up watch for pedestrians or yield to pedestrians signs. Especially at exits from City Parking structures, shopping centers, etc.</p>	

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53	E bikes should be restricted and their speed limits enforced	Restrict access to e-bikes	Cabrillo and state
54	E bikes need to know the laws and rules of the road when biking. They should be required to complete a certification in order to ride an e-bike.		
55	License vehicle and driver, no drivers under 16, infractions go against driving record, enforce current laws, including top speed allowed	Enforce current laws. Last week a motorcyclist rode along coast village road doing a wheelie. And. The motorcycle group that rides Wednesday nights about 6 pm starts at the mission? Last week easily 100 motorcycles. They ride on mountain drive and 192, speeding, crossing into opposing lanes, they are a menace to safety and peace and quiet of the neighborhood.	
56	Need better separation of bicyclists and pedestrians on State St and the waterfront path. Tourists often have no clue about bike traffic.		
57	Enforcement of existing rules! (And, I have no idea how this can be accomplished.) On State Street: Cyclists do not stay in the designated bike lanes. They do not adhere to the speed limit. Twice I have almost been hit by cyclists speeding out of Paseo Nuevo and up the sidewalk. I live on Chapala. I rarely if ever see cyclists in the bike lane on Chapala now -- they much prefer the free-wheeling atmosphere of State Street. I know banning bikes on State Street won't happen, but I believe that would be the true solution to a lot of downtown issues	To me, e-bikes and scooters pose the greatest threat to traffic safety right now. As drivers, we are trained to be wary of other drivers and their actions. Similarly, we know to look out for pedestrians; and as pedestrians, we know to look out for cars that aren't looking out for us. But e-bikes and scooters are posing greater and greater threats as they dart here and there, speed through yellow and red lights, and make it difficult to predict their next moves.	

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58	On the Westside the e bike riders, mostly students, do not stop at stop signs and come at you out of nowhere. On the corner of micheltorena and Chino bikers do not stop. On mission and modoc bikers don't stop. Bike riders need to start following the traffic laws. It is frightening to start driving and out of nowhere suddenly there is a bike coming at you. Then they curse at you because you are following the traffic laws. On mission Street you have the older white men not stopping at stop signs and cursing at you. Not a way to start your day, usually in the morning and in evening.	On Chino St and Carrillo street please place a divider between the lanes at the stop sign Also at Chino St and West Anapamu St at the stop sign please place a divider at both locations drivers tend to do wider Left turns and they often over power the right lane and come at you head on while trying to turn on to Chino St or on to Carrillo St Due to all the closed streets on the Westside it is very limited to drive across town because Gillespie Street is closed by Harding school and you can't safely drive out of the Westside and you have to use Chino Street to get onto Carrillo street and get across town that way. San Andres is always under construction and it's impossible to get across town to get to work. Basically STOP closing streets and confusing people. Thank you	Stop catering to bike riders. People have families and you can't transport everyone with a bike when heading to work and dropping kids off to school. Bikers don't follow road rules
59	I would like to see e-bike riders licensed. I recognize this would need to be a state law. I have written to our state legislators.	Speeds need to be reduced and roads narrowed. If the lanes were narrower drivers would not feel as safe going at speed. We convenient public transportation. Four books to read: Happy City: Transforming Our Lives through Urban Design - Charles Montgomery - Farrar Strauss Giroux 2014 Walkable City: How Downtown Can Save America One Step at a Time 10th Anniversary Edition - Jeff Speck - Picador 2022 Paved Paradise: How Parking Explains the World - Henry Grabar - Penguin Press 2023 When Driving Is Not An Option: Steering Away from Car Dependency - Anna Letitia Zivarts - Island Press 2024	

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60	Any e-bike that has a throttle (i.e., does not require pedaling) should be illegal for those w/o a drivers license. Additionally, we should have zones that are meant exclusively for "human-powered" vehicles, with the exception of those specifically for the disabled and for authorized City staff (i.e., State St Loop).	<p>Since having roads that are totally designed for a single modality is likely untenable, I suggest designing arteries that are dedicated primarily for a certain modality where the function and form may be highly inconvenient for all of the others but optimal for that particular modality. We are already well on our way with State St being closed to cars. If we had a dedicated North/South route and 1-2 dedicated East/West routes for walking/running, cycling, and driving, that would go a long way. Of course we would have cyclists on the running route and drivers on the cycling route, but that would be for as short a time as possible--likely just the residents.</p> <p>This separation of function and design gives respect to all the main modes of transport and encourages the separation that drives safety and efficient flow.</p>	State St is a haven of walking/running/cycling that is free of cars pulling out of driveways or into crosswalks. It has become the spine of alternative transport and is unavoidably a part of all of my movement outside of an automobile.
61	None Let people live their lives	Stop installing push button pedestrian cross walks. They are dangerous and difficult to see. Pedestrians can walk to the end of the block and cross the street when it's their turn.	I don't need a bike route to work well for me. I am capable of navigating without a designated bike route.
62		More speeds bumps	

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63	For the police to actually do their job by enforcing laws regarding e-bikes. There is a feeling in the city that anything goes and the e-bikers can do anything they want with complete impunity. Multiple times a week I walk my dogs around the Chase Palm Park area, I will be on the sidewalk and E-bikers will ride past me and my dogs at a very high rate of speed, even if I am in the grassy area of the Park E-bikers will unpredictability ride near us with dirt bike like e-bikes. I have never seen a Park Ranger, Harbor Patrol or SBPD ever enforce any of these dangerous behaviors. I have seen so many near miss accidents on the multi use path next to the beach because e-bikers are just going too fast. There is a sign stating the Beach Way multi use path is not for motorized bicycles yet there is no enforcement. There is a real sense of complete lack of law and order. Santa Barbara PD has failed our city.	We have to get the Police to do their job. The police set the tone for the City and right now the tone is people can do whatever they want, I see people riding wheelies on motorcycles, people blasting music in their cars that can be heard for blocks, people driving highly modified vehicles that are clearly unsafe for the road. Even simple things like no front license plates are not enforced. This lack of enforcement sets the tone that anything goes- and then you add alcohol to the equation and that's when people get hurt. It seems pretty clear that there is an over consumption of alcohol in this city, and the noise ordinance clearly is not enforced. If City Officials could get the PD to enforce the noise ordinance on State St- (which Bars with dance Permits are required to abide by or they can lose their permit) and enforce basic automobile traffic laws- lives will be saved. Too many people have died unnecessarily in this town.	
64	Arresting dangerous ebikers for violation(s) of existing traffic laws		
65	E bike riders should be licensed. All bicyclists need to be ticketed if they ever ride on sidewalks. As a pedestrian, I should not have to jump into the street to avoid being hit by a bike. This is a weekly occurrence in San Roque/La Cumbre. Sometimes a whole family of bicyclists are on the sidewalk. Bikes also need to stop fully at traffic lights and stop signs. Ticket bikes and e-bikes as you do cars who do not completely stop at stop signs and traffic signals.	Ticket bikes and e-bikes. They are a menace that should never be on a sidewalk, but unfortunately they frequently are. Fine them heavily.	I do not own a bike and never would. Skateboards are much easier to ride than bikes.
66	Just go to State Street in the afternoon and you will witness crazy E-bike riders racing, doing wheelies, and making it dangerous to walk down the street	More officers enforcing car and e-bike laws!	

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67	Enforce the speed limit and educate riders on sharing the road	Yes. Try putting stop signs where they are needed. Make E. De La Guerra and Olive st a 4 way stop. Make E. De La Guerra and Quarantina a 4 way stop. make E. Canon Perdido and Quarantina a 4 way stop. Two of these intersections are by schools. SB Jr High and SB High. Also fire Derrick Bailey from Traffic planning. He does not like to hear from citizens who ask him to do something as simple as 4 way stops at the intersections above. Always has an excuse. He is too busy making YouTube videos about ebike rides in town.	
68	Monitoring and law enforcement of violations committed by e-bike riders.	Give tickets! Monitor intersections where traffic violations frequently occur, e.g. Las Positas and State. That intersection is scary for pedestrians. Make those yellow lights for crossings with buttons much brighter and larger.	N/A
69	Outlaw E-bikes for those under 18, NO E-bikes on bicycle paths, enforce bicycle laws - NO RIDING ON SIDEWALKS!! I'm tired of being sideswiped. It's unsafe to be a pedestrian in this town. Kids are out of control - they treat these bikes as faux motocross bikes.	Cyclists have taken over but never obey the laws. Start cracking down on cyclists!	
70	Speed limits; helmets required; required permits for e-bike users under 18; citations for violations;		
71	Bike and e-bike riders know and obey driving rules and use appropriate safety equipment safety behaviors.	Enforcement of rules especially where safety is compromised	
72	E bike licenses for all e bike riders. Too many riders do not have any sort of license and do not know how to safely ride an ebike. It's not the same as a bike, and jr high and early high school kids are particularly dangerous.	Require licenses and drivers tests for e-bikes. Require e bike registration	Separated bike lanes
73	Require a license to operate an e-bike.	Do something about e-bikes.	
74		Keep State Street closed to car traffic	State Street being closed to car traffic is great and makes commuting so much safer. I also greatly appreciate the bike safety enhancements to Sola, Gillespie, and Alisos.

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75	I want teens to have to take a mandatory driving course and register their e-bikes. Too many teens are driving 30mph+ and have no experience driving so they don't understand or follow traffic laws. Driving in the morning and mid-afternoon have become treacherous, especially near schools, because teens do not follow traffic laws.	Mandatory helmets that are fastened, mandatory driving school and registration for e-bike riders in order to keep our streets safe for all	
76	More e-bike education and more driver education. Cars are still far more dangerous than bikes, e-bikes or acoustic! I'm sick of drivers always looking to blame the cyclist or pedestrian. Drivers in California are the WORST I have ever encountered. They take no responsibility and blame everyone else. Paint a frigging crosswalk at every intersection because no one gets that intersections are crosswalks even without paint! More separated and protected bike lanes.	Mores protected bike lanes, more bike parking, driver education!	State street below mission, chapala north from arrellaga. CONTINUE THE DEVLAVINA BIKE LANE ALL THE WAY FROM MISSION TO CARRILLO, IT WAS IDIOTIC NOT TO continue it to Carrillo. It's bs to worry about traffic volume, the more bike infrastructure put in, the less folks will drive. Please, it is so dangerous and down right bad decision making to stop the DLV bike lane at mission!
77	Some sort of license, as with a scooter. Real consequences for speeding or other dangerous behaviors.		N/A
78	Enforcement of existing laws and local ordinances	Address distracted driving and speeding	Castillo/Bath bike lanes; State St downtown; Sola; Cabrillo; Ortega/Cota; Gillespie; Las Positas/Modoc MUP; Alliso; Shoreline bike path;
79	E-bikes should require a license. Minimum age 16 training and helmet enforcement. Without enforcement this whole survey is a waste of time. Don't charge the roads - cutting lanes or parking -spend the money on enforcement!!!	Law enforcement. The City wastes a ton of money on bulb outs, expensive structural changes, roundabouts, etc. I do also approve of adding lighted and marked crosswalks. Planning is overfunded and resources should be given to law enforcement.	N/A

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80		Open State street. It's ugly and confusing. Add bike lanes, widen sidewalks for outdoor seating, allow some on street parking and allow traffic again. The city failed to make it an attractive pedestrian only destination. It's littered with ugly outdoor structures and people don't want to walk down what feels like a road. This will be safer for all by keeping e-bikes and bikes on the road in bike lanes and cars won't be circling lost and frustrated trying to get around blocked streets.	
81		Slower speed limit and better maintained bike lane between Earl Warren show grounds and Hitchcock. That area has many bikers and pedestrians with no sidewalk, nor safely cleared bike lane	Apple grove lane area safely connected to new bike lane on modoc
82	Speed limits on bikes with enforcement. Disallowing bikes on pedestrian walkways including State St.		
83	1. All cyclist must wear helmets and obey speed limits. 2. E-bikers who have a passenger should wear helmets 3. All bikers should have a front light and a rear light on at all times		
84	Licenses for E-bike riders	Enforce traffic laws on bikes and E-bikes	
85	Getting a ebike license. Wearing Helmuts.	Open State Street	Cabrillo Blvd
86	Stronger enforcement of e-bike safety rules (speed, helmet wearing, multiple passengers) and separate bike lanes.	Upper state street (Alamar and above) is a nightmare for cycling and not great for walking either. I would really like a safe cycling route from Alamar to Hitchcock - it is an eternal shame that no bike/pedestrian thoroughway was required from San Remo to Hitchcock when Estancia was permitted. Otherwise I would like increased enforcement of traffic and car safety rules, including signaling, speeding, overly loud cars, distracted driving.	State Street (from Alamar to Stearns Wharf), Las Positas from Modoc to Hendrys, Bath and Castillo Streets, Chapala (where the bike lane starts)
87	I haven't had a problem when driving around e-bikes. It's when I'm walking that they are a problem. I don't think they should be allowed on State St. where it's blocked off for traffic.	Enforce speed limits - I live on Bath and people drive way too fast for such a narrow street. Pedestrians have to wait a long time to get across the street on Anapamu and Bath.	

City Traffic Safety Survey Free Responses

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88	Requiring a license to drive an e-bike, separate bike lanes	More bike lanes, and sidewalks and Calle real between las positas and Hitchcock for easier beach access, as well as easier access to Vieja Valley elementary, and upper state st.	
89	Speed limit of 5 mph on state street; Ticket e-bike riders for riding on the sidewalk	Place more pedestrian crossing signals on streets, especially those like Garden street where speeding is very common. Place resident only signs in the 1000 and 1100 blocks of Laguna Street to discourage the speeding that is common there	
90	Require a license/permit for e-bike riders and a minimum age for use on city streets. 16 years. Enforce the traffic laws for e-bikers/cyclists.	Ramp up enforcement of the traffic laws for all users, bikers, and vehicles alike!	wherever there is a designated bike lane, State street is great but some riders, be they e-bikers or just bikers, do not obey traffic laws.
91	Speed limits for e-bikes and wider bike lanes in many areas (Calle Real near the fairgrounds)	Many neighborhoods use the Calle Real route past the fairgrounds and car dealerships to access 101, La Cumbre Shopping Area and events at the fairgrounds but there aren't side walks for pedestrians, the bike lanes aren't nearly wide enough and the speed limit is too high (45mph) but many drivers speed and drive faster than that. There are several family-filled streets that are only accessible via Calle Real so exiting and entering them is dangerous for all involved (pedestrians, bikers, and vehicles). So reducing the speed limit and adding side walks and bike paths would greatly improve safety in that popular area.	Hope Avenue has nice wide, clearly marked bike lanes that we feel comfortable using.
92	Separate bike and car lanes, use of wall/barrier to separate bikes and cars.	1) Safer and easier continuous bike path/route from Modoc to Montecito lower Village. 2) Add sidewalk on Calle Real between las Positas and Apple Grove Lane.	Modoc to Goleta beach bike path.
93	Minimum age for use. Licensing. Confiscation of bikes for flagrant violations of rules.	Ticket speeders and folks who run stop signs and lights. Ticket drivers who fail to stop at red lights for right turns and yield to pedestrians. Enforce stops behind limit lines to make crossing streets safer for pedestrians.	N/a

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94	Separated cycling lanes Appropriate e-bike regulations related to speed - in cycling lanes and in the driving lanes	Set up better biking lanes - wider, separated from driving lanes. Easy way to do this is put traffic lanes in this order: sidewalk, then bike lane, then car parking, then car driving lanes. This way the parked cars protect bicyclists from driving cars AND vice versa. Plus the hazard of the car door opening into bike lane is reduced significantly. Speeding behavior follows what seems safe. So design roads for slower traffic and traffic will slow down without having to ticket.	
95	E-bikes regularly swerve into & out of traffic as they go around parked cars on roads w/o bike lanes when bike lanes are only a block or two away. This is extremely dangerous and PD needs to enforce on these cyclists. Unprotected bike lanes are worse than none at all, as I have so many friends who have gotten doored. Please Please provide protected bike lanes where bikers can feel and be safe. I will not take my children biking from my San Roque house downtown bc it is too dangerous. Also, the bike lanes that do exist need regular street cleaning as they often have debris blocking the way. Make it illegal to ride bikes at night w/o lights and make PD enforce it. PD tells council that they enforce E-bike laws, but they do not. We need a City Council without blinders on that ask tough questions AND are 100% behind making tough decisions, like removing a lane of parking, or funding protected bike lanes and bike czar, to improve cyclist safety and stop playing lip service to these issues.	The City NEEDS protected bike lanes, get rid of one lane of parked cars on many streets. On street parking is not a god given right, we need to make this city more bike friendly. NEED a bike Czar to actively investigate, catch & stop bike theft which is rampant in the city and PD does nothing to prevent it. NEED to crack down on dangerous E-bike use, mainly by middle & high school children w/o helmets nor understanding of rules of road. I see soo many kids almost get hit daily because they are swerving in & out of traffic, carrying too may passengers, blowing red lights, on illegal E-motorcycles going way too fast for conditions. need heavy fines for parents allowing these to do this and buying illegal bikes for them. How many kids will have to die before PD addresses this situation seriously. It is not hard to find if you want, SB JH or high school has 200+ illegal bikes locked up there daily. 95%+ of unsafe E-bike usage is from 12-18s, figure out a way to have better education.	State street bike lane, upper & lower is what I use most, and they are not very good. Upper state bike lane is constantly filled with organic debris. & totally broken up & uneven by tree roots, but is not fixed. If that was a car lane, it would have been fixed years ago. It is extremely clear that Bike lanes are not prioritized in this city. This is one of the least friendly bike City's I've ever been to. upper-lower state, after Alamar, but before Arlington , has a bike lane, but I'm always afraid of getting doored, so I try and ride in the middle of the road and then get road rage from drivers that think I should be in the bike lane. New los Positas multi use path is great, but I hardly ever use it, and getting to it safely w/ my kids from n of 101 is not good. 192 /foothill shoulder randomly disappears over blind crests and drivers are crazy fast. Is the most dangerous road to bike on in the city, but somehow is lists as a recommended bike route on regional bike map?
96	Traffic law enforcement.		State Street

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97	Regulation of E-bikes, young people are not being held accountable for their actions. I have personally been confronted by gangs of E-bike riders while walking. Irresponsible behavior needs to be punished by local authorities, families need to be made aware of this situation. I have also witnessed adults behaving in a similar way. A bike traveling 20-20 miles an hour is a dangerous thing for all of us. We need to regulate speed and traffic laws for all motorized vehicles.	Yes, first look at what other cities are doing Santa Monica third Street shopping center does not have this irresponsible behavior. Place authority figures on State St to give tickets and real penalties to increase awareness that there is accountability for their irresponsible behavior. I have to say that adults are also in this category of irresponsible behaviors with motorized bikes, scooters etc.	Bike lanes on the shoreline work best. We cannot have irresponsible cyclists or drivers. Rules of the road are for everyone.
98	E-bike riders need mandated training on traffic laws and safety. Young people who are not old enough to drive and have no awareness of traffic laws are riding unsafely. E-bike speeds are hard to judge, making it difficult for vehicle drivers to anticipate their location when turning. E-bike riders are riding as fast as motorcycles on city streets, but they are not following rules of the road. E-bike riders are incredibly vulnerable, and it seems just a matter of time before a car vs e-bike fatality occurs in our city.	I have worked part-time on the Eastside (400 block of Haley) for the last three years. The new stoplight at Haley and Olive has vastly improved pedestrian and traffic safety by slowing down traffic and giving peds a safe way to cross the street. We need more traffic lights in that neighborhood (for example, at intersection of Olive and Guttierrez). There is a lot of distracted driving in that neighborhood because parking is so difficult and drivers are often searching for a place to park, which takes their eyes off the road. Is it possible to better mark the available parking spaces to make it easier for drivers? For example, on the side streets like Olive (especially between Haley and Guttierrez) it is really hard to tell what is private parking and what is available to the public. Open parking should be well marked. Also, people often take up two parking spots by parking inefficiently. Parking should be maximized by markings on the street to guide drivers.	
99	Campaign and posted signs to educate bikers about the rules of the road. Increased Traffic enforcement and citations for cars and bikes for not stopping at stop signs, using devices and unsafe actions like popping wheelies.		

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100	Wider bike lanes. Enforce motor vehicle laws on E powered bikes of all sorts. A learners permit is require for underage e bike drivers	Traveling away from the 101 at the intersection of mission and Castillo St needs a turning light. The opposite direction traveling towards the 101 needs delayed green. People turning left across mission on to Castillo need more time and the beginning of the light cycle and the end to make the left. This causses significate back ups. It frustrates drivers waiting and puts everyone in the intersection at a high risk of collision.	none this town has awful biking accommodations.
101	Law enforcement!!!	Law enforcement!!! I almost never see a cop.	N/a
102	better bike lanes. registration of e-bikes or mandated e-bike safety courses	stop doing the weird bike lanes like sola/castillo going opposite of the car traffic and making weird car traffic patterns that make for confused and angry drivers. designate clear signage and routes to common areas. I was just biking in Chicago and there were very clearly connected trails and bike-safe streets. Make state street barricades more safe for all - think of safety hazard from recent New Orleans new years tragedy. E-bike proactive safety training.	state street is nice. bath street and de la vina bike lanes are nice
103			
104	E-bikes that can travel at more than 20mph should be fully regulated like motorcycles. I am a motorcyclist. I have a license and insurance. My motorcycle is registered and equipped with turn signals and modern brakes. I never run stop signs or cut through traffic. If I did, I would fully expect a traffic violation and added points to my insurance rating. E-bikes are motorcycles. They have an electric motor. They need to be regulated like motorcycles.	Require all E-bikes that can travel faster than 20mph be registered, insured, and driven by a licensed driver.	
105		The traffic light at Yananoli St. and Garden St. does not stay green long enough for someone to safely cross the street across Garden St.	

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106	Start actively ticketing illegal e-bike riders. In my experience, these are mostly teens and young adults that routinely make illegal maneuvers, run stop signs, ride on the sidewalk, and create hazards speeding through heavy pedestrian areas, like State Street and surrounding areas.		Cabrillo bike path and bike lanes down by the beach, and the bike lanes from the beach in to Montecito (make sure the street sweeper machines routinely clean the bike lanes of debris). De La Vina north of Mission now that the city removed one lane and added separate striped bike lane. Now they need to do the same for De La Vina south of Mission down to Carillo Blvd.
107	E-bike riders on multipurpose paths discourages pedestrians and regular bike riders from using them. We don't feel safe with them weaving in and out at high speed, especially when we can't see them coming up from behind. On the streets, they dart in and out of traffic, and there is no way to predict where they are going.	1. MORE UNFORCEMENT OF CURRENT LAWS! SWEAT THE SMALL STUFF AND YOU WILL GAVE LESS BIG STUFF TO DEAL WITH. 2. For many seniors & disabled persons, quality of life & access to healthcare and other services DEPEND up private vehicle transportation. Road & parking capacity are necessary to maintain quality of life. Public transportation is not an option for many seniors because of physical endurance and function limitations. They don't want to sit in their homes waiting to die. They want to participate in life.	
108	Ban E-bikes from the Cabrillo path along East beach and along the path to Butterfly from the cemetery. People ride so fast, it is dangerous for walkers.		
109	Designated and or/separated bike lanes (i.e. Sola). Bike stop lights. I do NOT feel that bikes should be banned from downtown State Street. I believe in the City to figure out a way to get bikers/ebikers and pedestrians to coexist in a non-car environment.	More curb bump-outs to prevent people parking close to intersections (better sight lines).	
110			

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111	e bike riders who understand that they are not invincible or entitled. They need to be cautious and aware. Many are a menace to pedestrians especially on State Street. IMO e-bicyclists should need some sort of license. I have witnessed so many accidents and near accidents with pedestrians v e-bikes and bikes v cars. So many ebikers seem to be reckless. Many young kids on bikes are terrifying - many ride 2 or 3 wide and do not obey the rules of the road. It's very concerning.	Require a license for e-bikers so they actually follow the rules of the road.	
112	I would feel safer sharing the road with e-bikes if the young children who are riding them had to be licensed. They should not be doing tricks down the street or riding 3 on one bike.	One way street should be more clearly marked. State Street should be opened up to traffic again. The cross streets are dangerous because no one understands that they need to open the traffic lights to cross the streets.	
113	there is the need for ubiquitous mass media education for proper bicyclist behavior. make a requirement for e-bikes to have a drivers license, just like other motorized vehicles. (which will take them out of the hands of underage teenagers and kids)	make speeding a priority for traffic arrests, and suspend their licenses. maybe automatic cameras that can ticket speeders?	riding on streets with less traffic, separated bike lanes, more bicycle hitching posts
114	Not sure	It is important to give the teens citations so that it doesn't get to the point that they kill themselves or a pedestrian.	I use streets with bike paths. Riders need to be informed of which streets have bike paths.

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115	More traffic rule enforcement of unsafe, e-bikes.	<p>More dedicated bike lanes and pedestrian walking areas. Also, I really like the pedestrian and bike share the road signs. I've noticed some of the pedestrian share the road signs around town.</p> <p>Mission Ridge Road near Franchesci Park is a highly used pedestrian walking road. It's dangerous with a windy section with cars speeding and blind corners. It will be wonderful to see some traffic enforcement of the speed limit. Perhaps with one of those signs it shows the speed that people are traveling as well as the share of the road with pedestrians sign and other possible traffic Management tools could be used in that section of the road. I know some people that won't walk on that road anymore because they think it's so dangerous. It's a beautiful section of road of the Riviera area of Santa Barbara and highly trafficked with pedestrians, dog walkers, bike riders and cars.</p>	Dedicated bike lanes.
116	Segregated bike lanes.	Calle Real between Hope and Las Positas is incredibly dangerous. Narrow bike lanes and cars going way too fast. This is a main route for cycling out of my neighborhood that I hesitate to do because of lack of safety.	Obern trail, the new bike path down Las Positas near Arroyo Burro, downtown state street bike path
117	Police enforcement of laws.	Open streets back up to 2-way traffic. More people are racing to get around the blockades (traffic calming devices, etc.) because now it takes 3x as long to go a roundabout way instead of going directly to your destination like you were able to successfully for generations.	
118	License required for the riders who are typically young and have no sense of rules or courtesy. Should require some monitoring at the speeds they can reach. I also do not believe they should be on State St. I see very few riders driving safely with helmets and not speeding around anyone or anything.		

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119	enforcement for unsafe behavior. I don't care if people run the red light or stop signs, as long as they yield to others and are respectful in the presence of others.	no	One way streets work well for me, with the bike bike lanes.
120	<ul style="list-style-type: none"> • I like what San Luis Obispo has done which is to use that green color for the bike lane stripes, it definitely shows up better and communicates a neutral but an accepted message... like chill out people this is a bike lane. • I have been riding all types of bikes on public streets for over 50 years, including the last 5 with eMtnbikes, There are 3 obvious issues specific to ebikes: <ol style="list-style-type: none"> 1. many ebikes are too fast for kids who have no prior vehicle driver training or knowledge of traffic laws but zipping along at vehicle speeds, wearing improper and unsafe helmets. 2. while ebikes have gotten many people back out bike riding (yay!), it appears many have minimal to no prior bicycle riding experience. 3. if you add #2 lack of riding experience with using the much heavier and faster ebikes on the market— which seem to have awkward geometries like high rise handlebars for instance— it is impossible to avoid their higher accident rates. I'd 	<ul style="list-style-type: none"> • use green paint for lane striping. • I think the City is doing a great job and may have reached the limit of what else it can do. • at some point it is a numbers game, as there are more bikers on the road now who are riding on more awkward, heavier and faster bikes with less experience. • you can't legislate away stupidity, unfortunately. • what are your accident stats for non ebike rider accidents? 	<ul style="list-style-type: none"> • the new Las Positas multi-use path tying into Modoc and then out to UCSB • Shoreline Drive to Cabrillo and over to Montecito • Since I ride for pleasure, I also like to ride residential back streets and have fun exploring • Elings Park
121	Enforcement of existing laws	Enforcement of existing traffic laws Progress has been made, but more needs to be done to close the gaps in the system and make it safe for bicyclists to travel anywhere in the city. Upper State St is terrible.	Chapels from Arrellaga to Alamar Bath and Castillo Ortega and Cota State St downtown De la Vina fro State to Mission (where the bike land ends abruptly and dangerously)
125	Regulations on what types of e-bikes are allowed, age limits and license requirements for young riders	Strictly enforce red curb and daylighting parking offenses, separate bike traffic and car traffic wherever possible, ticket drivers who do not yeild to pedestrians, add more painted crosswalks to intersections as a signal to look for pedestrians, explore 4-way stops over 2-way stops	State Street, Cota, Sola, Cabrillo

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126	That's a hard question as I think ebikes are great and I've considered getting one (although the safety issue is a concern). Perhaps more enforcement for several months in areas known to have problems so ebike riders know they will suffer the consequences if they are riding unsafely. Like a sting operation where police lay in wait to enforce the law. And do that every so often.	Make more bike paths that are separate from cars on the most traveled streets, such as upper state street. Take traffic down to one lane if necessary to make it super safe for bikes and maybe having only one lane will make people think more about biking instead if it's safer and more convenient to get around on a bike or walk. For pedestrian safety, please do more sting operations where you have police kind of hidden at very busy interactions, such as State and Las Positas, and nab drivers who go through red lights. OR, install traffic cameras on those intersections.	The best routes are the bike paths that are separate from traffic, such as the new Las Positas/Modoc path and the Goleta bike path. The in-city ones, such as Bath and Castillo streets are pretty good. Upper State Street is TERRIBLE for bikes and pedestrians, it's super dangerous. I'm very concerned about all the new housing at La Cumbre Plaza that's going to bring in even more traffic and make things even worse for bikes and pedestrians.
127	Lowered max speed for e-bikes.	Ban right turn on red, change the side of the street stop lights are on so that drivers cannot enter the intersection without losing vision of the signal, prioritize alternative modes of transit to reduce the number of cars on the road.	
128	E-bikes following traffic rules and being aware and considerate of others on the road.		
129	E-bikes go max 24 mph, which is less than cars go, and less than speed limits. Stop vilifying e-bike riders!!!	OPEN UP STATE STREET TO CARS!!! Listen to the people for goodness sake!!!	Nine that the city has provided bc you hate bicycles.
130	Ebike riders following the regular traffic rules and speed limits.	Enforcing speeding/traffic rules against Ebike riders. I've seen a lot of near misses when they are blowing through intersections around the city and speeding down state street with pedestrians, skateboarders, etc. From my observation, it's mostly the younger riders that are the most dangerous-speeding, not following traffic rules. I'm not talking about people who are community with a bike service like Bcycle. It's the privately owned speedier, larger Ebikes.	I use Bcycle a few times a year and it works well for me.

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131	Restrictions on what age children can ride e-bikes, and what type of e-bike. Separate protected bike/e-bike lanes, especially on school routes.	The area long Calle Real between Las Positas and Hitchcock does not have a sidewalk for pedestrians for safe bike lanes for bikers. Pedestrians constantly walk along that street with no protection, and vehicles speed by. There is a lot of pedestrian and bike traffic along this route, due to the residences and Earl Warren Showgrounds. The city/county urgently needs to address this by adding a sidewalk, at a minimum, and considering more protected bike lanes.	
132	E-bikes that go faster than 25 MPH should be regulated like motorcycles. They are extremely dangerous to drivers and pedestrians.		Bike paths/routes.
133	<p>More separate facilities for cars vs. bikes vs. walking.</p> <p>For cars vs. "not cars" we need physical barriers for separation, with a test such as: "would you allow your 10-year-old child to bike alone to school on this path?" The physical separation is MUCH more important than continuing to subsidize parking spaces on public streets.</p> <p>For bikes vs. pedestrians, we need to design infrastructure that makes the expectations for both modes very clear. For example, riding along the Cabrillo shoreline on a weekend requires cyclists to ride in a lane with cars, or to dodge a large number of pedestrians who choose to walk in the 8-ft-wide "multi-use path" instead of the 20-ft-wide sidewalk where cycling is forbidden. The design of the path on the cliff above Butterfly Beach, with a separate lane for pedestrians, is far superior -- and people follow the markings.</p>	<p>Highest priority for biking improvement:</p> <ol style="list-style-type: none"> 1. Cliff Drive from Las Positas to Castillo. (I know it's coming - please make it so!) 2. State St from Constance to Las Positas - it's really terrible, but there's no good way to get to upper state. 3. Las Positas from Modoc to State - also really terrible, but again, there's no good way. 4. La Cumbre, from Modoc to State. Really terrible, but at least it's short -- OK way to get to La Cumbre Plaza if you are coming from the Modoc bike route. But still not a safe feeling on this short stretch, and far out of the way for most people. 5. Upper State St route. I ride this regularly, but the narrow unprotected lane also has a lot of poor paving surfaces, bumps (tree roots etc), and dangerous merges (eg at La Cumbre and the required left turn from Calle Real to get back to State after the freeway). 	<p>Best:</p> <ol style="list-style-type: none"> 1. State St. up to Victoria 2. Las Positas - Modoc path (will be even better when it connects) 3. Shorefront path, but only during off-hours 4. Cota St, from westside to Anacapa <p>OK:</p> <ol style="list-style-type: none"> 5. Shoreline Drive (except where it narrows and when parking is allowed after dark in the bike lane) 6. Castillo & Bath, where it is separated by cones. I rarely use it though, because the Castillo underpass is terrible. 7. Haley St. Feels much less safe heading east than coming back. 8. The bike-only crossings in Sola and Gillespie have made those more usable by reducing traffic. Still a bit less comfortable though. 9. State St. Victoria to Constance. <p>When absolutely necessary, I am willing to use any marked bike lane in the city on my bike, but none of the others feel</p>

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134	Roads are too congested - with the narrowing of streets to make way for bike lanes the number of parking spaces has decreased while at the same time the city is allowing for more high density housing.	Stop closing off streets with bizarre one block one ways (Alameda Park downtown) it's goofy and makes no sense. People visiting our town comment to me that our streets are way too congested and that bike lanes have taken over the town. Now with many new one lane, one way streets (that used to be two lane) traffic is so much more congested.	
135	E-bike speed limits need to be enforced. Kids who ride e-bikes are the ones I see speeding most often so outreach to schools where kids have e-bikes is important. Or a deterrent where a parent gets a fine for their kid speeding until they turn 18. The e-bikers (young people) I've experienced are flying downhill and next to parked cars on busier streets (e.g., middle State). Even with a bike lane, people are not expecting a virtually silent e-bike to come out of nowhere and it is not safe for the e-biker as well.		Bike paths are wonderful!
136	more police help, presence	more police presence	n/a
137	If e-bike speeds were limited to 15 mph like in Europe. If e-bike riders had to get a permit or take a class proving they know the traffic laws and how to ride safely with other cyclists.	More bike lanes with barriers, like Cota St. enforcing the laws which already exist.	The bike path in Goleta to UCSB is the best - very few intersections where we have to deal with cars. In the City of SB Shoreline Road works well. It has a well marked bike lane and separate from the parked cars.
138	I don't ride either.	Take Ebikes off pedestrian walkways. (In Europe walking is safe and relaxing because Ebikes are nowhere to be found)	NA
139	Registration program. The ebikes should not be electric mopeds unless they are treated as such (license requirement, insurance, registration, age requirements).	The recent projects have helped. We just need more time and funds to do more of them.	When I used to ride an ebike I wore bright clothing and helmet, and kept up with the flow of traffic and took the lane. I no longer have space at home to store a bicycle and feel safer commuting in a vehicle.
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141	<p>Ebikes should be registered and riders should pass a test and be licensed in order to ride. The possible ebike speed is often as fast as an automobile, but many young riders do not know the rules of the road for driving. This causes accidents. Ebike riders should be cited and bicycles impounded if they do not follow the rules of riding one. Parents would help to teach their kids safe riding habits if it cost them to get an impounded bicycle back.</p> <p>Ebike riders should all be required to wear a helmet. I don't want to see riders hit, or, as a tax payer, have to pay for medical care for riders without adequate protection and insurance.</p>	<p>How about a city wide program that educates and encourages safe driving for both ebike users and automobile drivers. We all need some reminding about safe use of our city roads.</p> <p>Another city I lived in had a rewards program where officers would stop young bicycle riders who were wearing a helmet and riding safely. They received a coupon for a local fast food as a thank you. I think it worked!</p>	
142			
143	License e-bike users and require them to follow traffic rules	Enforcement of traffic rules. Requiring bicycles to have lights at night.	
144	Require a license. E-bikes are as fast as small motorbikes. Close off State downtown to e-bikes	I would like see more enforcement of traffic rules.	I do not ride an e-bike
145	<p>How many collisions involve younger e-bikers? Everything seems pretty safe until you encounter a number of young kids(State St). I'm not saying older people don't do dangerous maneuvers but it is rare compared to the young kids.</p> <p>All suggestions require the city to spend more money on this problem. Nobody wants that.</p> <p>This boils down to intelligence and courtesy towards fellow humans.</p>	<p>Education is everything!</p> <p>It is the very long play here but culture change is the only way to get people to behave more civil.</p> <p>Otherwise it's going to be huge amounts of cash on cameras, law enforcement, licensing, courts, more city managers with inflated salaries etc.</p>	<p>Micheltorena bridge - Castillo St - Sola - State works well for me.</p> <p>I experienced the free valet at SB Bowl the other night. That was an absolute delight!</p> <p>But lets be real, the city could never pull something like that off. The city would have to pay \$250K for some consults then higher 2 employees and 6 way over paid managers to run it into the ground for a couple million per year.</p>

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146	I would really like cyclist to have a speed limit like a motorized or electric car, im afraid to drive or share the road close to a ebike rider, I personally saw 2 ebikes vs car accidents this year and that made me feel unsafe around them. Also I notice the ebike riders goes more fasten than the a car speed limit. I think the City needs to set a speed limited, implement more riding rules like no riding in side walks, using the bike lane all the time, using helmets at all times and setting a minimum age to ride an ebike.	Maybe enforce the existing traffic laws and adding new for the ebikes.	Im not ride a bike, im planning to ride one in the future and I feel the one way streets can be the most safety streets to ride safely
147	Separate/protected bike lanes are safer for all road users	Enforcement of current laws. Make fines proportional to income, not flat fee.	I don't ride anymore after being hit by a car while riding
148	Road safety training for unlicensed e-bike riders.		I love being able to use State Street as my main through way while riding a bike downtown. It is centralized and relatively safe with more of a buffer between cyclists and vehicles. I try to use Sola as much as possible, too.
149	Require licenses, enforce rules of the road, ban non-pedal-assist ebikes!		
150	Not a fan of giving children "motorcycles". I'm a runner who has been his by a careless e-bike rider.	I few crucial locations could use those blinking yellow lights (with the pushbutton signal) at crosswalks. One would be Anapamu at Nopal. The one at State and Pedregosa was put in after I was hit there, and it works well.	
151	e-bikes need to be considered the same as motorcycles, not as bicycles. Licensing, testing, etc.	bicycles need to ride where there are bike lanes, not in car lanes. Bicyclists seem to think that they are the same as a car and often ride side-by-side down the middle of a traffic lane instead of single file off to the side.	
152	Well there shouldn't be bikes allowed on the State Street promenade but that won't happen with this council in charge. The very name of it (promenade) implies a walking area NOT a bike thoroughfare. So, having police ACTUALLY police the main thoroughfares of bike traffic especially the State Street promenade would be incredibly helpful.	I don't know what can be done about overall driving safety since it's become pretty bad lately with drivers AND cyclists running stop signs incessantly. And I'm not talking about "California stops" i.e. pausing but not stopping fully. I'm talking about full-on just rolling on through stops at full speed. I don't think there are enough patrol cars/man-power to get people to start acting responsible and follow the laws.	

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153	E-bikes need enforcement, it is not just the youth that are not adhering to the rules of the road it is teens, adults, E-Bikes and Bicyclists alike. They all seem to not care about cars and expect to be given the right of way, usually by not staying in their designated bike lines. Also, not sure what the city is thinking with all the new bike lanes that merge into the sidewalk, that has made it MORE dangerous for pedestrians and bicyclists do not even adhere to this half of the time. And why would you divert traffic on the eastside where cars barely fit, none of the updates make any sense, clearly these rules are being done by privileged politicians and city planners that are not using the roads.	Recall everyone in office. You all clearly do not have any idea on city planning, listening to the public or anything that politicians should do. The city is beyond reproach and has been sold to the lowest common denominator which is LA contractors.	Honestly, not many, the roads are awful, the bike lanes end abruptly or change direction with no rhyme or reason. Drivers do not pay attention; they are on their phones most of the time and I get to where I need to go in a hurry when I am on my bike.
154	Make the driving age 16 and over and have them take a driving test. Also make it mandatory to wear a helmet.	See above - especially concerned about kids on e-bikes not knowing the rules of the road. And close State St. to bicycles! Should be pedestrian only, or open it back up to traffic.	
155	Having a dedicated bike path wide enough for a "slow lane" (bicycles) and passing lane (ebikes). Physical separation from car lanes when possible. Not letting kids under 16 ride any kind of w bike would also help a lot.	Side walks on Calle real and a dedicated bike lane physically separated from potential distracted drivers	From Los Positas to the ocean works well with the multiple path options. Cabrillo also does this well. In smaller streets the dissipated bike lanes also do the trick to feel safer sharing the road.
160	Requires a drivers license		
161	Require all e-bikes to be licensed. I do not think that children under the age of 16 should be riding e-bikes, they have poor judgement and lack knowledge about traffic laws. If children are riding e-bikes helmet and traffic laws should be better enforced. All e-bike riders should be required to carry some form of liability insurance.	Better enforcement of existing speed and traffic laws for both cars and cyclists. (May require hiring more police officers). I love the improvements for pedestrians on San Andres Street, more areas could benefit from lighted pedestrian crossings.	I rarely ride a bike anymore but when I do, I really like the Gillespie Street bikeway. I wish that more cyclists that use San Andres Street would use Gillespie Street instead, it's only a couple of blocks out of the way and would be safer for everyone. My daughter regularly uses the Sola Street bikeway to commute on her scooter.
162			
163		change age limit for e bikes. or qualifications to be on the road with an e-bike, especially jr high kids zooming out of sbjh with their e-bike no stopping it	

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164	The city cracking down on the small proportion of users riding non-street legal devices that go significantly faster than the other bicyclists on the road. they seem to be the worst behaved user group and they're the ones that I worry about. Separating modes (biking/ walking) where possible, at least guiding them.	We desperately need to enforce our traffic laws for motor vehicles. A culture of limited accountability for speeding, running lights, and illegal U-turns is sinking in, and some drivers (not all) are really relishing it. I see pretty errant behavior that I think would occur less if people thought there was a risk for speeding, drinking and driving, etc. These drivers pose a big risk to everyone else biking, walking, and driving.	state st. and cabrillo bike path. other bike paths as well. Especially great for night time riding when i feel safer on a bike vs. walking.
165	I guess the only solution would be better training of e-bike riders and awareness of the risks they face, but I know many of them are young and fearless.	General comment: I live downtown and walk as many places as I can. I've thought about getting an E-bike, but I'm not sure how many of my car trips it would replace, and I do have some fear of the risk of sharing the road with cars.	
166	More regulation and/or monitoring of unsafe e-bike behavior. Not knowledgeable about this subject but agree that something needs to be done about this problem.		
167	Require a registration, licence plate, and age 16+ for ebikes that can go over a certain speed. Put speed limits on separated bike lanes and enforce them with video.	More enforcement. People will do anything and not worry about being caught.	Shoreline Drive and other low-traffic streets.
168	E-bikes that go faster than 20mph and ones that don't require pedalling. Bikers not wearing helmets Young kids carrying friends Bikers not wearing very visible clothing Riding at night or dusk with dark clothes and no lights	Require safety courses for new riders Safety officers could visit school classrooms or assemblies Rules enforcement	Las positas bike path to Hendry's. I choose low traffic times to ride I choose side streets with minimal traffic
169	Separated / protected bicycle paths to keep drivers and bike users physically isolated. Slower vehicle speeds will increase the time for reaction and decrease the speed of collisions. Perhaps slowing vehicles down with the use of more traffic calming measures. Unfortunately, I feel legal e-bike speeds are too fast and should have been set to a maximum of the average pedal bicycle speed (~12mph). I'm unsure how to reduce the undesirable behaviors of e-bike users.	Prioritize other modes of transportation ahead of personal vehicle efficiency. The more desirable & efficient it is to walk, bike or take the bus, then the less people will have to take a vehicle = better for everyone.	De La Vina and Bath street are pretty good for covering distance. We need better cross street connections to State St and other desirable destinations though. I love the upside-down U bike racks for locking up my bike. And it works great with the various kinds of bikes unlike other designs.

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170		Sidewalks! Also, linking the bike trails together for a cohesive route through/ around town	I really like the obern trail, and parts of Modoc trail
171	Separated bike infrastructure is key. This includes Class IV lanes, protected "Dutch-style" intersections, and bike detection loops, and bike signals. This type of infrastructure will not only lower the number of interaction points between cyclists and drivers, but will also encourage more bike usage.	More road space should be dedicated to bike and pedestrian infrastructure (including at the cost of parking spots). More separated bike lanes, slow streets, raised crosswalks and intersections, pedestrian scrambles, pedestrian islands, bulb-outs, wider sidewalks, wider bike lanes, and better active transportation connections overall are needed throughout the city. Additionally, traffic calming features like chicanes, speed bumps, and textured paving is needed to slow cars on neighborhood and residential streets. Finally, the car-free State Street promenade should not only be preserved but improved and expanded.	I feel safest on State Street--period. The lack of cars makes it the most inviting and safe place to bike. Outside State Street, I enjoy the Cabrillo Beach Path and the new Las Positas Path. Otherwise, I feel safest on the Cota Street Class IV lane and slower, less trafficked streets like Alisos. The Class II lanes, like the one on Haley, are ok, but I avoid them is possible because they don't feel safe enough.
172	Separate bike lanes. Especially not having parallel-parked vehicles on my right and busy traffic on my left. (Basically, put the bike lane to the curb-side of parking, or just remove parking entirely.)	1. Ticket drivers who don't use signals when turning. 2. Make unnecessarily wide roads narrower. (Like cliff drive: remove street parking and create bike lanes instead.)	Positas bike lane. Cliff drive needs more protected lanes.
173	Enforcement of E-Bike behavior is needed.	Separate E-bikes from pedestrian and slow speed bikes. Modoc Multipath needs e-bikes to be excluded from the pathway and require to be in the bikeway with the spandex bikers.	
174	We don't have infrastructure the allows and promotes safe e-bike riding. Without infrastructure and education about how to use it each rider is left to make their own decisions about what's best and sometimes what's best for them (eg going faster to keep up with cars) doesn't mesh well with what's best for others like peds, non e-bikes, etc. We need infrastructure that accounts for all users and emphasizes vulnerable users first (and cars last)	Reduce speed limits throughout the city, add much much more transit with transit priority and dedicated lanes, and continue to add separate bike infrastructure everywhere like what's coming to Cliff	I'm particularly fond of separated facilities
175	More protected bike separation	Complete the networks. Need parallel route to state	State Street Promenade, Modoc bike path, Waterfront Bike Path, new Sola route
176	Age limit	More sidewalks	

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177	Separated bicycle Lanes and paths. A connected network that can keeps the bikes separated from cars entirely even in intersections. Tunnels perhaps at the busiest intersections to keep people and bikes out of the road	Narrow the lanes to slow down speeding cars. Create great bike infrastructure to reduce conflict points. Bike detection systems at intersections to trigger the lights to switch.	Stare street, when it is not blocked by an event. I try to stay on streets that have bike lanes, but the network has many gaps.
178	Helmet laws. Hard bumpers cordoning off bike lanes on popular bike routes through the city. Required training and licensing for e-bike riders under 16.	Repair potholes. Clear brush back and debris from bike lanes so they are safe and cyclists will not need to veer into car lanes, esp. along major routes students take to school. Continue to add more crosswalks with the blinking yellow lights - these have been very helpful!	
179	Enforce strict or stricter regulations against e-bike scofflaws. Put age limits on e-bike riders. License e-bike riders. Confiscate the bikes from offenders and assess mandatory fines against offenders. Put up speed bumps everywhere. Prohibit e-bikes in more places, privileging pedestrians. Do away with free parking, thus reducing car traffic, helping everyone. Increase e shuttles downtown, using revenue from traffic and speeding fines (heavily increase these fines). In general, make those endangering the lives of everyone by breaking the law pay for better public transportation. Why make taxpayers pay when we can enforce the law and make law breakers pay, in a big way! Increased revenue from huge fines can also cover the costs of police enforcement.	Privilege pedestrians. Stop subsidizing cars and parking. Increase traffic police by hiring a new category of traffic enforcers, using huge fines for law breakers to pay for this. Use more cameras to enforce rules and fine law breakers. Right now, it feels like we don't enforce the current weak laws and regulations. I say come down HARD on scofflaws, make them pay BIG (it's the only thing that changes behavior) and institute stricter laws and regs. Look at similarly sized cities in Europe that are pedestrian friendly, with better air quality. This would help tourism. Car traffic does not help businesses.	
180	Having them "drive like a car": not speed around me, drive the speed limit, knowing that that person has a drivers license or some kind of license.	More parking structures to free up streets. More speed limits for bikes. Less ticketing of parking violations and more efforts toward moving violations.	
181	Better enforcement of non-legal ebikes speeding around.	Bike lanes that do not suddenly disappear....	Open state street is great.
182	Give people traffic citations -- not criminal -- but traffic citations. Also make it so they don't share the road as much.		Wherever protected or distanced lanes

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183	City officials should push for State regulation that further restricts the speeds e-bikes are capable of reaching with motor assistance. For example, in the UK, e-bikes are limited to 15.5mph, throttle speed limited to 3.7mph, and wattage limited to 250W. Riders must be at least 14 years old. Bikes exceeding these parameters are regulated like mopeds. In contrast, AB1096 allows class 2 e-bikes to reach 20mph via throttle at 750W with no age restriction. The outspoken opposition to e-bikes largely stems from e-bikes ridden at speeds that are unsafe for the area (i.e. State Street promenade, Cabrillo bike path), especially by young people. While standard bicycles are also capable of reaching 20mph, e-bikes can reach 20mph with acceleration that isn't possible on a standard bicycle and with absolutely no effort by the rider. The strenuous physical effort required to go 0-20 repeatedly (at stoplights/around pedestrians) on a regular bike would deter riders from riding that fast for long.	I think a lot of improving traffic safety comes down to education. Many drivers are not aware of bicyclists' rights to ride on the road, bike lane or not, which I think creates animosity and may increase the chances of road rage incidents, passing bicyclists at unsafe distances, or a lack of focus/attention near bike routes. Bicyclists should be better informed about their responsibilities as road users, about practices that increase their safety, and about routes that exist to keep them separate from traffic which should as much as possible. For example, when driving down Micheltorena from State St. to the Westside, I see so many bicyclists riding on Micheltorena at peak hours. The corridor is so busy and unsafe when compared to crossing town on Sola which would connect the rider to Castillo and the Micheltorena Bridge. Simple awareness of the bike route one street over would improve their safety and riding experience, and decrease drivers' negative feelings toward bicyclists.	The route from the Westside to State Street is great. The protected lane over the Micheltorena bridge, the bike lane on Castillo, through the new bike signal at Sola and De La Vina, then the State street bike path/promenade is a fantastic route that links a large part of the city with the downtown core. The improvements to bicyclist safety on this route were valuable additions to the infrastructure. Going the other direction, the addition of the bike signal at Castillo and Micheltorena is great as well. I understand there are more planned improvements on the Westside that I am a huge proponent of. The Cabrillo Blvd. #2 lanes (and the unprotected bike lanes in certain sections) also work well for me as I prefer to ride faster than what's safe for the bike path at peak periods. The route past the harbor up to Shoreline park also works well.
184	Separated e-bike infrastructure. More regulation of fast surron bikes that are different than pedal assist bicycles. More infrastructure that causes e-bikes like surron's to slow down.	I suggest installation of traffic calming infrastructure on residential streets. Cars speed way too often on streets that aren't intended to be thoroughfares. I also support the installation of more car-free streets. Especially in areas where people are drinking.	I like riding on state st. downtown because there are no cars. I also use the Sola St. bike blvd because cars don't go fast.
185	100 law enforcement! Fund it. Nobody under 16 on e-bikes Training required for ebikers No biking on state street No biking on narrow roads. DO NOT close driving lanes	Law enforcement. Put in more lighted, well marked crosswalks. Do not waste money on roundabouts, bulb outs, etc. Do not close traffic lanes for bikes.	N/A
186	E-bike training / licensing requirement — like car or motor cycling.	Wider bike lane or separation and tree trimming for Carillo hill. More bike accessible entry on Oak park Hwy over crossing.	State st closure to cars; new sola/castillo connector to Micheltorena from downtown; las Positas bike path.
187			

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188	Redesigning roads to separate different modes of traffic and remove conflicts.	My #1 suggestion is promoting measures that remove traffic. This means making biking easier, increasing access to public transit, investing in new kinds of public transit like trams and light rail, surge pricing for downtown areas, etc. Strategies that gets cars off the road makes the road safer. For those that still have to use cars, it would be nice to redesign the roads to be narrower, curvier, and to have less long-distance visibility (optimally using trees to create an overhead canopy to make the space feel closed. These kinds of measures force drivers to go slower, which reduces the fatality of all traffic accidents.	
189	More separated lanes, better behavior from riders but when I'm driving a car, I am hypervigilant as all drivers should be	I am ok with speed cameras Lower speed limits everywhere!	State st, Castillo/bath, Modoc and las Positas bike paths, obern..
190			
191	enforcing good rules of the road for all e-bikes		
192	Enforcement of traffic laws for all people.	Enforcement of traffic laws. I rarely see police on patrol. I almost never see traffic enforcement stops. Speed limits need to be reduced along Cliff Drive and Carrillo St up Meigs Rd, Foothill Rd, and Modoc Rd. Enforcement needs take place during school pickup and drop-offs. Parking enforcement might help with oversized and poorly parked vehicles.	Dedicated bike lanes.
193	E-bike enforcement in popular areas		
194	they should all have licenses. They should be aware that coming up on right side of cars- driver may not anticipate how fast these bikes can go (normal pedal bikes that come up on right side of car can not overtake a car. E-bikes maybe should stay behind car, esp if car is making a right turn		-
195	Minimum age & Requiring a license to operate	More speed ramps/humps	

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196	ENFORCEMENT OF TRAFFIC LAWS FOR E-BIKES! It's completely out of control - especially downtown. Get rid of the glorified bikeway that used to be State St. and return it to vehicles. If you are unwilling to do that, then cops need to be down there every day enforcing rules. Bikes are even riding, often fast, on the sidewalks! Deal with this!!		
197	Every he's should be treated as motorized vehicles. Must be licensed and registered with DMV to ride one that does over 17 miles an hour. Not allowed on sidewalks or promenade.	Better speed limit signage. Better signage at freeway entrance/exit. More bicycle police patrols.	
198	E-bike riders should be licensed. Many are as fast as scooters, which require licensed drivers. Children should not be riding e-bikes. I most often observe teenage boys on e-bikes riding irresponsibly and creating dangerous situations.	Intersections of W Pueblo and Chapala and W Pueblo and De La Vina are dangerous for anyone trying to cross Chapala or De La Vina. I live in the neighborhood - many accidents, people driving too fast. When driving toward the mountains on W Pueblo and attempting to cross Chapala, visibility is very poor due to hill on Chapala, the need for a longer red curb on ocean side of Chapala for more visibility, and vegetation in need of pruning-an Italian cypress on Chapala has grown in girth such that it now impairs visibility.	State St. Bath, and Castillo bike lanes. Best is the bike path along Las Positas, Modoc and through Goleta (Obern Trail) but those Class I lanes are not located where I could safely commute to work by bike.
199	All e-bike riders should be required to wear a helmet within city limits. Since these are basically used as a motorcycle or scooter, the traffic laws should be enforced. I have seen many e-bike riders not stop at signs.	I just returned from Sacramento. The bike lanes were wide open and near the curb. Cars were parked on the outside. Pillars were placed also. Perhaps someone should speak with persons involved in designing this for Sacramento.	
200	Ticket them all and raise the fine. They are a menace on the streets.		All of the bike lanes the City has installed are insanely confusing. Why?
201	change many of the all-way stop intersections to all way yield.	standardize the parking regulations downtown to make it less confusing to drivers	One way street, bike lanes
202	E-bike licenses and training. Require safety features for all.	More cameras to catch violators	n/a
203			
204	More enforcement by police to stop unsafe E bike riding.	Greater enforcement by police and more education to young riders and their parents about safety requirements and the law and writing E bikes	All roads work well for me as I am a responsible rider

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205	constant mass public education of correct bicycle behavior, tv, newspaper, social media, etc. the dmv has failed to educate the public about bicycle behavior & laws. why??	ubiquitous knowledge of correct bicycle behavior. both bicyclists & motorists need to understand how bicycles need to be used correctly. motorist parents need to understand how to teach their kids about bicycles. and constant communication of speeding car dangers & distracted driving.	bike lanes, bike paths, less traffic streets parallel to busy streets
206	E-bike speed should be regulated	Lowering the speed as much as possible	Separated bike lane, State Street Promenade
207	First, I would require all E-bike drivers to be licensed. Second, users need to have an age requirement to be licensed. If the E-bike driver does not obey the laws, their E-bike should be impounded. I have found that it isn't only the young ones who are in danger. b. Many older people seem to refuse to obey the laws and common sense.	I honestly feel the streets are well managed for car drivers. The one-way streets with one lane work very well. I love the timed signals. One thing that amazes me is that bicycle riders seem to ride on streets where there is no bike lane. (de la Vina, Anacapa) even though one street over has wonderful bike lanes. I also see people riding bikes on the sidewalks all over town. Lastly, I see many bike riders riding on the wrong side of the street.	n/a
208	I often see a complete lack of traffic rule compliance from e-bike riders (not all, but I observe e-bike riders blowing through stop signs and red lights most days)		
209			extensive and designated bike routes (by name) that use back streets and can take you across town (i.e. County jurisdiction to downtown SB)
210	They need to have a license and need to be at least 14 years old	Stop taking away driving lanes. There are so many more cars than bikes and yet you keep diminishing the car lanes to make more room for bikes. You need to stop this. You are making driving so much more dangerous. We live in a high fire area and we won't be able to evacuate if you keep removing car lanes. No one bikes here. Just stop catering to bikes. No one is giving up their car. Realize that.	You need to street sweep the bike lanes

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211	<p>1. Vigorous enforcement of traffic rules. In over 30 years living downtown, I have yet to see a single ticket issued to a bike rider anywhere in town.</p> <p>2. Banning e-bikes on the blocks of State St. that are closed to vehicles.</p> <p>3. Enforcing the ban on no-pedal e-bikes on streets and sidewalks.</p>	<p>Paint more pedestrian crosswalks at unregulated intersections. My long experience living downtown has taught me that cars stop much more frequently for pedestrians when the crosswalk is painted and there are warning signs.</p>	
212	<p>I would like to see better education for e-bikers, especially youth.</p>	<p>Implement the bike master plan and pursue Vision Zero goals.</p>	<p>I love riding on car-free State Street. All of the bike infrastructure in SB is helpful, especially Class 1 paths. I look forward to Cliff Drive improvements.</p>
213	<p>You asked the wrong question. Should be: how would you like the city to regulate and control ebike users so that those riders would pose less of a safety risk to the rest of us.</p>	<p>1. Police traffic enforcement---each and every day. Education---such as sending (briefer) versions of things like this every month. In hard copy USPS mail along with email.</p> <p>2. repave---not just patch our deteriorating streets.</p> <p>3. provide bike lanes that are clearly marked and do not suddenly disappear.</p>	<p>I do and the answer might be: using protected bikeways. But we do not have such a thing here.</p>
214	<p>Require e bike owners below a certain age to get licensed and take a safety class. Set up a check point on the bike path that begins at the end of Arroyo Rd where it becomes a dedicated bike path. There are numerous bikes that are really motorcycles that speed in excess of 28 mph on that part of the path. Lots of dog walkers, pedestrians and regular bike owners are on that path and it's getting very dangerous to be on the bike path. Kids are popping wheelies on their ebikes there too.</p>	<p>The bikepath bridge at the end of Arroyo Rd is very narrow, and you can't see who is coming from the other side and e bikes fly over that bridge. The bikepath bridge nearby at the end of Nueces Dr was changed to keep cars off that bridge and markers were set to to warn bikers. The same should be set up on the Arroyo Rd bike path bridge.</p>	<p>I actually live on Arroyo Rd near Hope Ranch, and our road is part of the bike path and I often bike out to UCSB or down to Henry's beach. The bike path is great except for dodging the e bikers.</p>
215	<p>Ticket those who do not obey the laws.</p>	<p>Ticket those who do not obey the laws.</p>	
216	<p>All bikes should obey the traffic rules, like stopping or at the very least slow down and wait your turn at stop signs like cars and trucks have to. Also now with so many people from other countries arriving here and their only means of transportation is the by biking it has become common practice to ride on the sidewalks. these are a few of the things I have a problem with along with riding in the wrong direction on one way streets.</p>	<p>Inforce the laws. That would make a huge difference in safety for all.</p>	

City Traffic Safety Survey Free Responses

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?	Do you have suggestions for improving traffic safety in the City?	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
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217	Keep them off the roads. They are not licensed, nor do a great number wear helmets. E-bikes and cyclists run traffic light and drive in lanes instead of bike lanes. They drive like they are cars. They should have to be licenses as Vehicle, and should all have drivers licenses. They should have to follow the rules that cars do on the road.	Get the illegals off the roads. They don't have insurance, a lot of them ride e-bikes and they don't understand English.	
218	Age restrictions and licenses for e-bikes capable of high speeds. Also, e-bikes capable of more than 20mph should not be on multi-use paths.	Connect facilities. Too many bike lanes lead to places with no safe way to get back. E-bike regulation and enforcement. (I am more worried about kids hurting themselves than feeling threatened by them) More general traffic enforcement.	Castillo bike lanes. State Street below Mission. Sola SW of State. Las Positas and Modoc paths. Junipero ped/bike bridge over the 101
219	Law enforcement! Precise definition of legal status of e-bikes in terms of age of rider, licensing, passenger carrying and where e-bikes may be ridden. Involvement of parents and fines imposed for which they are liable if a minor is riding an e-bike and causes an accident.	Law enforcement! I am tired of seeing cars moving through red traffic lights when I have a green light. I especially do not feel safe as a pedestrian at intersection of State and Las Positas.	N/A
220	E-bike riders need to have a license, obey rules, not carry a passenger/s, wear helmets and not run stop signs. All should have a license and take driving/riding test! Maybe an age limit. There is an age limit plus testing, schooling for driving autos why not bikes on roadways?	Make sure traffic signs are visible by trimming greenery, encourage following traffic rules, especially speeding and obeying stop signs and right of way. I notice drivers behind me don't like me to follow speed limit and make fast dangerous moves sometimes into oncoming traffic. SLOW DOWN everyone and leave early if you have a time limit. E-bike riders need regulation, licensing, instruction and tests before they can ride one.	
221	E-bikers must be licensed, insured, trained, and cited for infractions. The do not follow dmv rules, and should be held accountable!	Enforcement of DMV laws for all bicyclists!	Cabrillo, CV Rd., quiet streets of Montecito and SB
222	e-bikes are motorized vehicles. Some of them are basically silent motorcycles. A license and insurance should be required for their operation, as well as minimum age requirement.	The worst speeding I have seen is on Cliff Drive. Please set speed traps there.	I have stopped riding my bike on city street due to concern about distracted drivers. I only feel safe on a dedicated bike path like the one that goes to UCSB.
223	e-bikes need to be licensed, insured, and use helmets	Police using common sense as well as enforcement	NA

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224	They should be regulated, licensed and their should be age restrictions. They should not be allowed on sidewalks or bike paths. They are not bikes, they are motor cycles and should be regulated as such. They should be used off road like mini bikes used to be.	Too much to say here. The City has. made all the streets downtown a mess from. road projects to bulb outs to just plain messing up streets by making them one way, one lane instead of two, etc. Our City has made out streets more dangerous in the event of fires. I wish I had time to go on . . .	I don't.
225	Get them, and all bikes, off the sidewalks. Age limits. Required training. Registration. Insurance.	Too many bike lanes - makes the streets too narrow.	N/A
226			
227			
228	More bike lanes; traffic school for young e-bike drivers		
229	Classify ones where you don't have to peddle as motorcycles and enforce motorcycle driving laws. Outlaw 2 on a bike Require helmets/a	Clean broken glass out of bike lanes/paths	
230	none		I ride the streets of the city and county almost every day. I have no problems
231	Limit e-bike speed limit		Designated bike lanes are good
232	I feel very safe riding with other cyclists. People need to better recognize the difference between e-bikes, which can only go up to 26 miles per hour absolute max and are therefore always going at what would be considered a slow speed relative to surrounding traffic, and electric mopeds which are classified differently.	If fully separated bike paths are not possible on downtown city streets, car parking should be removed from one side of streets like Bath and Carrillo and made diagonal on the remaining side (to allow more spaces per block than parallel). The bike lane should be placed on the side with no parking with curb separations to prevent cars from drifting into the lane.	The Carrillo and Bath bike paths are nice but cars frequently drive in the center of the open street space and therefore drift into the bike lane. There is some bike parking on State Street but it is often not enough, and much more is needed in other areas of the city.
233	Police presence enforcing the speed and safety laws! That is, ticketing bikers running stop signs, ticketing or warning unsafe practices (wheelies on the street), etc.	If the City Council and bike organizations would petition our representatives in Sacramento to have e-bikes treated as motorcycles (license/insurance or some way they could be tracked for safety violations) that would help. Otherwise and in addition, having much greater police presence and ticketing of offenders just as there is for motor vehicle speeding - but there's not enough of that, either!	I've given up riding my bike in Santa Barbara because it feels very unsafe. (I may drive it East Beach and use the bike path again.) The Alisos Street "improvements" seem to have greater a sense of road rage in car drivers....
234	They should be riding in the middle of the lane and following all traffic ordinances and signs. They operate as if they are not on a motorbike.	Cite e-bikes for speeding, riding on sidewalks and not following traffic rules.	

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235	Both e-bike riders and riders of ordinary bicycles routinely disregard traffic laws in Santa Barbara. In my 28 years of living in Santa Barbara, I have never seen a citation issued to an e-bike rider or cyclist for such behavior. I think rigorous enforcement of existing traffic laws applicable to riders might change their behavior and improve safety for them.	It's been decades since I saw a traffic citation issued in Santa Barbara to a driver of a motor vehicle. As a result, traffic laws here are routinely violated. Rigorous enforcement of existing laws might improve driver behavior and make our roads safer for everyone.	I choose to ride on low-traffic routes such as Gibraltar Rd in order to minimize encounters with motor vehicles.
236	Enforce rules for cyclists. When walking and driving, I regularly see cyclists disregarding stop signs, lights, driving on sidewalks, cutting in front of traffic, going in the wrong direction, etc. There are no consequences or enforcement.		
237	E-bike riders should be required to have a driver's license, just as scooter riders do, and I do not think they should be allowed to use bike and walking paths. There should be increased policing of bike and e-bike riders. I live downtown on a one-way street, and it is very dangerous pulling out of my driveway as bike riders often ride very fast on the sidewalk.	More patrolling, more bike paths, enforcement of helmets on children riders, requiring e-bike riders to have licenses.	I used to ride a lot and the bike paths that are separated from the street traffic worked the best. I don't ride my bike as much as I used to because of the danger involved, and having to be so vigilant that drivers see you and are paying attention.
238	More/better bike infrastructure i.e. separated/protected bike lanes and multi use paths. More traffic law enforcement for cars, bikes and pedestrians.	More/better bike infrastructure i.e. separated/protected bike lanes and multi use paths. More traffic law enforcement for cars, bikes and pedestrians.	State St. Downtown is good and the one way streets with bike lanes that include a buffer zone work fairly well.
239	That the city starts going after the e-bike riders. The city is so against vehicles that they have caused us to be in danger while driving. The city is pushing for the removal of vehicles. Our streets were created for vehicles!	Stop trying to take the streets away from vehicles. The city has caused all of our issues. The city staff continue to remove parking all over town, build housing without parking causing more over parked neighborhoods. I could go on, but you will just ignore whatever is said because this survey and the money spent on it is for more bike roads/lanes etc.	Here again if you read through all of the questions it all about the bike.

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240	License so called throttle bikes that go more than 25 mph, enforce helmet law (and where practical, other rules as well, like piggy backing and texting while driving, etc). Provide safety courses for kids - mandatory for anyone who has an E-bike.	I know police have lots to do .. but fear of a ticket is a good motivator to obey laws. Just someone riding with a yellow vest (I confess that I've yelled at kids on State street, I'm a large older guy and when I have my yellow reflective vest kids tend to pay attention) ... any visibility, especially on state street (which really must stay car free)...	All around the city, I love cruising on my bike just about anywhere, up Milpas and Olive to the mission, down mission and Las Positas to Hendry, down cliff and shoreline to the harbor, on to butterfly, even down to Summerland and Carp. Great routes.
241	Make e bikes riders obtain license, ins, and be at least 16 years of age .	Stop building all the bulb-outs at the intersections it's difficult enough driving around and looking lanes to bikes instead paint the intersections and no parking areas . Cite all the illegally parked cars those parked in front of fire hydrants in the red .	I rode my bike from Sutton to Carrillo to Castillo to Santa Barbara St.
242	Age requirements, speed requirements, permit/license for operating, enforcement and ticketing. Held to the same standard of driving a motored vehicle.	The city needs to consider that cars are the most used vehicle by locals and working commuters. Reducing two-way roads, and car lanes is counterproductive to safe driving and accessibility for the working population.	
243	Require a safety course / permit program for minors riding ebikes. Enforce that these riders hold this "permit."	Yes. Put a stop sign at the corner of Olive and De La Guerra. Work with the County to improve visibility on Foothill Rd.	Protected bike lanes. Please use the system of having sidewalk, THEN bike lane, then parked cars where possible. Parked cars create a physical barrier to protect cyclists and it takes no more space than having a bike lane on the outside of parked cars.
244	dedicated bike lanes that don't end randomly and then restart a few blocks away. Downtown, have dedicated bike lanes on Chapala and Anacapa to get the bikes off of State Street.	Enforce the e-bike rules. Ticket cars that are parked in the red/green. Make the amount of red bigger by driveways so it's easier to see when pulling out.	Bike lanes along Shoreline/Cabrillo (but it's a problem that they end and then restart). Bike path along Modoc.
245	More regulation (i.e. licensing) might be a slow process. At the very least, more speed enforcement during peak hours like when school lets out. I usually ride in the morning or at night, when there are less pedestrians and drivers out.		

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246	<p>If possible, add designated bike lanes. Have kids under (18?) take an E-bike safety course before (mandatory?). Adults too. Maybe make it so kids go to the DMV to take a permit test also? The bikes go pretty fast. Mandatory speed limit installed on bike until you reach a certain age. E-bikes don't need to go that fast, especially kids.</p>	<p>When I try to make turns, Bikes and pedestrians sometimes crowd the corners and it can be very hard to make turns.</p>	<p>We like riding on Shoreline, down Cabrillo to Los Patos and on State St. Or we'll start in Goleta, take Hollister/State St. to downtown and back. The bike path at West beach gets crowded with pedestrians, maybe add a bike specific lane?</p>
247	<p>E bike riders without drivers licenses should at least have a learners permit so they have learnt the rules of the road. If one of these riders is cited for acting unsafely, they should not be able to get their drivers licence for an additional time period (6 months?). Repeated ebike citations will go on their driving record. E bike riders should be required to carry insurance so when they cause damage it is covered.</p> <p>State Street should be a pedestrian mall and ebikes and bikes not allowed. The pedestrians and tourists are the ones who want to wander freely and who spend money in this retain corridor.</p>	<p>Take control of the e bike crisis and manage it better. Speed bumps in the areas where speeding is common. More of the flashing signs that show how fast you are going.</p>	<p>One way streets, clearly marked bike lanes. Take control</p>
248	<p>I live near Sola St. Sola street was transformed into a failing example of making streets exclusive for bikes. Bike riders never use the new Sola bike corridor and still use Micheltorena causing unsafe congestion. I haven't seen any bikes using Sola ever and it causes my commute to detour onto Micheltorena. I'm not sure what the answer is but I don't think these corridors work (except for State St). It was an incredibly bad idea.</p>	<p>Re-open Sola</p>	

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249	Improved cycling infrastructure: more separated and protected lanes for cycling, more "daylighting", more intersection controls for cyclists and pedestrians. SB is far behind other coastal CA cities in modernizing its public right-of-ways to prioritize non-driving!	More and better separated bike lanes, everywhere. More lighted crossings with on-demand controls for safe crosswalks - those are working well where implemented, but many more are needed. This will normalize safer driving as well. SPEED ENFORCEMENT, EVERYWHERE AT ALL TIMES. Parking enforcement, especially on HOPE during school commute times. Simply do more, other cities have and are, and it's glaringly apparent that SB is simply way behind on this.	Those with separated and/or protected lanes: De La Vina from Upper State to Mission, where unfortunately the lane disappears. The improved bike lane on Upper State from Constance to Calle Laurales is much appreciated and a great deal safer; however, again, it ends so cyclists are imperiled at that point. Bath is great as long as the protected lane is in place, but AGAIN, it disappears at Mission heading uptown, dramatically imperiling cyclists between distracted/speeding drivers and the high-use "door zone" of parked cars. Awful! Aside from the waterfront parkways, which are great, there's no way to get across town safely/effectively/efficiently the other direction (E-W)
250		One of the most dangerous intersections for all users is the intersection of Constance and Santa Barbara Street. Particularly the left turn from Santa Barbara Street turning on to Constance. Horrible sight-distance and high-speed vehicles. This intersection is so unsafe I take longer detours to avoid. Somebody is going to be seriously injured if the City allows this unsafe intersection to continue!	
251			
252	Make a DMV style test for e-bike riders and demand a license	Speed bumps	Bike path to goleta
253	bike lanes, more stop signs		roads with bike lanes
254	Teach young people the rules of the road.	More dedicated bike lanes throughout the city. Close some streets to car traffic. Wider and cleaner sidewalks on outer State St. I was recently in Burlington, VT. where they have about 6 continuous blocks closed to car traffic. People enjoy walking, shopping and eating out in that area. It was wonderful!	Difficult since bike lanes are inconsistent.
255	BETTER AND MORE VISIBLE AND MORE FREQUENT ENFORCEMENT(!) OF EXISTING RULES AND LAWS CONCERNING BIKES INCLUDING BUT NOT LIMITED TO E-BIKES!!!	BETTER, MORE FREQUENT AND MORE VISIBLE ENFORCEMENT OF BIKE AND E-BIKE REGULATIONS THAT ARE ALREADY ON THE BOOKS.	I don't ride a bike or e-bike

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256	E-bikes need to have updated and more restrictive regulations. E-bikes are essentially motorcycles with riders that do not follow the vehicle code. All ebike riders should be required to obtain vehicle code training and licensing regardless of age.	ENFORCE THE LAW!!!	No comment.
257	Why not require licenses of some sort for all E-bikes?	More quality bike paths. State street/Hollister needs bike paths all the way from the beach to Goleta. Outer State St. is a hazard.	Only quality bike paths
258	E-bike riders need to be 16+ and licensed.	More stop signs. More enforcement. Fire the marketing people and used that money to hire / pay / retain police officers. The weird lights and pedestrian crossings are unsafe and ugly.	Las Positas bike path is awesome. Now fix Cliff Drive. Start with stop signs at every intersection. Why wait?
259	ASSIGN MORE POLICE TO PATROL AND ENFORCE THE LAW!!!!!!!!!! FOR HEAVENS SAKE, WHAT ARE THE LAWS FOR??? ALSO, THE CITY COUNCIL PASSED AN ORDINANCE TO ISSUE CITATIONS AND IMPOUND THE OFFENDING BIKES ON STATE STREET. FOR HEAVEN'S SAKE, WHY IS THE ORDINANCE NOT BEING ENFORCED??? WHY ARE THE BIKES NOT BEING IMPOUNDED??? ASSIGN MORE PATROL OFFICERS, IF NECESSARY TO ENFORCE THE ORDINANCE!!!! THE CITY IS FAR, FAR, FAR TOO LENIENT ON OBVIOUS OFFENSES AND OFFENDERS.	ASSIGN MORE POLICE TO STREET PATROL ENFORCE THE LAW!!!!!!!!!! FOR HEAVENS SAKE, WHAT ARE THE LAWS FOR??? I SEE SO MANY PEOPLE LOOKING AT OR TALKING TO THEIR CELL PHONES AT RED LIGHTS. THE INTERSECTION OF LAS POSITAS AND STATE STREET HAS MANY OFFENDING CELL PHONE USERS. STATION A PATROL OFFICER THERE!!! SHOW YOU ARE SERIOUS ABOUT ENFORCING THE LAW, FOR HEAVEN'S SAKE!!!!	
260	Make cyclists obey signs and lights.		
261	Children riding e-bikes with unsafe # of occupants and/or with no helmets need to be ticketed, have their e-bikes impounded and parents called to account. Speeding e-bikers need to be ticketed as drivers of a motor vehicle. Licenses should be required within the city.	Add a stop sign at APS and Dover.	APS is a great route for biking, but cars drive too fast and there are very many near accidents at APS and Dover.
262	Require a license and helmet for all. Teach kids how to ride safely. Enforce the law, even on the Promenade		
263	Notice that there appears to be e-bike riders that ride on sidewalks, don't stop at stop signs, do not ride responsibly.		Currently do not ride a bike or e-bike.

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264	Ban e-bikes E-bike licensing More bike cops for that purpose Higher fines Mandatory helmets	Open state street to cars with a fair size bike lane like it used to be. Traffic calmers.	
265	E-bikes go as fast as small motor bikes a mopeds, which require riders to have a license and insurance. E-BIKERS MUST COME UNDER THE SAME LAW. E-bikers MUST follow all laws and regulations, including those relating to speed and stop signs. E-bikers AND REGULAR BIKERS consider they are above the law. They are not.	Stop installing stupid "traffic calmers" in places where they are not needed or are dangerous (which is most places they have been installed). Stop giving absolute priority to bikes and taking over most of the roads with bike only lanes. There is not enough room for cars. Most people who work in SB travel to work by car, whether they live here or commute. Stop treating them like second class citizens.	
266	Enforcement of existing laws. I constantly experience bike riders not stopping at stop signs, riding the wrong way on one-way streets, riding on the sidewalks, and passing cars on the wrong side. I even see them daily on the sidewalk on the bike boulevard on Gillespie. Also re: the bike boulevard Has there been a study of its use? I walk everyday and rarely see any cyclists.	ENFORCEMENT of all. the existing laws!! Keeping bicycles off the sidewalks which is a growing problem I experience as a pedestrian.	
267	If they wore helmets and stayed to the right		
268	LEAVE MY STREETS ALONE. STOP MAKING BIKE THINGS WHEN THEY DONT KNOW HOW TO BIKE.	LEAVE POOR NEIGHBORHOODS ALONE AND START DOING BIKE STUFF IN RICH PEOPLE PLACES IF YOU WANT TO.	Take downtown or something don't ruin normal neighborhoods for bike people it's stupid and a waste of money. I walk a lot and it's so annoying how the city uses my tax money for stuff like that.
269	I feel the cyclist should be regulated and taught the rules of the road. They serve on and off the road and sidewalk sometimes coming out of nowhere without reflective gear in the dark of night. I believe they need to be licensed and held accountable for their recklessness	Get the cyclist off the sidewalk and on the street enforce safety gear violations and ensure they know the rules of the road	I don't ride an e-bike
270			
271		More traffic cops	

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272	Removal of throttle only bikes on state street and a step further all ebikes. Make the closed off area of state pedestrian only with Also the bike path out to UCSB I have seen a couple accidents already, and almost been hit.	Create a bike path going up De La Vina and make it one lane all the way. It is a tight street and bikers use it all the time. I live right in that area and I rarely see bikers use the newly constructed routes on sola and Castillo.	I ride my manual bike downtown to the waterfront and out to UCSB along the bike path.
273	<p>I think that partnering with local schools for education/community outreach could help. Some of the young e-bike riders may not even have done driver's ed yet and going over rules of the road could be helpful. Also explicitly highlighting some particularly dangerous behaviours could be more concrete + memorable than a general "be safe!".</p> <p>I think reaching out to middle + high school student body councils to collaborate on initiatives could create more youth buy in/ try to build stronger social pressure on students from peers (which they may listen to more than an adult).</p> <p>I could also see working with local stores that sell e-bike on developing a safety spiel/safety handouts they can give to people who are buying + inquiring about e-bikes.</p> <p>Giving out safety equipment like bike lights/reflectors could also be positive.</p>	<p>I really like the (new?) sign at the intersection of De La Vina + Mission that says that the lights are timed for 25mph. I think more signs like that around town would help people drive safer speeds. When I see it, it reminds that slowing down is not going to get me to my destination slower if the alternative is waiting at red lights. It also helps me recognize that I am not in a rush and reminds me to act in line with my values re community safety.</p> <p>I really like the bike corridor infrastructure on N Alisos St, and think it would be awesome to implement along other major corridors. I think that when/if I am riding I would try to use the corridors, which I think is a behavior that would make it more predictable to cars to be on the lookout for bikes.</p>	I would like a better safe corridor from upper state street to the main downtown area of state street. And also upper state street to the opposite side of the freeway to link up with the Modoc bike paths.
274	Stop changing State Street it looks different every time I visit (8x per year). Stop allowing ebike gangs of kids loitering on State.	As a part time resident I think it's pretty safe for how many bikes/scooter and skateboards are used.	
275	Restrict people under the age of 16 from riding ebikes can require a safety course similar to getting a drivers license for those over the age of 16 who wished to use a ebike.		
276	Less parked vehicles and camper vans. More car free roads. Ban camper vans parked on streets and sidewalks.	More car free roads. Have drivers look both ways when stopped in a crosswalk.	Waterfront, bike paths, dedicated bike lanes. State street

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277	Treat e-bikes like the motor vehicles that they are.	Enforce current laws and make them stricter over time.	State Street; Las Positas from Modoc to Cliff; Cliff from Las Positas to Shoreline; Shoreline from Cliff to Stearn's Wharf; De la Vina from State to Constance; Bath from Haley to Mission
278	Needing a permit, safety course, age restrictions, helmet laws and ticketing for violators.	Teach everyone to be aware of others and not expect everyone to stop for you or yield for you. Teach right of way in road circumstance.	N/A
279			
280	How are you gonna make them not fly down state or sidewalks? It's mostly kids but adults do too. You don't have monitoring or enforcement so why would they suddenly be aware of their surroundings? Mom with kids & anyone with dogs don't want to walk down state anymore. Those are people who spend money. You spent millions to allow those passing through to scare away revenue. I hardly ever see ppl take Sola instead of Micheltorena.	See above. And hope for less entitled idiots, but alas that time has long passed. Do kids have to get a license (learn traffic laws) to ride e bikes that are as fast as mopeds, of which you have to have? The kids do not stop at stop signs, who knows how they'll be behind the wheel of a car.	I live downtown, use bike paths.
281	E-bikers understanding the law too		No
282	Ticket these kids who don't wear their helmets and then ticket their parents in addition	Bike lanes, more vertical car parks, better curb visibility	Most of the entirely off road or separated bike lanes
283	More protected bike lanes.	More fully protected bike lanes and bike boulevards. Continued implementation of the planned improvements for the lower Westside and elsewhere.	Gillespie Street bikeway, State Street (promenade portion), Modoc bikeway.
284	Separate bike lines with barriers	More 'no right on red' intersections, particularly those with frequent pedestrian use.	Love the shoreline bike paths
285	More protected bike lanes. It would be easier to not use state st if I felt safer on Anacapa and Chapala. Also sometimes great bike lanes deliver you into nightmare traffic scenarios, like Castillo's nice bike lane ending in nothing and a required lane change under 101.	If state st is for e-bikes, then the bike lane pretty much needs to be marked like a road, so pedestrians know to stay out of it.	I bike from downtown to UCSB and Modoc, Las Positas to the Obern trail are great. I wish the hill after the underpass on mission had a continued protected bike lane to the stop sign - not sure how I am supposed to get across the street to the new one that was put in along the sidewalk. I have wanted to bike from UCSB to Goleta Valley High, and I can't figure out how to deal with getting on Fairview after the free way
286	Enforcing the laws	Enforce the laws	Roads having dedicated bike lanes

City Traffic Safety Survey Free Responses

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287			I used to ride a lot. I can't say that any routes worked well for me once I got off the separated bike route.
288			
289			
290	<p>The recently added regulations and enforcement are more than enough in my opinion.</p> <p>I live near State St and I feel the complaining on this issue far exceeds the actual negative impact of e-bikes. The number one way to keep pedestrians and bikers safe continues to be separating them from automobiles wherever possible.</p>	More stop signs on the one-way streets downtown. Anacapa/Chapala/De La Vina are all de facto 40 mph streets right now.	The dedicated paths along Modoc and Las Positas are great and I would love something similar on the east side.
291	I find that both bicycles and e-bikes often do not stop at an intersection that has Stop signs - they cruise right thru the intersection, don't stop, and it may not be their turn. Perhaps an e-bike license is needed.		n/a
292	State street is a warzone with the speed of e bikes.	Please reopen state street to vehicles or at the very least clean it so it doesnt smell like piss everywhere.	
293	I would prefer if both the e bikes and normal bicycles had dedicated bike lanes separated from cars	I think we need significantly more traffic enforcement for moving violation, such as disregarding stop signs, failing to yield to pedestrians, unsafe lane changes, and aggressive driving on the east side specifically	
294	Actual age limit for e-bike users, just like a vehicle. The speed those bikes can go is dangerous and often children are steering them, recklessly. They don't have the wherewithal to understand they could really hurt someone. They also don't stop for pedestrians and nearly run into people walking, without any care for the impact it has, including frightening someone, let alone actually hitting and hurting a person. I'd like to see law enforcement really crack down on this.	Reduce parking on street corners where this is a lot of oncoming traffic and limits visibility and room to share the road. For example, there is a truck that always parks at the corner of De La Vina and Victoria streets because it is associated with the marble business right there, but it isn't in a legal spot and it makes it narrow to share with people driving on the other side of the road!	
295	Designated areas or lanes for riders away from pedestrians.		N/A

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296	Maybe a license or age limit should be enforced, as many are teenagers. I also think a lot of adult cyclists end up not following rules and take up alot of space on streets, slowing down traffic.	Because Santa Barbara is such a cycling heavy city, maybe more bike lanes and paths could be added. One of the things I am most frustrated by when driving is cyclists and e-bikers who cycle in the middle of the road. Every time I drive I am forced to swerve a bit into the next lane because a cyclist is taking up too much of the road without caring about any of the cars around them. This could be dangerous.	I do not ride a bike.
297	E-bikes are not bicycles. They are mopeds and/or full out motor scooters and should be treated as such. Enforce the laws!	Cameras. I know not a popular idea but it needs to happen. Traffic enforcement should not be a cat and mouse game.	
298	I feel safe in a vehicle while E-bikes are present. I worry about e-bikes when I am a pedestrian and walk with heightened awareness when they are in my vicinity. I will always treat e-bikes like a motorized vehicle, because they are. Even if they are regulated like other motorized vehicles, it will not change their potential to harm pedestrians.	I think we have addressed nearly all of the engineering controls that can help increase safety. The biggest issues I see are operating a vehicle while distracted and a general disregard for traffic devices.	
299	e-bikes need a stronger regulatory classification into "bicycles" and "e-motorcycles" based on speed capabilities, which would also privilege where they can ride and required behavior (eg. turn and brake indication). bike infrastructure might benefit from speed limits typical of bikes, regardless of whether it is a mechanical or e-bike. this could be regulated by law enforcement; but it could also be controlled through design by using chicane gates or similar control devices on multiuse paths, which require cyclists to slow speed at intersections and other higher-risk locations	More protected bike lanes, street narrowing, indicator signs. Everything the City currently has been doing in recent years! The current challenge seems to be wrangling the youth ebike movement.	State street corridor is exceptional for commuting from uptown to the waterfront. Facilities like this are often featured in high-design cities like Paris, Copenhagen, or New York. To have this in a small-scale city like Santa Barbara is huge! Personally, I use this corridor 5-days-per-week. Having a dedicated, car-free pathway to key city destinations and commercial areas like this lowers the barrier to choose cycling over vehicle travel, and makes it easy to participate in community events, whereby the alternative of driving/parking would be a deterrent.
300	Enforcement for both bikers and drivers.	Keep State Street closed to cars! I would love to bike everywhere, but I don't feel comfortable when near cars.	I only ride on State Street because I don't feel safe on other streets. If I have to ride somewhere else, I use the sidewalk.

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301	increase enforcement of helmet rules, number of people on a bike and citations for not following traffic rules. e-bike users should have to take a test and be certified to use them properly and mind others on the roads.	an awareness campaign targeting a safe sharing of roads. flags on state street and an annual safety day that make this issue top of mind for the public	the use of bikes on state street should not discourage pedestrian use of state st and should be separated from cars and pedestrians. Bikes and cars should be limited to side streets in this situation. Bikes do not seem to use state st for retail stores.
302	All e-bikes should have headlights, brake lights, turn cycles, and rearview mirrors.	More painted bike markings to share the roads and at intersections to inform vehicle drivers to share the road with cyclists.	State Street, Cota Street, De La Vina, Bath Street, Castillo Street, Sola Street.
303	Some E-bike users need to be educated about traffic laws	when riding a bike, many people open their car door without looking. Many times I had to swerve onto the road.	State Street, Castillo, Cabrillo Class 1 path, Las Positas/Modoc, De la vina
304	Licensing E-bikers after they have passed a written test. Requiring under-18 to wear a helmet. No exceptions.	I'm an older driver who travels the speed limit, however I find that the bulb-outs and traffic diverters are simply additional obstacles that I need to navigate. Further, not having State Street open to traffic makes movement around the 0-200 blocks both the East and West very difficult, especially when considering one-way streets.	n/a
305	Required passing of written test of traffic rules and laws. Minors must wear protective head gear.	I'm an older driver who travels the speed limit, however I find that the bulb-outs and traffic diverters are simply additional obstacles that I need to navigate. Further, not having State Street open to traffic makes movement around the 0-200 blocks both the East and West very difficult, especially when considering one-way streets.	
306	Making e-bike owners having to register their bikes and receive a license plate. If they are minors, their parents are responsible for any accidents or not following the traffic laws. Bike paths should not be on the street but instead elevated like the sidewalks (see examples in e.g. Germany) on bigger main streets like Milpas or State Street.	Removing the bulge outs and islands in the middle of intersections (e.g. on Las Positas at Stanley) and replacing them with more Stop signs to slow down traffic and prevent speeding.	If I would ride my bike, I would share the pedestrian sidewalk with others to feel safe.

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307	Class I and Class IV protected bike lanes that separate cars from cyclists. The upcoming Modoc Road extension north of Las Palmas Dr. is an excellent example of this! Couldn't be more excited.	1. Adding protection for bikes travelling on Modoc between Mission and Las Positas to address a dangerous stretch connecting the west side to existing bike infrastructure. 2. Converting Class 2 bikeways on state street north of victoria to class 4 3. Consider moving class 2 bike lanes on the other side of parked cars (so, from left to right = traffic -> parked cars -> bike lane -> sidewalk)	Modoc/Las Positas Bike Path, 500-1200 blocks of State Street, UCSB facilities, Los Carneros, Chapala north of Arrellaga
308	License e-bikes like motorcycles and mob pads so that we can report bad drivers, using fees to add police to protecting pedestrians and other bicycles that follow the rules just like vehicles.	License e-bikes, use fees to promote safely and enforcement of motor vehicles laws.	Don't use a bicycle.
309	Having kids/everyone wear helmets. Fined for unsafe behavior. Bike safety courses for teens.		Painted bike streets
310	Arrest or severely fine violators &/ or their parents ! It's outa hand & many youngsters are SO disrespectful when asking them to walk their e-bikes in posted places where they're suppose to ...	Gotta somehow enforce traffic rules for unsafe e-bikers, especially in the downtown State St corridor! Or even start w/ the bloody mall!!	All city bike lanes are super!!
311	Incorporating education requirements as part of a bike registration process.	Increased enforcement.	Canon Perdido from Milpas to State; Lower State Street (closed); Cabrillo bike path; Upper State with bike lane.
312	Enforce the laws that apply to E-Bikes!	Control the E-Bikes!!	
313	In my experience living in SB over the years bicyclists have shown serious disregard for their own safety. I've seen them cross intersections without stopping or looking, riding on sidewalks, or riding on the road even where there are marked bike lanes, etc. The kids on e-bikes are even worse		N/A
314	Require riders to be at least 16 years old and ban them on the closed portion of state street.	Please do not remove parking lots or street parking downtown.	

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315	Have PD monitor and issue tickets to speeding bicyclists in areas frequently used by e-bike riders. Provide separate, protected lanes for bicyclists. Lobby/coordinate with the state to require e-bike riders without driver's licenses to take classes and get certified before operating a throttle e-bike.	Add signage for road closures well before the block on which work is being done. Visit schools to provide education on operating e-bikes safely.	State Street south of 2900
316	Implementing requirements for e-bikes for example age restrictions.		State Street and new bike paths
317	Licensing any e-biker for a bike that goes over 25mph on throttle only. Mandatory class, test, helmet, and reflectors. Age restrictions. Impounding of bike for violators.	100% stop at stop signs. The CA roll drives me crazy. Seems rampant in Montecito.	
318	Safe and separated dedicated bike lanes. Design a network that is consistent, predictable, and separated. There are a number of locations where bikes are routed on the sidewalk for short stretches to share with pedestrians (mission street, in front of the high school), which makes it worse for both users and encourages sidewalk bike riding when it feels like a sidewalk. There also seems to be a growing trend where five blocks of the same street has five different transportation layouts (see: castillo st undercrossing project) which only makes the paradigm more confusing for all users.	Provide dedicated, separated, consistent, and predictable facilities. Do enforcement on people and delivery drivers double parking in the bike lanes. Encourage and celebrate that the kids are riding e-bikes, which helps the City's climate goals, but do some education and training in the schools.	State street is about the only place I truly feel safe riding a bike in Santa Barbara. The contra flow connector on castillo to go over micheltorena is also nice, but the sola situation could be better timed, would benefit from a light at bath, and regularly confuses drivers on de la vina.
319	I hope the new enforcements are making a difference	Since consistent enforcement is not available at all locations at all times to teach through example/punishment, could community communications on driving/biking rules and how-to's be shared via social media or other avenues? I've seen other communities do it with drawings (from DMV book) or catchy slogans to show/tell how to drive/ride.	
320			
321	Restricting e-bikes on sidewalks, some sort of e-bike registration/safety class in order to ride through areas with high pedestrian use and high vehicle traffic	No specific suggestions, just supportive of more traffic calming measures; streets like Bath and Chapala feel the safest as a driver interacting with cyclist and as the occasional cyclist interacting with drivers.	Coming and going from Goleta, this is the general route I feel comfortable on: Obern Trail to Modoc Road to Mission to Bath/State to Cabrillo

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322	Bike lanes separated from cars & pedestrians. Ticketing/impounding illegal bikes. Mandatory bike safety rules of the road classes for students & parents.	Move Farmers Market off of State (De La Guerra Plaza?). State Street is an important safe route to bike and walk. Riding on Anacapa or Chapala is challenging and unsafe. Extend protected bike lanes on State Street.	Downtown, Funk zone, near the beaches. State, Bath, Castillo, Modoc, Carrillo, Milpas, Anapamu.
323	<p>It's unfortunate that there is not better regulation of ebike design and what "ebikes" people are able to buy here in the U.S. That means there's many ebikes already on the road that go way above the speed that ebikes legally are supposed to go.</p> <p>I would love to see an effort to get better information into the hands of customers -- and especially parents -- about ebike speeds and risks. Some bikes are being sold as "ebikes" that are literally electric motorbikes. Better education would be helpful here.</p> <p>I would prefer not to see police specifically target ebike riders, necessarily -- not when I routinely see unsafe driving from drivers speeding, making unsafe turns, and generally just not paying attention. To me, this is a far greater priority.</p> <p>I do think better traffic enforcement</p>	<p>The area above the Mission near the Natural History museum is a cluster -- I wish that zone was safer. Same for Milpas Street. The one-way streets -- Anacapa, Santa Barbara, Chapala -- downtown with parked cars and traffic speeds feel hell sketch.</p> <p>I know there's plans to redesign Cliff Drive -- I am excited to see that happen. Cliff especially between the Mesa and Arroyo Burro beach is scary af on a bike. I see families on ebikes trying to get to the beach, and rightly, many of them ride the sidewalk. Drivers go freeway speeds on that street and it sucks.</p> <p>I would love to see the eventual State Street bike access designed to control speeds better. Right now, it's a straight shot and it's easy even with good intentions to go too fast. A more meandering design -- with islands, trees, whatever! -- would help a lot. I love what Leucadia did with the PCH through their city -- it has amazing slow streets design</p>	<p>I love the way upper Anacapa street was restriped to be a single traffic lane with buffers on either side. That is super sick design. I'd love to see it extended further into downtown.</p> <p>The protected bike lane on Cota is awesome -- use that all the time. Same for the bike lanes on Bath and Castillo streets. I use the new set-up on Sola regularly, and it's great.</p> <p>I love car-free state street. It's amazing -- as a pedestrian and bike rider -- and also for the community vibe it creates. I ride and walk there all the time. The new mini-shuttle thingy looks awesome and fits the street well in terms of size and speed.</p> <p>I really love the new design for the freeway underpass on State. It's much safer and I see far more pedestrians using the sidewalk, too.</p>
324		more seperated bike lanes. Just use the cheap plastic bollards like on Micheltorena Bridge. We don't need \$mil dollar solutions (just yet)	
325	E-bike users should have to get licenses like drivers (those things go fast!) and should wear helmets. I also think we need more bike lanes for them to bike on.		We love the bike paths in Holeta and by East Beach, wish there were more bike routes that are kids-friendly on the streets.
326	I feel safe	no	
327	Licenses for ALL e-bike riders		
328	Strong regulation and enforcement		
329			
330	No e-bikes on State Street. Enforce bike lanes. For example, too often people are biking down De La Vina despite there being no bike lane.		

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331	Increased enforcement of rules on E bikes. Actual meaningful education and on the ground outreach by bike advocates to attempt to educate E bike riders.	Regulate E bikes.	
332	Crack down on e-bikes not following the law.	Remove crosswalks that don't have a stop sign. People step out in front of cars without stopping or looking.	I used less trafficked roads.
333	We need comprehensive regulations for e-bikers. E-bikers should be licensed just like motocyclists.	See e-bike notes above. Lower speed limits on hi-traffic city streets, e.g. De la Vina (full length), Anacapa (full length).	
334	Separated bike lanes.	Bike path along Modoc should have different right of way for cyclists.	Obern trail. Las Positas trail.
335	Setting a speed for e-bikes. I love my pedal assist e-bike and ride it very courteously, but those on throttle e-bikes go way too fast. I also don't think the throttle e-bikes should be allowed on the bike path along Cabrillo. Only pedal assist.	Ticket the throttle e-bike riders who are speeding or are underage and not wearing a helmet.	Wherever there is a bike lane.
336	More police presence on State Street ticketing electric dirt bikes. We see the same individuals almost every time we ride our bikes with our children on State Street.	Cyclist should also be ticketed for not riding and designated bike lanes. De La Vina Street is one of the worst.	We ride all the posted, bike routes in the bike lanes
337	require a license and training and require helmets. Also, more dedicated bike lanes. Also, an age limit on using an electric bike	enforcement of existing laws re speeding and unsafe driving	protected bike lanes
338	Licensing		
339	More bike lanes! Also requiring helmets. Also kids with e-bikes should have to know the basic rules of the road like drivers do, since they're expected to behave more like vehicles than pedestrians.	Less bulbouts. More consistent bike lanes and sidewalks.	I take State and De La Vina often. I would like to take Chapala more, but there are some dangerous sections. As long as there is a complete bike lane along a road going in the direction I need, I am happy to go a block or two over. Some roads have very inconsistent lanes, that appear and disappear as you go.
340	Treat e-bikes as motor vehicles and apply the same rules.	Treat e-bikes as motor vehicles and apply the same rules.	
341	If e-bike collisions are on the rise it is because there are more and more e-bikes. Car drivers should not be expected to pick up the blame here. We all know that e-bikers are usually driving irresponsibly. E-bikes should be held to the same standards as motorcycles: night lights, traffic safety etc.	Enforce the laws more! Duh...	I road bike every week, and occasionally commute to work on another bike. I take streets with bike lanes. To be a cyclist and drive De La Vina or Santa Barbara, for example, while State and Bath have designated lanes and are nearby, is irresponsible.

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342	Most of the problems are kids. They go through stop signs and disregard the rules of the road.		The bike paths
343	Ensure that ebike riders are licensed and have to stay at the same speed as human powered bikes. My worry is that they speed and yet act erratically, so you can't plan around them while driving. I also am very concerned about children riding ebikes dangerously, and having traumatic brain injuries.	More patrol and ticketing for DUIs, speeding, and distracted driving. Additionally, greater patrolling of the State Street promenade to ensure bikes are significantly slower. Finally, prohibition of e-bikes on the State Street promenade.	
344	E-bikes that are using shared pathways need to be limited in speed, perhaps the pedal assist variety. Consider requiring a training for teen and younger riders.		We like those with bike lanes
345		Most of my concerns would be related to older developed areas, as areas are redeveloped, they seem to be improved as new standards come into play	NA
346	Enforcement of existing laws regarding e-bike usage and speed. E-bike speed/safety checkpoints, kind of like DUI checkpoints.	Better parking enforcement.	Main roads that have well defined bike lanes.
347	They should be ticketed like a scooter for not following the traffic rules. Use of cameras should be used to enforce bad behavior on major roades and bike lanes like Modoc, Las Positas, State street, etc		
348	E bike speed limits. Dedicated bike lanes.	making sure every intersection has a stop sign or traffic light. better ground marking and signage around which lanes go where (looking at you garden street underpass)	n/a
349	enforcement of traffic laws pertaining to operating an ebike. A lot of the riders are teens under 16 who do not understand the rules of the road and therefore behave recklessly.	Put stop sign at the corner of Olive and East de la Guerra, as well as at Salsipuedes and East de la Guerra. People drive WAY to fast on DLG street	
350		More roundabouts. Those slow traffic but still keep it moving and you far less tbone type accidents from drivers running red lights or stop signs. So roundabouts are much safer.	1. Bike trails/paths. 2. Bike lanes.
351	Aggressively ticketing e-bike users for not following safety laws. It is so frustrating that bikes know they will not have any consequences when they do not follow the law.		n/a

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352	Enforcing illegal ebikes. Creating separated bike lanes. Education on bike rules.	More separated bike lanes that are maintained.	Love the West side to downtown connection.
353	I think E-bike users should have to be licensed, and helmets should be obligatory. Should be limited to people over 16. The bikes go fast and often I see people looking at their phones while driving or driving with no hands no the handlebars, no helmets, bare feet, etc-- going 20 mph and not using the care needed at that speed.	More enforcement of speeding laws, especially on downtown one-way streets outside of central business district. Many times I see e-bikes (and pedal bikes) not stopping at stop signs; some enforcement around that could maybe make a difference.	I don't ride an e-bike.
354	Get kids off e-bikes. It is ridiculous the way they ride them. Totally out of control. I do not want to hit a kid for the kid's sake and for my own sake. It's a huge accident waiting to happen. I do not ride a bike because that feels so unsafe. The kids have no fear and are very unsafe, often times not even wearing a helmet.	Get kids off e-bikes. Although there are other issues, this one is so obvious.	I would only ride on a bike path where there are no cars so I am not able to ride a bike.
355	Kids not trained to know traffic rules, Kids should need to be licensed and trained at school.	It is important to let pedestrians know that they need to walk either beside bike lanes on State Street. or to use the sidewalks! Wandering (on foot) in and out of bike lanes without looking, and not being aware of other options, is not safe for anyone.	State st.. COTA and ORTEGA streets work extremely well for me.
356	Enforcing the traffic laws for ebike riders would help. It seems that there are no consequences for those few who ignore the traffic laws.	The timed lights on 1 way streets is excellent. It reinforces not speeding and is predictable for drivers and pedestrians alike. Maybe there is a way to expand this concept.	State street, east cota, figueroa, Ortega (east side of state), cabrillo, bath, castillo, all the locking stations.
357	Require insurance, training, helmets, and license.		I use BCycle and use roads with designated bike lanes and paths.
358	Age limit on e bike riders or a special state license.	More lighting on San Andres St (westside of town)	NA
359	Require licenses and minimum age requirements and safety equipment (helmets) and ticket all violations and impound/confiscate unlawful e bikes and those driven by violators.	See above. Stop catering to bicycle coalition and social engineering Nanny State weirdos. Get real. Cease trying to remake Santa Barbara into your own twisted fantasy utopia.	STOP trying to force people onto bikes. STOP catering to the minuscule minority of cyclists and growing horde of illegal e bikes. STOP your pathetic efforts at social engineering. Streets are for motor vehicles and parking. Stick your bollards and ridiculous street re-engineering where the Sun don't shine. Restore Sola Street to full two way.

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Do you have suggestions for improving traffic safety in the City?

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

360	E-bike speed limits that are slower than traffic	Reduce speed of streets to 25mph anywhere there are homes and enforce the speed limit.	
361	I would like to see some sort of penalty for texting while riding or also not wearing a helmet while riding. I think it's fair to ask that just as car drivers are expected to pass a driver's test, e-bike riders should be asked to take an e-bike rider's test. This could then allow for licenses to be suspended after certain infractions with bikes subject to impound, etc. if it gets out of hand. I don't know that separated bike lanes would be the solution though. E-bikes go much faster than regular bikes, but they are at a clear disadvantage versus a car. I think if we taught the youth how to safely ride in the road, or to do things like pass a slower bicycle in the bike lane, we would also be safer. I think it goes both ways. Drivers need to change their attitude towards kids on e-bikes too and give them room when passing.		cabrillo blvd. bike path is amazing. I like that it's bi-directional because when on an e-bike, you can pass slower cyclists my crossing over to the next lane. I wish pedestrians wouldn't be on it though. I also use the bike path from there to the lower west side but it ends on Coronel Pl.
362	Enforcement of laws for both e-bikers and drivers.	More PD out on streets enforcing the laws, particularly around the State Street Promenade. I was out there yesterday and there were multiple kids on their e-bikes riding on the sidewalk rather than walking their bikes on the street in the dedicated bike lane.	I purchased an e-bike and dumped it the second time commuting to work on a street with no bike lane due to panicking when a truck got too close. I was scared biking on the street to begin with but am now terrified.
363	E Bike riders need to be licensed just like a motor vehicle. They are just Mopeds or little motorcycles that are allowed in bike lanes and bike paths. Lets teach those riding E bikes the rules of the road.		
364	Many e-bikes are essentially motorcycles. I was behind a youth on an e-bike for over a mile and he never pedaled once, though he was going 25 mph. These types of bikes should not be in the bike lanes, and should require a special license just as motorcycles do.	Put up signs all along Micheltorena between the 101 and State Street to tell cyclists to NOT ride on Micheltorena, but to go one street over to Sola. Too many people are risking their safety and the safety of others by riding on Micheltorena, particularly during busy times.	Sola St.
365	No one under 16. Enforce helmet laws	Reign in ebikes	

City Traffic Safety Survey Free Responses

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366	Consequences for riders who disobey traffic laws.	I see people staring at their phones while driving all the time. That behavior should be caught and punished.	Bike lanes and low traffic streets. The bike lock ups are nice, but my bike was stolen from one anyway.
367	If they were enforced to follow the traffic laws, like everyone else.	Increase citation for stopping a vehicle in "no parking" or obstructing traffic, for bicyclists who disregard stop lights and signs.	
368	I think the e-bikes speed and not following the traffic rules are the big causes for the incidents. They should behave as if they were on a regular bike, not a motorcycle/car. I think the enforcement so far has helped, but there's still more to be done. I do think more "no parking" streets or only allowing parking with permits would help too.	Yes, there needs to be more stop signs along E Canon Perdido and E De La Guerra by the high school and junior high. I have witnessed multiple occasions where cars are driving the speed limit and they are getting passed by other vehicles. Cars go upwards of 45mph on those streets. There are also no permits so there is excessive cars that are parked on the streets blocking views and oversized vehicles sticking out into the bike lanes.	Designated bike lanes work the best.
369	more bike lanes, slower speed limits,	more bike lanes	the one way roads- Anacapa and Santa Barbara Street, State Street, back roads
370	Physically separate e-bikes and all bikes from cars—this means putting in class 1 bike lanes. Priority bike lanes should be on streets that are commonly used by bikes and there should be enough of them to get across town, go to Goleta.	Just separate e-bikes and all bikes from cars	lanes that are separated cars like the new one on Las Positas leading to Hendry's beach, the one along Modoc.
371	What are the rules for ebike riders? Are there speed limits? They seem to break rules like not stopping at stop signs, riding in tandem, cutting across lanes, making abrupt and erratic turns etc much more than cyclists. Anticipating their speed and actions is hard to predict and dangerous for drivers. Lack of training (for ebike and drivers) and enforcement are key elements.	More education on sharing the road.	
372			

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373	There needs to be more enforcement for all e-bike riders, especially for under age e-bike riders as they are the ones I see the most, doing things that appear to be illegal and dangerous. They are also the ones that are not able to drive vehicles yet and do not yet know the rules of the road.	Enforcement is probably the key. But enforcement when it pertains to dangerous habits. Enforcements to obtain a quota probably won't help improve traffic safety	Routes with designated bicycle lanes work best for me.
374	hate them	more 4 way stops	
375	My greatest concern is not with Ebikes, it is with the aggressive and often hostile behavior of drivers towards all cyclists. But to answer your question, better regulation of the younger ebike riders. There are some that are taking too many risks. Either increasing the age limit for ebikes or requiring a license or permit if under 18.	Keep up the good work of bike safety projects. I know there has been more and more resistance to new bike lane projects but they are critical to making bike riding more safe.	Shoreline/Cabrillo, Castillo, Lower State up to Constance, Micheltorena/Sola, Las Positas/Modoc bike paths
376	Ticket e-bike riders for speeding and not wearing helmet.		
377	Perhaps e-bike riders should be required to pass a test and get a license, same as car drivers.	Anacapa Street and Chapala Street should have class I bike lanes, and bicyclists should not be allowed to ride their bikes on the State Street pedestrian promenade. Bulb-outs are dangerous for bicyclists, because they force us out into the car traffic lanes. Milpas is still dangerous for bicyclists.	The Cabrillo beachway The De la Vina / Bath Streets bike lanes
378	Training required for e-bike riders under 18.	Require better training and testing for drivers. Not just emphasizing safety, but also techniques to reduce traffic and accidents. I have been lucky to avoid several accidents primarily because I am continuously aware of my surroundings while driving and understand how to reduce issues. I think many drivers are not aware of how they are negatively affecting others (or they are just inconsiderate).	Castillo and sola street improvements are great. Also, new bike trails on las positas and modoc are very helpful and much safer
379	More dedicated bike lanes. In addition, the dedicated bike lanes start and stop making it extremely dangerous. Also, delivery vehicles stopping in dedicated bike lanes and is very dangerous:	More dedicated bike lanes!! Enforcing parking rules, so you can see properly when turning/crossing, especially onto one way streets. People always pull into private driveways to turn around.	Cabrillo Street bike lanes, but not the path on Cabrillo beach. I like Las Positas and Modoc dedicated bike path. We also use the bike path heading down to Carp. Too bad it's not dedicated all the way.

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380	Post a speed limit of 15-20mph on bike paths and enforce. Only class 1 & 2 e-bikes. Electric motorcycles should NOT be allowed on the bike path. DMV has rules on the books. I use the bike path with my pedal assist bike and am blown away at how the city has lost site of common sense, enforcement in lieu of a suggestion will speak volumes. Also keep food carts off the bike path and encourage the pedestrians to use the sidewalks in lieu of the bike path. Great example here locally that works great is the '3' lane path between butterfly and fairway rd, 2 directional bike lane and one lane for runners and walkers...fantastic!	Absolutely ! Coordinate the street work one detour does not lead to another. Coordinate computerize the traffic lights for better flow! Take into consideration the busier times...That will also improve gas emissions and our gas milage....Milpas is a joke as is Garden by the freeway and the lights for the on ramps at Carrillo and at Mission...too much stop and go and not enough time to get through the light. Las Positas at earl warren Showgrounds needs a light that is triggered when people are exiting or crossing the streets	I feel safest using the bike paths along the beach and up state street...
381	They need to follow the rules of the road just like drivers. Teens and children on ebikes speeding through roads without concern for other people, bikes, cars, etc. are a big problem. I think it's important for kids and teens to be outside and getting fresh air, I also don't want to remove their ability to get places safely on their own- BUT I think maybe a course on bike safety being strongly encouraged may help. These teens and children with bikes are basically going as fast as a scooter and have no drivers license.	No suggestions off the top of my head	I do not feel safe to ride my bike anymore
382			
383	They are not bicycles, they are motorcycles and should be treated as such. You should have to have a drivers license to ride an E bike. The cityshould not turn a blind eye to bicycle violators just because they do not want to discourage bike riding. That is stupid and dangerous. The police need to enforce traffic laws on bike riders.	Hire more police and get them to enforce traffic laws.	
384	Requiring a helmet for e-bike users Requiring 14 years old and licensing for e-bike users	More police monitoring speed on cliff drive and las positas. Please don't cut down trees and install more bike lanes, that's ruining our city	NA

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385	Control the e-bikes! They go to fast! Don't obey the traffic signals! They intimidate pedestrians. It's the young kids the most! We need to take away their bikes if they can't handle them.	Yes ticket drivers who don't at stop signs! Control the e-bike!!! Stop illegal food vendors blocking the sidewalks!	Bike lanes
386	Police need to ticket riders with helmets unstrapped. Police need to ticket this behavior and the fine needs to be \$150 or more to correct issue.	Again more bike paths. More tickets for helmets that are not buckled up. Those kids will get injured it is worse than not wearing a helmet at all.	We have done great strides in SB to out more bike paths in place. We need to finish the job. Remove two lane one ways and out in more bike paths. Ensure there are clean paths to and from cities and large locations and schools. And downtown.
387	I see e-bike riders as disregarding traffic signs and lights every day like they own the road. They speed carelessly and often ride wherever they like and disregard vehicles like they can blame us if there's a problem.	Require a speed limiting device on the bikes. Limit the number of riders per bike.	
388	If a child is under a certain age, say 15 years old, they should take a mandatory riding safety course before they are able to ride in public.		
389	More enforcement of the existing laws	Bring cars back to State Street and get rid of the unsafe bike and scooter riders	
390	E-bike riders should be educated and licensed, just like drivers		
391	NO one under 25 should be able to ride an e-bike! Teenagers, NEVER! Their brains have not developed yet. They are inconsiderate and a danger to everyone around them.	ENFORCE traffic laws on State st. Please keep an eye on open store lots. This where the Teen riders gather and pop wheelies and race.	
392	I believe that e-bike riders should have a valid drivers license or a special issue license so they have studied and passed a rules of the road test.	Better cross town bike lanes	the bike lane from the Mesa to and along the beach are safe and well maintained. the new bike path along las positas to la lumber is excellent. State, Bath and Castillo Streets all good safe paths of travel. Getting across town is much more difficult.
393	Requiring a driver's license or driver's ed for e-bikes with throttles; most of the reckless riding I see is among youth who do not know the rules of the road Better enforcement/ticketing for all reckless driving, whether it is cars or e-bikes	More 4-way stops Narrower streets and speed bumps to slow people down More dedicated bike lanes that are uninterrupted Traffic light at Cabrillo and Anacapa More ticketing for reckless driving	Alisos St Cota St State St Canon Perdido Bath & Castillo Sts Cabrillo, but only the side with the bike lane Haley St is not safe — people drive very fast

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394	They need to have traffic laws enforced re them	Do something about the corner of Garden and Pedregosa! Two accidents in the last 5 days. It's so common. No one stops coming down the hill from the Riviera!	
395	Regulate throttle bikes as motorcycles—THEY ARE NOT BICYCLES! They often weigh 80-100 lbs or more and go 40+ mph. Often ridden by kids who are using smartphones while riding, Also, need to educate EVERYONE. Pedestrians walk directly on bike lanes, drivers don't watch for cyclists or pedestrians, and bad cyclists. All need to follow the law and be courteous to others. Police should be on State Street occasionally to enforce the laws for all.	Get everyone to follow the law!	I will ride over 5,000 miles this year from our home in San Roque area. Often Las Positas to Cliff, Shoreline, Cabrillo, Montecito, Carp. Often to Goleta Beach, Isla Vista, Sandpiper, Most routes seem ok—ride defensively.
396	Ticketing e-bike users for unsafe riding, more wider bike lanes		
397	Better enforcement of traffic laws for bikes. They need to be treated like a motor vehicle. People are riding against traffic and coming off sidewalks and into traffic unexpectedly. More bike lanes. The bike/pedestrian path on Cabrillo should be expanded to have a path solely for pedestrians and one solely for bikes (Long Beach has this it is much safer) and ideally they should be separated so they cannot spill over into each other.		Bike path from Hope Ranch to UCSB
398	I am an e-bike and standard bike rider. I use State Street often for my commute. I think State Street is a little crazy sometimes. Some riders are not obeying traffic signals. There are some riders that are going extremely fast uphill. I have also been downtown at night and seen what is really a mini-motorcycle zipping around Paseo Nuevo and on State St. If you want to control the speed or the behavior then you are going to have to have enforcement.	State St between Hope and Alamar is the worst stretch for bicycles. There are sections where there are no bike lanes.	I usually take the Foothill Route to Puesta Del Sol to Garden. Or State to Alamar from downtown. I avoid State Street beyond Alamar if at all possible.

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399	E-bike education should be offered and required to riders who don't have a driver's license	Reduce the speed limit and no more right turn on red light	Multi-use and separated bike lanes
400	reduce the shared road concept and provide e-bike lanes of their own; otherwise e-bike riders have little concern for following safety rules and their in-attention is concerning	remove the parklets on State street to provide alternative routing for cars	N/A
401			
402	Irresponsible E-bike riders should be given tickets by the police, the same as drivers who do not obey the law.	More police presence and issuance of tickets to those who disobey the laws.	
403	More enforcement of e-motorcycles acting as bikes		Bike lanes
404	Having more patrols to encourage bikes to follow traffic laws.	Remove 'calming devices' and the new one-way streets that narrow & frustrate access for both the general public and public safety crews. The easier traffic flows and the more room traffic has, the easier life is for keeping people moving and less stressed and aggressive while driving.	
405	Designated bike lanes that do not share the space with parked cars. Perhaps making more streets one-way, and using the other 'lane' to put dedicated bike lanes each way on it	Make more streets like Alisos, to only bikes have the through-way. If this were available to cross town, that would be great. Maybe the road between the JHS and HS (de la Guerra)? Having more dedicated bike lanes so we can commute by bike. State street is so much better now, up to the Granada. Can this happen for more streets to allow us to bike without having cars cut us off or try to run us off the road?	State street, the Cabrillo bike path, Alisos St now that it's optimized for bikers.
406	Mandatory training classes for cyclists that emphasize the results of a collision at high speed. E bikes are more like motor vehicles than a bicycle.		
407	Not allowing them in pedestrian zones, ticketing them just like you would a car if they aren't following the law, and banning them from State Street because they drive just as fast as a car would on that street which is primarily pedestrian use only.	Vehicular-wise I think the City is relatively safe, but E-bikes are problematic because they toe the line of being a motorcycle and the riders certainly use them accordingly.	N/A

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408	<p>Require license for any bike that throttles. Except slower electric-assist.</p> <p>Enforce laws</p>	<p>Campaign to get people to chill out and not hurried and aggressive.</p> <p>Ticket aggressive drivers.</p> <p>Turn red lights back on at State & Victoria. This is a high traffic area with pedestrians bikes and cars that gets very chaotic sometimes. If there hasn't been an accident there, I promise you there will be. It's a very dangerous intersection.</p> <p>Add an additional lane to the offramp off 101 N upper state exit ramp so that cars taking a right on state have a dedicated lane. But add a lane don't just make the right lane a turn lane. Add a right turn lane. There is space to do it. Very easy fix.</p>	Most routes I take have some issues
409	Ebikes are MOTOcycles and need to be licensed as such. The problem is you have unlicensed riders driving a MOTORCYCLE that is not treated that way by law. The Laws are not updated to reflect reality these are not BIKES.	STATE ST IS A MESS AND A RIDICULOUS HAZARD AND NEEDS PEDESTRIAN MALL REMOVED TO ALLOW FOR CARS AND A BIKE LANE LIKE BEFORE. CURRENT CONFIGURATION IS SO WRONG AND UNINVITING. IT IS BEYOND ME HOW THIS CONFIGURATION IS CONSIDERED DESIRABLE BY CURRENT CITY COUNCIL.	I use streets with bike lanes or are very quiet.
410	E bikes in cycle lanes only, more rigid enforcement of speeding limits		
411	Ticket e-bikes where the individual is not pedaling and has a phone in one hand. You need two hands to bike safely.	Green painted bike lanes help notify drivers of bike presence. Quite a few bike lanes just come to an end with no safe route connecting to another "bike" street. If you don't want bikes on State Street, Anacapa and Chapala need to have dedicated, green, painted lanes added. It's unreasonable to go 3 to 4 blocks over to get to a bike safe street.	BCycle is great! More docks everywhere, neighborhoods so people can bike instead of drive to downtown! You do not need to worry about securing your bike. Love the cross town bike routes on Sola and Gillespie! Add a bike lane on Micheltorena to connect these two bike ways. Get out on your bike and see where the connections need to be added.
412	Require license and bike plates	Clamp down on ebikes	NA
413	More and consistent enforcement by SBPD of the existing traffic laws - not occasional based on a grant.	More and consistent enforcement by SBPD of ALL the existing traffic laws - not occasional based on a grant.	I try to take dedicated bike routes.

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414	Strict enforcement of laws when using city streets by walkers, bikers and automobile drivers	Fix traffic control on downtown State St. It's too dangerous mixing so many modes of transportation on downtown State St. it appears that the city government is waiting for pedestrians to get injured or killed before addressing this problem.	
415			My favorite path is the Cabrillo bike/walk path along the water as it is completely removed from the roadway. We also like the defined bike path from the pier up Lower State St as well as along the bird sanctuary pind.
416	The people driving the e bikes are the problem, not the cars. They speed and they don't fallow the laws. Same with a lot of the people riding bikes in general. But instead, you want to remove parking. So that you can build a ridiculous bike bath. Some of us rely on that parking, some of us are not rich and we don't own houses up in the hill. Some of us live on the low parts of Santa Barbara. We need those parking spaces. Stop catering to the cyclists and tge wealthy.	Make sure the roads are properly paved without potholes, and mark correctly to wear the cyclists are to be and where the pedestrians are to be and where the cars are supposed to be.	

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417	E-Bike riders need to take a course on bicycle safety and follow the rules of the road. Often they do not wear helmets, and are riding two or three to a bike. I am fearful to cross State St in the middle of the block as they come racing down the street often in gangs to three or more not paying attention to pedestrians. They are doing wheelies and other bike tricks taking up the road. I felt safer when cars were driving on State Street and prefer to have the road open to cars. It is not pedestrian friendly.	Yes! I live on the Riviera and APS has become a speeding ground for cars. I frequently walk from Arbolado to downtown via Jimeno. I have to cross APS around Middle School. There is no crossing anywhere on APS. Drivers frequently drive at 40 MPH even though the speed limit is 30. I am often tailgated when driving the speed limit. The parents in the morning dropping the kids off to Middle School are distracted and in a hurry. They often do not stop to let people cross the street, and workers are rushing to get to their construction jobs in large trucks. The new stop sign at Arbolado and APS is dangerous. Drivers going west are often unaware the street is divided and when you are at the stop sign you are a sitting duck. There should also be a stop sign for the drivers on APS heading west. It would be helpful if there was a sideway on the city side of APS from Loma Medio to Guiterrez. There are many walkers and drivers are speedig, going over the middle of the lane. Some one will get hurt.	I used to ride a bike for exercise. I would often take Foothill Road from the Riviera to Golets and back. It was enjoyable, but no longer feel safe with e-bike riders speeding in the bike lanes and not paying attention.
418	SIMPLE: OUT LAW EBIKE's. Start by removing the littered ebikes parked all over the city. no one is riding them anyway. Enforce the laws---I NEVER see traffic control POLICE OFFICERS anymore Any intentional act to ride with only one wheel on the road should result in confiscation of an ebike. I've witnessed ebikes doing wheelies on Cabrillo Blvd. and veering across the median toward oncoming traffic.	MORE ENFORCEMENT OF THE EXISTING LAWS. NO NEW LAWS NEEDED (except banning EBIKES) Start with the hundreds of "youth" that are terrorizing people all over Santa Barbara. See previous responses.	I am competitive cyclist. I ride on all streets in the area
419	Ebike speeds also need to be addressed on pedestrian walkways. The lack or structure around ebike usage on the East Beach bike path puts pedestrians, including children and dogs, in danger. Any speed limits on ebikes should also apply to traditional bikes. Sidewalks and walking paths aren't places for riding quickly.		I ride a road bike way from downtown, usually as soon as possible on my route. The traffic patterns and distracted drivers make riding near downtown dangerous. As we have more visitors come to Santa Barbara, better signage is also paramount. I see illegal left turns at State and Mason and into the train station by cars headed north on State almost daily.

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420	Keep e-bikes off state street. Reduce speed of e-bikes in general. Keep e-bikes off of sidewalks.		
421	Firstly, not allowing e-bikes on sidewalks and bike lanes and enforcing that law. I think educating e-bike riders also needs to be happening from a variety of sources (bike shops, schools, parents, community). Right now, e-bikes are like this in-between vehicle where you can travel like a motorcycle, but you don't need to take a motorcycle test and obtain a license.	Visibility at intersections and of traffic signs should remain on the City's radar.	Dedicated bike lane, whether that be a painted lane on the road or a protected bike lane or bike path.
422	Traffic calming and more bike only facilities		State is good until you get to upper State. I like riding in San Roque neighborhood. Cross town lanes are pretty good. Sola one is nice. Bath Street/Castillo Street bike lanes are good as well.
423	Create a speed limit in the Bike lanes and enforce it. A bike now can pass you on the right in the bike lane with speeds so fast its dangerous Drivers are not used to a bike in the bike lane not making that much distance before a driver makes a right turn. And they think they have the right of way. Maybe the new laws protect them but tonnage rules always win. Make a 15 yr old age limit and drivers education from DMV mandatory. No youth on ebikes after dark.	Give the roads back to the vehicles which they were always used for and if your gonna ride your bike be alert enough not to get run over. We lived through our childhood doing this. I ride motorcycles and our number one rule is keep your head on a swivel your invisible on the road. We have gave too much to the Lance Armstrong want to be's. These cyclist are rude and entitled with a strong influence in this city. They will hold up traffic on a busy weekend because they want to train or ride as a club. Stop this share a lane. they have bike lanes.	

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424	Cycling infrastructure: added separation and improvement of intersections, especially daylighting and pedestrian/cyclist prioritized crossings. Also many streets need the Speed Limit lowered. Speed cameras for enforcement. More digital speed readout displays.	MORE & BETTER INFRASTRUCTURE: look at San Luis & Santa Cruz, and learn. So many others. SB is woefully behind. Traffic calming, everywhere. Rigid enforcement (i.e., 5MPH above the limit is not okay, it's breaking the law, especially where the limit is <35MPH). Eliminate "beg buttons" to normalize pedestrian crossings anytime, all the time. More crosswalks, everywhere. Public information campaigns that don't villainize cyclists (get your electeds on this too, they're a bit out of control with the "teens on ebikes" narratives). More bike racks, everywhere. Remove parking spaces, everywhere.	The ones with separation / dedication for cyclists. Also "paths of least resistance": those routes are best with limited elevation changes. Bike boulevards are a great concept, look into it!
425	E-bikers should be required to obtain a permit and have a valid I.D.		Bike lanes are great and bike paths are even better!
426	Drivers of e-bikes must have a drivers license and get penalized for breaking the law just like a car driver would.	Require e-bikers to have drivers licenses if they're driving on main roads!! Or at least follow laws so they're penalized for speeding, being on phone, turning incorrectly etc	State street bike lane
427	MORE REGULATIONS ON WHERE E-BIKES (WHERE THEY DRIVE NOT ON SIDEWALKS THE SPEED IS IMPORTANT THEY TEND TO DRIVE SO FAST)	MORE REGULATIONS ON EBIKES THEY JUST DRIVE LIKE CRAZY COME FROM EVERYWHERE YOU ARE NOT ABLE TO SEE THEM BECAUSE OF THE SPEED OR THE SIDEWALK THEY USE.	
428	Enforcement of existing laws on ebikes. Speed, helmet, stopping etc		
429	All e-bike and bike riders must wear helmets and protective gear and follow established traffic laws. E-bike riders should be licensed and have to take a drivers' test. There should be an age limit, i.e. must be 16 plus to ride an e-bike. E-Bike riders should have insurance. Tickets or other penalties should be issued for not following the rules of the road.	More 4 way stop signs.	
430	They need to take driver's courses		
431	Enforce the law for ebike riders -- use stop signs, stop speeding. I see KIDS DAILY who don't stop and are speeding, often without helmets. Some will die without changes.		

City Traffic Safety Survey Free Responses

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432	Enforcement of e-bikes. E-bikes having limited speed limits. Helmet law enforcement. Overall enforcement and education.		
433	Bicycles (electrical or not) do not have the visibility from drivers that their users think they have and, regardless of who is at fault, they have to be aware of that. I think the best way to protect them is by having to obtain a license or official permit to use the roads after a good survival education. We the drivers and larger vehicle owners pay the taxes that keep the roads and the city is giving preference to those that do not maintain the roads and in many cases make it easy for bikes but you seldom see bike riders. Chapala street is a good example of this. This city council makes decisions by dream and not reality	Change the streets to how they were back in 1980	
435	Maybe mandatory bike safety training for young riders. People who don't drive are less likely to understand why certain maneuvers are dangerous and what they need to watch for.	My biggest fear is crossing the street at Foothill and Calle Laureles. Drivers just don't want to stop, even when they see me trying to cross with two young kids. I've even had them make eye contact, slow down, and then change their mind and drive through. It's terrifying. Maybe blinking crossing lights would help. As for e-bikes, bike safety training for youth could be helpful (and maybe adults - there are a lot of people jumping on bikes who were not riding before e-bikes).	All of the existing bike lanes and facilities work great where they exist - the troubles are the choke points. Most specifically, I'm pretty terrified about crossing under the freeway at Mission Street. I used to ride across the city on a regular basis and I would often dread that crossing, sometimes taking vastly longer routs to avoid it.
436	Underage people should not be legal to ride e-bikes. I cannot tell you how many times I see (including just moments ago) that I have witnessed helmeted and sometimes not helmeted e-bike riders including those with passengers who run red lights and swerve into traffic	Make it illegal to ride an e-bike when you are underage and give out tickets to those who do not follow the rules of the road which is happening more and more with the e-bikes.	
438	Speed limits for e-bikes, age restrictions for e-bikes that go over a certain speed, enforcing helmets	More roundabouts.	
439			
440	More clarity regarding the transitions between marked and unmarked bike lanes.	More marked bike lanes and better transitions for when they end. For example when State street bike lanes end at Victoria and Haley Streets.	State street is a lifesaver because the danger of being hit by a vehicle is so much lower.

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441	Make e-bike users of all ages stay off pedestrian areas (like beach way path), follow car road rules, and wear helmets.	Yes, one area that needs a sidewalk or city walkway is the 100 block of Santa Cruz Blvd just up from Thousand Steps beach access on the Mesa. It's the only street in East Mesa coming from Shoreline Drive that does not have a pedestrian walkway or sidewalk on either side in the city right of way. We have seen so many near misses in that block in particular.	Beach way path is usually okay. It's where I have to ride on the road next to parked cars and worry about getting doored that is an issue. The bike lanes around the city are MUCH appreciated!
442	Encourage less driving and more pedestrian/cycling-friendly streets and roadways.	Keep State Street CAR FREE!!	Designated bike lanes separated from drivers. State street is great with no traffic whatsoever, I use this route the most.
443	They need to go a slower speed if in a bike lane.		The paths that have been newly re-arranged (in green) are great. We need more!
444	E-bikes should be classified as motor vehicles (such as mopeds/scooters and motorcycles) and NOT as bicycles. Their use should be restricted to licensed drivers, and helmets (not bike helmets, but motorcycle-type helmets) should be mandatory. They should be required to share the same lanes as other motor vehicles, and not be permitted to ride along the curb, in the bike lanes, or (especially) the sidewalks. E-bike riders using the routes and lanes designed for human-powered vehicles creates the same danger for everyone as would be the case for someone riding a moped.		
445	E-bikes riding on sidewalks at high speeds pose an issue for drivers as drivers are not expecting those speeds for sidewalk users. E-bikes should be kept off sidewalks and maybe even need to be restricted on State Street.	Clear Sight line triangles at intersections need to be enforced. This improves visibility for everyone.	

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446	Make e-bike riders follow both traffic and speeding rules. I never feel safe walking or cycling on State Street because of e-bike riders. I have had middle school boy e-bike riders pretend they are going to run me down. I have nearly been struck by e-bikes, particularly at Farmers Market even though there are signs at every intersection saying that wheeled vehicles must be walked. More and more downtown streets are being affected by e-bikes and bicycles ridden on sidewalks. I can't avoid downtown because the home I own is here, and it is getting scarier and scarier.	<p>Please, please post uniformed officers at the Farmers Market, at the very least at the intersection of State and Carrillo on Saturdays, to get people off their vehicles. Which is worse--having people annoyed because they got a citation or being charged with vehicular manslaughter because they were talking to the e-bike rider behind them and ran into and killed a child or elder?</p> <p>Also, Santa Barbara police have become invisible. As a child, I was told that if ever I was lost or needed help, to ask the first police officer I saw. That was back when police kept an eye on major streets and many neighborhoods. I have not seen a police officer or a police car in years. My husband notes that he so rarely sees police cars that he is always surprised when he does. Of course everyone breaks traffic laws in downtown; there is absolutely no one to stop them.</p>	None of my routes work anymore because of pedestrians, other cyclists, e-bikes, and automobile drivers who don't appear to think there is anyone else on the road.
447	Treat them like motorcycles and make it illegal to have e bikes that can drive at unsafe speeds.	In the Funk Zone we have accidents that are reported and ones that go unreported every week. The intersection of Gray and Yanonali is unsafe and even the speed limit of 25 is too fast for the pedestrians it must have a stop sign and crosswalk too many have gotten hurt all ready.	Modoc to the mesa to shoreline
448	Outlaw them completely, especially for children under 18. E-bikes are similar to motorcycles. These cyclists and those who ride old-fashioned bicycles are out of control in general, never obeying laws. Now we have e-bikes everywhere riding on sidewalks, running people over, into cars blaming the drivers. If we're going to continue to allow people to ride, they should be required to register their bike and carry insurance, just like vehicles.	More designated crosswalks and paths for pedestrians, start enforcing cyclist laws. There are SO many cyclists riding on sidewalks, even when there are designated bicycle paths in the area. Laws are never enforced!	
449	require a driver's licence for e-bikes. Better enforcement of laws concerning e-bikes.	make sure stop signs are visible (no foliage covering signs).	
450			

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451	!!!Separated/designated bike lanes.!!! Smaller, cyclist-level signage indicating maximum allowed bike speeds. Bike lane speed bumps before major intersections/intersections where e-bikes have more observed crashes.	Better daylighting when side streets intersect a one-way street (e.g. when I'm driving down Bath, I'm often caught off guard between Cota and Canon Perdido by cars suddenly turning on to Bath)	
452	As a driver I feel unsafe because you have certain expectations of other drivers/bikers that are suddenly untrue - you don't expect to be passed on the right by a "bike", you don't expect them to swerve from the bike lane through traffic to suddenly be a car and go in the left turn lane, and you generally expect a biker to obey traffic laws. Now you just never know what they are going to do, and frankly it often feels like the trouble cases are children or teenagers who do not yet have a driver's license and do not know the rules of the road. I remember the scooter craze - those required a driver's license, why don't e-bikes?		
453	Enforcement of helmet laws for youth riders.		State Street Promenade.
454	Better enforcement of dangerous behavior i.e. riding too fast, too many riders on bikes, stunt riding. More protected bike lanes and connectivity between existing segments	More protected bike lanes that are effectively connected, gaps in existing infrastructure make riding with children scary. Enforcement when traffic patterns change (Micheltorena and Dutton intersection is a mess, people constantly making illegal turns). Add a bike lane/multiuse path to Loma Alta or on Coronel that connects west side to mesa/SBCC	separate bike lanes (multimodal paths), protected bike lanes, state street (though I wish there were better enforcement)
455	I would like bike drivers to get a license if they dont already have one or proff they have gone to traffic school.		The bike lanes
456	Require training, e-bike licenses, helmets and age requirements.	More traffic officers	Street lanes for bikes

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Do you have suggestions for improving traffic safety in the City?

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

457	protected bike lanes	protected bike lanes	<p>I want a protected bike lane all the way from state and victoria to the onramp to Highway 101 where state becomes Hollister.</p> <p>I also want a protected bike lane from state and las positas/san roque rd to where the protected bike lane is at modoc.</p>
458	Require a license and insurance to ride an E bike similar to a motorcycle. Stop subsidizing the E bike business.	<p>Reopen State Street to vehicles. Get rid of the majority of the never used bike lanes, get rid of bulb outs, traffic calming devices like small islands in the middle of an intersection and small roundabouts. Return the streets that were changed from two lanes to one lane back to two lanes like anacapa and de la vina. Require adequate parking spaces for new construction. Require a license and insurance to ride an E bike similar to a motorcycle. Stop subsidizing the E bike business. Stop trying to make driving more difficult and wanting to phase out automobiles because of your ridiculous climate change concerns. Re stripe Las Canoas road and Mountain drive from the old Sheffield reservoir to Las Canoas. Stripes were never repainted after the paving several years ago. It makes for a very difficult driving in dense fog.</p>	
459	E-bikes are motorcycles but even less visible. They constantly blow thru stop lights and signs, and even go the wrong way on one-way streets. They shouldn't be able to use bike lanes unless they're pedaling; if not they should use the road like motorcycle, obeying all laws of motor vehicles.	<p>Ticket as many phone-distracted drivers, bicyclists, and pedestrians as possible. Especially since the new no-touch phone law was just implemented. Get people used to not using their phones at all while on the roads.</p>	N/A
460	none	speed enforcement	none
461	Ebikers should be required to get a license to ride by passing a DMV Test	More class I bike paths and reduced speeds	Designated bike paths or low volume use roads
462	Require a license and insurance for driving e-bikes. At least insurance and that should be part of the fee of renting them.	<p>Stop turning two lane streets into one lane streets. Get rid of traffic, calming bulbouts, and other obstructions like small roundabouts that cannot be navigated by a fire truck.</p>	
463	Dedicated personnel on e-bikes enforcing new ordinance and more education	Less is more (signs and devices)	Shoreline/Cabrillo/Las Positas

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464	E-bike riders should not be on sidewalks, especially if not stopping before crossing. This is especially true along the new multi-use path along Modoc. Instead of the bike lane, they are often on the multi-use path and do not obey the posted stop signs. Speed limits should be followed and proper hand signals - just the same as a standard bike. Wheelies should also be discouraged (if not already illegal) on public streets.	It would be great if there was a safer path from Hidden Valley to Adams Elementary than the current Las Positas situation. A separated pedestrian path to cross the freeway and leads to school would be wonderful. It would be nice if it had two-way bike traffic so that we/she didn't have to cross Las Positas to bike on the right side of the road. This is very specific, but drivers drive well over the speed limit on Torino Dr towards Hidden Valley Park. It seems particularly bad with traffic going towards Valle Verde because there isn't a stop sign at the intersection whereas there is a stop for traffic coming from Calle De Los Amigos. There are a lot of kids in the neighborhood but riding a bike to the park can be unsafe. I would suggest speed bumps, a stop sign & crosswalk, or an island. The best solution would be a barrier that blocks through traffic other than bicycles (or the bus/delivery vehicles) so that park/neighborhood access is on one side and Valle Verde access on the other.	I like riding along Modoc and Hollister or the bike path that goes along More Mesa to UCSB..
465			
466	Increased enforcement of e-bikes, including speed and proper safety equipment usage.	increased street lighting on bath and de la vina	State Street
467	Whoever is riding the E Bike should have a license after taking a mandatory road test E Bikes should have a registration	This comes under maintenance. Frontier has been all over town digging up and temporarily patching their work. On San Roque Road, where I live, this started at least 2-3 years ago. San Roque Road looks terrible due to this work, and continually driving over the patches make it worse. Frontier, I hope, is liable for the cost of correcting this.	
468	I would like e-bikes to be banned on city streets. They are unsafe and the bikers almost always do risky things, don't wear helmets, don't obey traffic rules. Please police and ticket them more often!	Ban e-bikes, limit where they can ride, and step up the policing of e-bikes. Ticket them more. They represent a significant traffic hazard!	N/A

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469	E-bikes and E-vehicles over 20 speed limit must get licensed to understand traffic laws and prevent dangerous behaviors on e-vehicles. More policing of e-bikes riding in excess speeds on pedestrian walk ways. Must use street! Age limit to e-bikes/e-vehicles capable of speeds above 20/25.	bring in licensing and policing of vehicles capable of speeds above 20/25. and having those vehicles prohibited from riding on walk ways and bile lanes. Licensing would provide more education and understanding of traffic laws as well as funding for policing and enforcement of such. E-bikes have gone out of control to the point that walking can feel unsafe.	Routes with well marked bike lanes and more spacious streets like Cabrillo blvd etc.
470	giving citations for bike riders going the wrong way on a one way street, riding side by side in the street, doing wheelies, etc on the street, riding on the sidewalks, not stopping at intersections where there is a stop for them but not a stop for the ongoing traffic	create dedicated bike lanes on Chapala and Anacapa. put the cars back on State street. Connect the bike lanes so they don't end.	designated bike lanes and bike lanes that don't end whereby you are in the traffic and then they start up again.
471	Speed limits in bike paths. In urban areas (especially downtown) designated lanes for e-bikes as well as bicycles.	Speed limits in bike paths. In urban areas (especially downtown) designated lanes for e-bikes as well as bicycles.	N/A
472	I would like e-bike (and maybe standard bike) users to be licensed. I received training from the police department when I was a kid (admittedly in the 1970s) about how to safely ride my bike. I am also frightened by the number of e-bike riders w/o helmets.		I love the bike path from Modoc to UCSB.
473	I wish I knew! I am a distance runner who has been hit by an E-bike that ran a stop sign.		
474	More training for e-bike riders, especially kids. Licenses and tests for 16yrs old and below. Rider licenses for bikes with max speeds above 20mph. More enforcement, especially on State St.	See previous comments. Enforcement, training, rider licenses under some conditions.	Mostly mornings weekends. Las Canoas ->Mission cyn->thru Rocky nook->to Alamar->over freeway pedestrian bridge->to Las Positas->to Hendry's and back. Along the Goleta bike path from Goleta Beach to Hendry's From harbor to summerland along bike path, over fwy roundabout, along streets parallel to the freeway.
475	Enforcement of current laws.	I would like to see more routes like on Alisos, more dedicated bike routes separated from traffic and better enforcement of traffic laws for all modes of transportation	I would like to see more routes like on Alisos, more dedicated bike routes separated from traffic

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476	Enforcement of vehicle codes. The state needs to require a CDL for e-bikes, they require it for electric scooters, should be the opposite.	Enforcement and education. Cycle riders do not appear to know they are required to follow vehicle codes.	
477	E-bikes should be licensed and minors younger than 14 should not be allowed to ride them. The motorcycle type e-bikes should be banned from city streets. All e-bike riders under 18 should be required to wear helmets and ticketed if they are not.	Quit catering to bicyclists, who are a minority of street users. Increase parking and quit taking it away. Increase roundabouts as they are great for traffic flow. Quit taking away traffic lanes for bicyclists.	I don't ride a bike or e-bike due to not feeling safe doing so on city streets. I would only ride a bike on bike paths away from traffic.
478	Require licensing of all bike riders (regardless of age), whether e-bikes or non-motorized bikes. Eliminate bike riding on narrow canyon streets; e.g., the 192.	Eliminate bike riding on narrow streets and skateboarding on sidewalks.	N/A
479			
480	Remove the bike lane in the pedestrian area of State. Allow bikes by all means, but mixing a bike lane with a street market is the asking for trouble. This of course means you have to find new north-south bike routes. Giving De La Vina and Santa Barbara streets the 1 car/1 bike lane treatment that so many other streets have received seems promising.	We live in a car first culture. Pedestrians yield to bikes who yield to cars. Drive up Chapala and you will see people standing by waiting for a safe time to cross. On a 25mph residential street. We should endeavor to flip that so that cars yield to bikes who yield to pedestrians. Berkeley did it with strong enforcement of crosswalk laws and it's quite something to behold. Cars trip over themselves stopping for pedestrians who even look at a crosswalk funny. It's glorious.	De La Vina is great until you hit Mission, then it's awful. Love that the upper State st bend is finally got a bike lane. On one side. For a couple blocks. What a shame you stuck with 4 lanes through there preventing upper State st from finally having bike lanes the whole way.
481		Get rid of the bulb outs and change the streets where they recently put in one way - with dead ends - such as Micheltorena , Gutierrez, sola	
482	E-bikes cannot be allowed on sidewalks or bike paths and must be confined to streets like any other motorized vehicle	take ebikes off all bike paths and bike lanes	dedicated bike paths
483	The e-bike is nothing more than a moped. If they are using streets then they should wear a helmet, take a test to know the rules of the road and abide by signs that cars also need to abide by.	Make a separate bike lane away from cars.	Because of cars it's too dangerous and so I choose not to ride a bike or e-bike in SB
484	Having e-bike riders pass a safety test before being allowed to purchase/drive an e-bike. Speed limits on e-bikes for minors.	I'm not sure. I'd love to see State Street open to cars again.	The path on Las Positas, bike lane on Shoreline, and the bike path along Cabrillo are great.

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485	Clear regulations on max speed/driving behaviors for E-bike users with regular enforcement (tickets/vehicle impound)	I think there is a lot of unwarranted criticism of bikes on State street (though occasionally e-bikes and youths showboating are a problem bit of a problem). My elderly mom who hardly ever is on State Steet (usually only with us) started complaining about State Steet (bikes and gangs). She is liberal and usually not biased in this way ... evidently she is just repeating an urban legend circulating by the folks who are anti-State Street Promenade.	Regularly use State Street Promenade, Sola bikeway, Cabrillo bike path. Appreciate newer and longer term bike lanes on the Low numbered Westside Roads. It Would be nice if Garden or parallel street Laguna? (or combo as one block of Laguna is Very steep and narrow.) had fulltime dedicated bike lanes.
486	Remove e-bikes altogether. They are a hazard to cars.	Enforce laws regarding speed, distractive driving, and helmets for bikes and ebiles.	
487	E-bikes need their own separation from the cars and need to all be wearing helmets.		
488	There should be an age requirement to ride an e-bike on streets, and E-bikes should require a license to operate in Santa Barbara.	I live on La Marina and very often cars we see cars speeding - at very high speeds downhill on our residential street towards the beach. We have lots of kids and other pedestrian walkers. There will be serious accident one day. Our street is too wide and that faciliates the speeding - plus the fact that people use it to get to the beach. Our residential street, and others like it, should be narrowed via planters, slowed with stop signs/traffic circles at intersections. Immediately. It's a huge risk.	None. I live near Cliff Drive and would ride a bike all the time except I feel unsafe biking on Cliff. I can't wait for the new dedicated bike lane! I'll bike all the time to get around.
489	There is a minority of e-bikers who are reckless in regards to pedestrians, cars and other bikers. Police should be more strict in enforcing the traffic laws and the fines should be large enough to be a deterrent. The turbo bikes should be required to have a license.	Crack down on negligent driving or biking.	
490	Engineering solutions that slow down cyclists. Enforcement and impoundment of illegal electric motorcycles.	slow down cars	Haley, Cota, State Street (mostly), De La Vina, Bath

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491	Illegal to use sidewalks for bikes or bike lanes for e-bikes. They abuse the privilege and are often unpredictable about where they ride- sometimes, here, sometimes there. Very difficult to be on the road in such a situation.	The best traffic safety measures I have noticed are the clearly defined areas of teh roadways- green for bikelanes, strong paint and signage markings, bumper strips to define the lanes, etc. Visual cues are very important and I find them the best improvements aside form 'speed bumps' and bumpouts. Also helpful is to encourage pedestrians to keep moving when crossing the road. Pedestrians often abuse their privilege and have little or no incentive to move across the intersections with respectful understanding that everyone has a right to use the road, the motor vehicles, too!	
492	Enforcement of e-bike rules		
493		More enforcement. If there's not enough officers, bring on the camera enforcement!	
494	If it was required they be licensed and if they were ticket for infractions		
495	A physical barrier between car lanes and bike lanes.	There needs to be a safe way to get to the city bike trails.	I try to stay on bike trails. Santa Barbara needs to separate the pedestrian and bike trails. I don't understand why the bike trail along Cabrillo was changed to include pedestrians when there are ample, wide sidewalks.
496	More enforcement of safety laws applying to e-bikes	No	Not applicable
497	Bikers wearing helmets especially when going car speeds and riding in the street. Following road rules.	I think the only thing at this point that will make a difference is people getting tickets. The majority or drivers and bicyclists don't stop are stop signs and sometimes blow through red lights. I don't think many changes can be made to deter that other than tickets. More street lights would be nice for pedestrians and crosswalks with the flashing lights are really beneficial.	
498	Require e-bike license, require helmets, set age limits	Citizen officers?	
499			The bike lanes on Carrillo
500			

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501	ebikes banned from cycle lanes including state street. they are powered vehicles whether combustion or electric , the result is the same. State Street needs 5mph speed limit and police to enforce - ebikes or traditional bikes.	stricter rules on ebikes. more separated bike lanes	all of them
502	I have been saying for a long time that pedestrian mobility is the wave of the future, but change can be painful. We should embrace the future, but smartly so - by enforcing moving violations and exacting a heavy toll to instill compliance - warning, heavy fine e.g. \$200, bike confiscation: three strikes, you're out. This should encourage more but safer e-bike ridership. The City needs money, right? There's a source of revenue. And, compliant riders will make residents happier.	Safe travel doesn't work from point A to point B if only 1/2 of the journey is safe. We need to continue to build out bike only paths throughout the city. The master map plan is quite good, but there are some glaring gaps. For example, the 4/10 of a mile from the Mission to Foothill Rd (part of which is in the City and part of which is in the County) is not on any Master Plans and is a long stretch with well over 1,000 homes in Mission Canyon. This corridor should be made safer. And, there are other corridors. The City should partner with the County to close gaps like this. Until we have safe pedestrian passageways that connect main arteries throughout the town - and until we have better enforcement of road rules to drive safer driving behavior - we will continue to have accidents and frustrated citizens. Thanks for putting out this survey and letting me express here what I have been espousing to those who will listen!	
503	E-bikes should only be operated by DMV licensed drivers	At La Cumbre and State, the e-bikes just sail through the intersection without watching to see if vehicles traveling ahead of them in the same direction are turning right.	
504	Open state st to cars, get the e-bikes in bike lanes!!!!		
505	An age limit, speed limit, and not allow e-bikes in high traffic, mixed use areas (bikes and pedestrians)	Continue the bike lane on De La Vina from Mission to at least Micheltorena	The cross town route from west side to state street
506	Education, Enforcement of speed limits, TICKETS! I don't care how old they are they should get a ticket if they speed or break any law.	Decrease speed limits. Not on the freeway but on surface streets where there is a lot of multi-use.	Bike lanes.
507			

City Traffic Safety Survey Free Responses

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?	Do you have suggestions for improving traffic safety in the City?	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
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508	My daughter used to ride an e-bike to and from school because we both work full time and had trouble getting her to school. We made her sign a contract that made sure she was aware of all of the laws including helmet laws and talked to her in great length about how unsafe it is to have a passenger on the back of the bike. Parenting is the BIGGEST problem. Maybe have some public safety announcements geared towards parents about the severity of sitting kids down and talking to them about these issues. ALSO, police need to crack down on kids riding e-bikes without helmets (i see it ALL the time - there is no way police don't see it) and write tickets for unsafe driving, riding, etc. If no one ever gets any consequences then nothing will ever change.	The lowered speed limits in Goleta are ridiculous. It only makes people angry and drive faster.	
509	Kids under 16 need to take a course and have a permit. Also I have seen them riding on the pathways in Montecito and jumping off them ruining all the work that the bucket for grade made to the trail system that access sidewalks which is very dangerous and destructive.	The lights rarely seem to be calibrated. Narrowing the wide traffic lane such as upper state de La Vina, etc	When there is a dedicated bike lane
510	People need to have a license to have one. I cant tell you how many near misses i have had when these motor bikes swear in front of me and they NEVER EVER stop at a stop sign but spoed right through. They also need to ban them on the closed state street.	Enforce speeding I have never ONCE seen a DUI check point Stop giving licenses to illegals Keep those meter maids giving tickets I do appreciate the police coming when somebody is parked in handi cap and no plackard.. Make it easier to have cars towed away There are two abandoned cars on my street alone One with an expired tag 2017 and one 2022. Thanks for asking	The green areas are great- thanks

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511	<p>You can only use an e-bike if you have a driver's license (i.e. understand driving rules/laws), you cannot use an e-bike on a sidewalk.</p> <p>If an e-bike driver speed through a red light, they get a ticket, just like a motorcyclist would.</p>	I never go downtown anymore. It is not safe with all of the bikers and e-bikes speeding through stops. Something must be done.	The bike routes are great for segregating the bikers from the cars, so they all work well in that regard. What they do not do, however, is prevent someone from breaking the law.
512	License e-bikes.	More bike facilities.	Modoc Las Positas Carrillo Bath Castillo
513	E-bikes should not be allowed on state street. They can drive as fast as cars, and often it's teenagers who do not even have a drivers license. E-bikes should only be allowed for those with a drivers license.	Please keep state street closed to cars and motor vehicles. As a runner, being able to run on State without worrying as much about cars has greatly improved my ability to run safely in populated areas without having to run through crowds	State Street & beach pathway
514		More police	
515	No E-bikes on downtown State St.	Just no E-bikes on downtown State St.	I don't ride a bike
516	I sometimes wonder if the standards of E-Bike use should be the same or comparable to motorcycle.		I attempt to use routes that have clearly marked bike lanes.
517	e-bikes that can exceed a specified speed [20 or 25 mph?] should be regulated, e.g. a minimum age to operate, and a license to operate that can be suspended for cause		
518	<p>Fines for people using ebikes on sidewalks. It's a fatality waiting to happen, and has happened in other places.</p> <p>Fines for bikes and ebikes riding on the wrong side of the road. I see that all the time. I have seen many near misses.</p> <p>Regulation of ebikes as motorized vehicles. Youth are riding them at high speed often without helmets.</p>	<p>A change in driving culture. I am from the north east, where most drivers stop well before an intersection and then creep forward. Not so on the Central Coast. Driver ride into the intersection, and keep rolling, or slam on the breaks. Incredibly dangerous for pedestrians, bikers, children. California cool in this case is totally uncool. A public health campaign is needed in this area, IMO.</p>	
519	since E-bikes are motorized vehicles, the drivers should require a course and a license, as all other motor vehicle operators do.		
520	Limit e-bike speed. Demand licensing for all e-bike operation.	More use of turn signals.	

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521		Yield to Pedestrian signs put all over the place. Warn/ticket drivers using cellular devices. Warn/ticket drivers who don't use turn indicator. Warn/ticket pedestrians who don't follow rules of the road. Emphasize communication via hand signals ie; go ahead, etc. (not rude ones) Emphasize cooperation on the road.. if each mode of transport does their bit, it less likely accidents will happen. Throw the book at UTI drivers cyclists, e bikers and pedestrians if they are at fault in an accident. Signs and education. The pedestrian walkway was doomed because it was called the pedestrian walkway. The pedestrians were hugely to blame for the problems on State St. They'd walk in the bike zone. Suddenly cut across State without looking either direction. They didn't adhere to the right away at intersections that had working lights.. they just assumed they could go anywhere, anytime. I lived 2 blocks off the 600 block of State and walked there every day and saw it all.	
522	Periodic enforcement by police, including issuance of citations.	video cameras on State St to assess problems The northbound right lane at Castillo and Haley is treacherous for cyclists.	n/a
523	enforcement of laws	traffic cameras in high traffic areas	

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524	<p>The E-bike drivers need to be held accountable. There needs to be rules in place limiting how many are riding per bike and age. There needs to be a dress code implemented. No dark colors and a safety vest (V) worn- If not implemented during the day then evening and night. If not worn there should be a ticket/fine. Speeding tickets for E-bikes should be implemented. Safe drivers should not be charged because of poor decisions of any biker. E-bike companies should be held responsible as well and bikes should have brighter colors.</p> <p>For young drivers parents should be held responsible. This is an evolving way of transportation, however, drivers should not be held accountable if driving safely, following the rules of the road and not under the influence. Laws need to change.</p>	<p>Hold everyone accountable. Put more speed bumps in. Not sure if parts (I refer to) of Montecito are in the city, but hold the wealthy that drive under the influence and speed up Olive Mill everyday accountable.</p> <p>Have safety checks on Coast Village rd by Luckys every weekend. At least park a highway patrol. CVR is city.</p> <p>Please do not ignore this because these people are wealthy and know the city will allow them to NOT obey the law.</p> <p>Educate drivers and fine drivers for not using roundabouts properly. If the city is planning more roundabouts they need to have strict rules and consequences for drivers that fail to follow the rules. This leads to increased traffic in areas when not used properly.</p>	
525	They should not be allowed to ride on any bikepath, State street included. They drive at the speed of cars. They will stop behaving recklessly when they find themselves around larger vehicles.	Forbid e-bikes from riding on all bikepaths. E-bikes are for real bikes and real riders, not for lazy bums doing antics	State street, but on the non-pedestrian part of State, from Victoria upwards, I was recently hit by a woman opening her door without looking while I was riding up on the bikepath. I fell down and got hurt in two points by her door.
526			
527			Bike path to UCSB
528	Daily policing of e-bike regulations especially on State Street	Stop e-bikes speeding on State Street or just reopen the road to cars. At least then us as pedestrians know what to expect.	
529	License the users with a minimum age of 16, require insurance. Cite the infractions and impound the bikes after a certain number of citations.	Enforcement. The main enforcement seems to be writing traffic tickets and pedestrian "stings".	
530	Bikes, skateboards, and scooters on the streets without helmets and going fast without concern for vehicles is a major problem. Often there are scooters/skateboard users flying down Anapamu or Laguna for example without a care. They need to be curbed	We need rules for ebikes, scooters and skateboard, especially the ones that have assisted motors. These are really dangerous.	When I do I try to find those new areas with bike lanes

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531		Speed humps / bumps especially in neighborhoods like the area near trianle park or San Roque park on Canon and the cross streets. There are no stop signs along from Calle Noguera or Calle Fresno onto Canon and cars race through the neighborhood.	state street except above cvs there is no bike lanes! us San Roque citizens struggle to head into town. We often cut over to Alamar or Santa Barbara which has less traffic.
532	More regulation of E-bikes	Please consider sidewalks and bike lanes on calle real near the Earl Warren showgrounds. There have been recent car accidents and its very unsafe for pedestrians and bikers	
533	Ebikes are basically low power motorcycles, so the rules should be the same as those for scooters and motor cycles. Let's start with drivers ed at age 16, and a license, and no one under 16 allowed to ride on public roads. Police should give citations for no helmets and violating traffic laws.	Total crackdown on underage Ebikers. The parents should know they will receive large fines for their children's lawbreaking. Will it take a lawbreaking child's death to bring people around?	
534	Have the cops patrol State Street. Only requires one cop going up and down during the day on an ebike.	See comment above about cops on State Street	Castillo Street
535	Establish clear guidelines, rules of the road and fines and penalties. Confiscation of bikes operated by repeat offenders might work.	Education, education then fines, then confescation.	Ride in bike paths most of the times or very carefully on busy streets.
536	Clearly marked bike lanes.		
537	I haven't witnessed any enforcement for ebike violating traffic laws... I doubt it will happen, but I feel specific enforcement efforts could help.		
538	Anyone of any age riding a motorized bike or scooter should have to be licensed and take training.	Control the ebikes	
539	Enforce the law and ticket speeding e-bikes. The younger kids/teens go way too fast. It's absolutely unsafe and ridiculous. Equally ridiculous is the "look" of putting your helmet on but not fastening the strap. You won't look so cool when you're brain dead and your family is crying over you.	Cite the speeding e-bikes and make sure they're all legally allowed to be in the bike paths. Some seem to not have speed inhibitors and go at speeds that seem close to 40 mph	BCycle works good.
540	As a driver, e-bike riders who switch back and forth between using sidewalks and street lanes are unpredictable and create confusion. I would like to see mandatory e-bike training & licensing as well as enforcement of violations.	Please also address e-bikes using beachfront pedestrian/bike paths.	

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Do you have suggestions for improving traffic safety in the City?

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

541	separate bike lanes	improve dangerous corridors, redesign roads to reduce vehicle speeds	n/a
542	More dedicated bike lanes, keeping cars off roads and opting for more public transportation		Dedicated bike lanes
543	Children should not be on e bikes. They're a moving vehicle and not a person-powered bicycle. Kids don't have licenses, and they don't know the rules of the road. I saw 2 14 year old girls turning from the wrong lane into the wrong direction onto cliff. Kids turned from right hand bike lane across 3 lanes of traffic, in front of cars, to turn left. No signal or pause or anything. Kids doing wheelies up cliff to las positas by the round about. And adults with babies and children riding on the sidewalk. It needs to be licensed, regulated, enforced.	More bikes lanes. Bike lane through hope ranch or more cops controlling the regular speeders there at the very least. But above all, something needs to happen with the out of control e-bikes.	Hendrys to the harbor
544	Having dedicated paths that don't merge with cars at intersections. Very scary when a car turning right merges into a bike lane where a bike is riding..	Continue to improve and connect more of the bike network. Slow down cars with modern road design techniques. Offer improved bike parking and encourage people to use alternative methods of transport. Fast cars are dangerous, Period. Continue easing up on restrictions to housing in downtown, to enable people to live in a walkable place to reduce traffic. allow existing neighborhood to open businesses like small corner stores and coffee shops. This will also help reduce vehicle miles driven.	Modoc bike path works well and feels safe for me and my family. State street feels safe as well. The section of Cota between quarantina and state feels relatively nice as well.
545	Speed limits, limits on number of riders on a bike, license and test for e bike riders, minimum age, not allowed on bike path.	More traffic circles, repair roads, More bike lanes. Lower speed limits.	When there are marked bike lanes

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546	There should be a distinction between real e-bikes (that require pedaling) and 'e-bikes' that have a throttle. If it has a throttle, it should be considered a motorcycle, need to be registered, and driver should be licensed and use the road and not the bike lane. I see young kids on these throttled bikes who do not know the road rules and are driving way too fast.	More crosswalks with blinking lights. Actual enforcement of no cell phone while driving law.	-Great bike traffic lights that stop all traffic except bikes (on Micheltorena) -Great bike lane under the freeway at Mission. Need one of these under Carrillo - that underpass is very dangerous for bikes -Love the bike lanes downtown, especially Cota and Micheltorena with the white dividers between the traffic and the bike lane - bike racks that are giant coils are great for holding e-bikes. Many bike racks do not accommodate e-bikes will.
547	Speed limit of 15 mph for e-bikes in congested areas	More dedicated bike lanes, less on street parking during the day	Bath and Castillo bike lanes, Las Positas to Arroyo Burro
548	Downtown ambassadors are allowed to give warning citations	Report the data on collisions, not wait till SB Independent does it.	Close streets to car, like State St OR Add protected lanes like Cota
549	Giving tickets to e-bike riders who do not follow road rules (stopping at stop signs, riding on the right side of the road, etc).	Many roads are narrow and allow parking too close to intersections so that it is difficult to see. Reducing street parking and widening no-parking zones before intersections may help.	Bike lanes; residential streets with less traffic; bike-only paths.
550	E-bike permit requirements	Less obstacles more unhindered traffic flow	Any
551	License e-bike operators		
552	Make it illegal to injure and kill pedestrians.	The way the law and society works today, if a driver hits a pedestrian all they need to do is wait for the police and have no substances in their system, and nothing happens. People consider it the pedestrians fault because drivers get distracted and don't pay attention. Nobody cares if pedestrians get hurt or killed because drivers always have the right of way. Driving sober has become a legal way to kill pedestrians. Several times a car has turned left as soon as the light changed, not waiting for oncoming traffic to pass, or for pedestrians in the crossway - almost knocking the white cane out of one person's hand. But why should they care about scum-of-the-earth pedestrian?	
553			
554	Require speed limits for them. Require helmets. Require safe riding courses.		Separate bike lanes with the protection of a fence or curb between the bike lane & road.

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555	Pressure the legislature to require drivers licenses for e-bikes. That was the requirement for motorized cycles (mopeds) for decades and ensured some level of control to ensure awareness of laws and allowed for impounding and citations with teeth.	We have a problem with folks running stop lights and violating right-of-way rules at four-way stops. I find myself driving more defensively now than in the previous 40 years at the wheel. We need periods of maximum enforcement for these laws similar to what the CHP does on holiday weekends.	
556	More prominent display of e-bike speed limits and more enforcement of speed limits would be a good start.	Keep State St. car free and look at other areas that could also be made car free to encourage outdoor dining, culture, and shopping. Also, more stop signs, especially on residential streets. Streets like Olive or Laguna should not have three consecutive blocks with no stop signs, this encourages speeding. This is especially a problem around SBHS.	
557	create bike pathways that are not combined with pedestrian or vehicle pathways.	Get the bikes off of lower state and make it a pedestrian promenade. Make bike lanes on Chapala and Anacapa streets.	
558	Police enforcement of reckless bikers	police enforcement needs to be x 10	
559	Force them to follow traffic laws and wear protective gear. Ban them in Downtown State St.	Heavily regulate e-bikes. They are like motorcycles now being used as bikes.	I would use them very carefully, and mostly on bike routes, at a safe speed.
560	Green lanes designating bikes can use the whole lane. Like Ventura.	Kids should have a mandatory e bike class. More tickets for kids not wearing helmets. Most issues I have with e bikes are the kids not knowing the rules of the road, blowing through stop signs, driving on the sidewalk then moving into the driving lane. I want to keep the kids safe.	
561	Helmet wearing enforcement	Require e bike riders to wear helmets	
562	Having a few streets with dedicated bike lanes without on-street parking would be safer for cars and E-bikes.		
563	Get little children off E-bikes. Some E-bike riders are obviously little more than 10 years old. Check the E-bike traffic out of grammar schools in September and you will see. Confiscate bikes caught speeding or otherwise breaking traffic laws. Make all E-bike riders pass exams just like for driver licenses.	More police enforcing teaffic laws.	

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564	Better law enforcement of traffic laws involving E-Bikes. Making walking portions of State Street safer by enforcing bike laws there and by making it more clear how and where E-bikes can legally and safely use that environment.	As already stated, more strict enforcement of E-Bike laws. Rewriting E-Bike laws, consistently enforcing then, and more clearly indicating where, when and how E-bikes can be driven.	
565	Complete the bike lane network.		State St works great for me, all the way from Hope St to the wharf! Except for the section from Alamar to Constance; that section needs a bike lane all the way through.
566	Why do we not have rules/laws about young people who are not trained or licensed to ride a motorized vehicles? There are way too many people riding way too fast and without proper training for safety. Something needs to be done to protect them and the rest of us. Everyone! Suggestions: 1.required permits/licenses to ride bikes with throttles. (Some E bikes do not move without the rider peddling. Others have a throttle. The problems are from those which have a throttle. 1. Why have we not made a distinction about those types of cycles?) 2. Citations for speeding and reckless riding. I've never seen one happen. Do they? 3. Offer free educational programs about safe riding. 4. Require permits to ride bikes with throttles. (Support the responsible adults with which these people live to intern help the young people get some required training. Like Dirver Ed.) 5. Have better / more visible signage of where bikes can be /should avoid. I don't see those and would have if I did.)		Going to share what doesn't work here instead. Thanks for asking. The uphill on Castillo St between Sola and Micheltorena against traffic is a nightmare! Slipping, sliding and the traffic doesn't know what to do with us. It's ridiculous. I keep using Bath. Areas to park bikes safely are hard to find or don't exist. Better communication about where we can park and lock would be very helpful. I would ride way more often if there were clearer maps and information available. Help?
567	E-bikes should their own bike lane		Bike lane
568	License and training and enforcement of traffic laws for ebikers	More bike paths! More efficient bus system.	Love the bike paths on Modoc and Las Positas because they are safely separated from cars. Would love to see more of these bike lanes.

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569	Education for e-bike riders such as that received for motorcycle riders--I would like them to know the ways that they are less visible and know about their own stopping distance. Sometimes e-bike riders travel at fast speeds, and since they aren't as large/visible as larger vehicles, it makes it hard for other drivers to see them early enough.	Focus on areas near schools, preschools, and senior housing/facilities. For example, recent street changes eliminated a crosswalk and did not add any safe crossing(s) for Oak Park and The Oaks Parent Child Workshop (preschool), Cancer Center, Mission Park (nursing/rehab center) and other medical service facilities.	I appreciate streets with low car traffic volume so I feel comfortable riding a safe distance from parked cars and I look for bike lanes that are OUTSIDE of the door zone.
570	I do not like e-bikes using State Street. I feel nervous when they zip by me when I am walking.	More separated bike lanes. More places to park bike securely.	Designated lanes like Cabrillo and Modac. Bike lanes.
571			
572	CITATIONS. The police to do 'ANYTHING'. This should have been addressed 5 years ago. LAME!!!	Have law enforcement do their jobs.	
573	Treat ebikes the same way we treat motorcycles.	Map out the ways it is possible for one to walk a long distance, like from one side of the city to the other, either east-west or north-south or whatever, there aren't many of these, and focus on making it safe and easy to walk all the way through on those routes. Ideally at least some of them would connect the city with the mountains, the ocean, and with parks.	I don't
574	Licensing for e-bike drivers if bike has throttle, not peddle assist. Age limit for e-bikes that go more than 10 mph, Enforcement of e-bike rules	Enforce existing laws on speed limits and stop signs/lights	We need bike lockers in commercial areas or bike valet to protect bikes from theft. Locks are insufficient, especially for e-bikes

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575	<p>From the Pedestrian side of things, I think the City should explore passive infrastructure changes which will shape behavior, similar to road narrowing to change car speed. For instance, if pedestrian areas used paving materials like cobblestone which encourage slow speeds, while the bike lanes had a smoother ride, it would encourage lane following, and help pedestrians intuit where the bike lanes are.</p> <p>In bike v car situations, I understand the best safety measure is a separated bike lane.</p>	<p>Well, what I really want is a city as completely public transit-mobile as SB was before the removal of the streetcars. Can we reinstate the street cars, pretty please?</p> <p>The fact is, a path to fewer cars and therefore a city where cars are unnecessary is ultimately the only long-term safety solution. But this displeases people who have made their car a part of their identity.</p> <p>Otherwise...</p> <p>Bartenders checking in any car keys And only returning them after BAC is below safe levels?</p> <p>A club for the kids riding bikes, so they can get all the wheelie popping out of their system?</p> <p>Roads like Milpas are kind of inherently dangerous because there are so many lanes that drivers are worried about lane management rather than looking for</p>	<p>State Street in the Pedestrian blocks, as long as a kid popping a wheelie isn't in your lane.</p> <p>The bike path from UCSB to Modoc is good, if a little rough in patches.</p> <p>Haley, Anapamu, and other One Way streets with extra margins for the bike lane.</p>
576	E-bike riders should have a license to ride the bikes. Be required to wear helmets and be held responsible for their actions like a person driving a vehicle. I've seen way too many people riding e-bikes on their phones not paying attention to the speed or how they're driving.	Make it mandatory people riding e-bikes have a license and carry insurance. They want to use the roads then have them abide by the same rules and guidelines people driving cars are held to.	N/A
577	Designate e-bike lanes or e-bike speed limits in specific zones. Age minimums	More lighting and speed bumps	State street, Cabrillo, Bath/De La Vina bike lanes
578	Require teenagers under 18 go through an e-bike safety training course.		Streets.
579	Strict enforcement of E-bike riders, especially juveniles and young adults who ride recklessly without due regard for the safety of drivers and pedestrians. It's time to hold reckless E-bike riders/bicyclists accountable for their reckless/dangerous riding.	all the same stuff...enforcement, engineering and education.	N/A
580	Minimum age and licensing requirements like any other motorized vehicle.	Accept and act on violations witnessed and called in by citizens with identifying information like license plate numbers.	N/A
581	Strict enforcement of existing laws	Enforcement of existing laws	

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582	Getting cyclists to obey the rules of the road.	Increased enforcement of basic traffic laws	Do not ride
583	The lead-in to this statement is disingenuous. The City can push for the state to regulate e-bikes as the motorized vehicles they are. If you can accelerate without using your feet it should be considered a motorized vehicle and there should be licensing along with age restrictions.	Increase the amount of police officers on patrol and hand out more citations for moving violations.	I no longer ride a bike due to safety concerns and age.
584	install additional traffic cameras and increase policing & penalties for violations. If there are no real/immediate consequences for riders in general then why would they change their behavior.		
585	Don't allow Class 3 bikes on State St or in bike lanes. I saw a person riding about 40 mph up State St at 4:15 pm - peak activity for pedestrians and other cyclists.	More designated bike paths to reduce the impacts of cars and bikes in the same lane.	State St - Bath St/Castillo St bike paths. It would be great to have similar bike paths on East side.
586	Better enforcement		I avoid weekends and peak traffic times. Separated bike trails are great.
587	Santa Barbara was not set up for a bike city, streets are narrow and densely populated. More enforcement is needed whether it be lights with cameras like other city's or more patrol.	I have seen more people going the wrong way at the Gillespie/ Sola street block that was just put in and think that poses more of a danger than not having it. I walk that street almost everyday and people take it for granted no cars are coming from the one side because of the block. As a result they do not see the bicycle riders which I think is more dangerous. Thus also is a problem because people just go against traffic so they do not have to go around. This might have been a good idea but sometimes we just need to go back and this did not work so we need to get rid of it. The next issue is taking parking away with bulb outs, the parking in this town is very limited and with ADU's becoming more prominent it really doesn't make sense. I know it's a traffic calming device but speed bumps would accomplish the same.	Quickest and safest route, meaning a street that is wider or has less traffic.

City Traffic Safety Survey Free Responses

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Do you have suggestions for improving traffic safety in the City?

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

588	Separated bike lanes	For reducing vehicular speeding, people often go the speed that “seems” safe. Changing the surroundings (lanes, appearance of likelihood of pedestrians, etc.) to change perception of safe will help reduce speeding.	Bike lane around Calle Real in the Las Positas/La Cumbre area
589		Separate bike lanes.	
590	Actually citing the ebike riders for not following the rules of the road or not wearing a helmet. A certification/license for ebike riders under 18.		
591			
592	E bikes are just electric motorcycles. Drivers should be required to pass a basic written driving test about the rules of the road.	Require all accidents to be reported to insurance carriers and the to the DMV.	n/a
593	Requiring safety course for e Bike user esp underage kids	Fix the potholes	
594			
595	Having both drivers and e-bike riders understand the current laws.		
596	Require e-bikers to have a license Enforce consequences of unsafe riding		
597			
598	Enforce helmet laws for kids. Add helmet law for adults	Stop building housing without also accommodating parking	All of them
599	Enforce traffic laws. License eBikes.	Dedicate days for strong enforcement. Unfortunately, police do not have the manpower to do this every day.	Low traffic routes. Routes with wide bike lanes. Separated bike lanes.
600	E-bike riders should be licensed,	Change the ped crossing flashing lights from yellow to red	N/A
601	I think E-bikes need to be treated like mopeds because they can often go just as fast. It is scary to be riding my regular bike and have an E-bike zoom past me, and it's also scary when I'm driving 30mph down Cabrillo, and an E-bike passes me! They just go way too fast and expect to be treated as a "bike" when they're really motorcycles.	Having physical barriers for bike lanes would make me feel much safer. There also aren't good bike lanes on Garden, Anacapa, Santa Barbara, or Laguna. On the west side of State St there are good bike lanes on Bath and Castillo - it would be great to see that mirrored on the east side of State St.	The state st promenade makes bike commuting SO much more fun and safe. I take mountain drive -> garden st, but sometimes I go all the way out to State St, then ride down to De La Guerra and ride back over to Garden St to my work because State St feels so much safer.
602	More lanes for specific for bicyclists. Additional 'share the road' campaigns/messaging.	Improve the public transportation system. If more folks are using the bus/trains, less personal single occupancy vehicles are on the road.	

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603		Stop building roundabouts. Bicyclists are a hazard to the road. They do not follow traffic laws. They speed, drive the wrong way, on the road,	
604	Stronger enforcement and ticketing of e-bike riders. Make it known that you break the law you pay.	More enforcement of drivers speeding and using phones while driving. I see it ALL the time and don't see the enforcement. Do something like a DUI check but for phone users.	
605	Ebikes going slower	Fewer cars	Dedicated bike lanes
606	Protected bike lanes and ticketing cyclists who weave in and out of traffic on streets w/o bike lanes when a street with bike lanes is 1-2 blocks away. PD enforcement of drivers/TNC's & delivery vans not parking in bike lanes.	you NEED protected bike lanes that are clean. unprotected bike lanes are far too dangerous with getting doored. Most bike lanes are either far too dirty with rocks, crash debris, plant matter or otherwise and/or have vehicles double parked in them or permanently parked and PD does not enforce. PD does not care about bikes at all, there are so many kids riding w/o helmets, riders swerving in & out of traffic, illegal pocket bikes, using part of the lane of traffic and part of bike lanes, and absolutely no PD care or enforcement about bike theft. It as if they encourage bike theft, since they all but ignore it as a issue at all. It is clear that Police do not care at all about bike safety. Parents of kids on pocket bikes & weaving dangerously in & out of traffic should get hefty fines. Kids will get killed and it will be the City's fault for doing nothing to address this. Hltching post bike racks are easily cut! This is one of the least bike-friendly City's I've ever been to.	Los Positas separated bike lane and state street bike lane with no traffic
607	Mandatory training for anyone under 16 on an e-bike, these kids, understandably, do not know the rules of the road. It makes sense they can't follow rules they don't know about.	Steps to slow traffic, eliminate distractions, etc. We have seasons with lots more visitors in our town that are unfamiliar with our one-way street system, lots of people turning wrong ways, etc. perhaps better signage for the visitors in our town?	State street. Goleta Bike Path.

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608	E-bikes should require a drivers license of some kind, particularly for minors.	<p>I really dislike the barriers recently erected on the eastside near Franklin elementary. They are forcing traffic into other neighborhoods and leading to more congestion.</p> <p>Bigger still is the matter of SBUSD's half-day school on Wednesdays, which requires all parents to arrange alternative transport for their kids in the middle of each week. This has major implications for traffic flow all over the city. Having a consistent release time throughout the week would be a relief to parents and ease some of the traffic issues of the city.</p>	
609	Mandatory helmets, maximum speed limit posted for e-bike safety in each area.	Crack down on aggressive drivers.	Bike path, bike lane. Carpinteria to Santa Barbara.
610	Sharing the road with ebikers has become terrifying as a driver. The majority of ebikers I see are young/teens who are going way too fast and dont know the rules of the road or what to expect from car traffic. E bikers who do not have a drivers license should have to take a class first. Helmet laws, passenger on bike laws, speed, and safety laws need to be enforced for all ebikers. they are the biggest hazard on the roads right now and young people's lives are the ones at stake. Daily I see multiple teens on one an ebike cutting across intersections/traffic usually with unbuckled helmets (or none at all), glancing at a cell phone, speeding through neighborhoods, etc.	I would love to see more enforcement of safety issues..... ebikers not following any laws, cars speeding or running stop signs near elementary schools and through neighborhoods, etc.	I only ride my bike (not an ebike) on the bike paths.
611	<p>License and set age limits for e-bike riders</p> <p>Require powerful e-motorcycles to use the street and stay off bike path and sidewalks.</p>	Regulate e bikes and add crosswalk lights along Shoreline Dr	Beach bike path

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612	E-bike riders should have to have training and a licence to prove it. They should be required to have liability insurance. In short, they should be treated like all motorized road vehicles, but in a slightly lighter way. E-bikes should be constrained to no more than 25 mph, and e-bikes modified to go faster than that should be impounded until fixed. E-bike riders who ride on sidewalks should be cited.	Make cars stop at stop signs instead of just rolling through, as often happens here.	I ride a regular road bicycle for exercise. I ride on city streets that have a bike lane and on designated bicycle paths. I avoid streets with little or no shoulder.
613	I would like to see E Bike restricted to bike lanes, walked otherwise. Not ideal for them, but they are a terror to pedestrians, clog traffic on car streets, generally a danger to regular bikers.	Please remove bikes from State Street. Debate cars all you want, unfortunately at huge wasted expenses (thank you K Sneddon for endless over-spending and wishy-washy approach to decisions) but get the bikes and E Bikes off state. What is wrong with some of our City Council members that they are so scared of the bike coalition that they are willing to ruin such an important center of our town?	Bike lanes - Bath, Sola, Modoc -- bikes should have reasonably available bike lanes, about where we are now, not more, and they should be well thought out to allow commuters and other to get to destination areas, such as the beach, ucsb, to no on State St.
614	Have e bikers have a license to drive if their bike can go over 25 miles per hour. So they can learn the safety laws of the road for bikers. And so they might know the speed limits for bikes . Ban e bikes on state street. Enforce helmets		
615	Police enforcing the current laws for bikes. We have a couple of kids riding their E-bikes at over 20 mph on the sidewalk on Via Diego couple of times a week and the police never cite them!	Make parking spaces smaller to discourage people from driving giant SUVs and trucks. In case of an accident between one of these giant vehicles and a pedestrian/bicyclist, there is almost no chance of survival for the pedestrian/bicyclist. Also, I have noticed that the city has reduced speed limits on most roads. You don't have to reduce speed limits every time a drunk driver crashes due to excessive speed! As everyone knows, drunk drivers don't pay attention to the posted speed limits. On some streets, the posted speed limit is unrealistically too low and is affecting the flow of traffic.	The existing bike paths.

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616	Young kids do not follow the rules or wear helmets. Sometimes too many kids on the bike. They just block traffic or pull out in front of you. There should be a age limit or a class they have to take	Make pedestrians follow the law on State Street!! They cross even when it is a green light for traffic, they will hold up traffic. Also, stop closing so many roads on the weekend you are causing so many issues. Put the farmers market in a damn park and stop closing the street for it.	None people drive so close to you. Its scary
617	Strictly enforcing traffic laws for e-bikes, requiring e-bike riders to have a license and insurance. Requiring offenders to complete a safety training course.	Improving visibility at intersections, especially when not an all-way stop.	
618	Enforce speed limits of e-bikes		bike lanes
619	Throttle, no pedal e-bikes should use the road since they go the speed of most downtown traffic and are a hazard on the bike path do to trick riding and speed.	Everyone should slow down, put down the distractions while driving, like food and phones.	I take bike paths, designate bike lanes and stay away for heavy traffic or unmarked streets like Downtown Anacapa for example
620	Slower e-bike speeds and e-bike users following traffic laws. I see too many riders, especially young riders, riding through stop signs without topping, riding on the wrong side of the street and passing pedestrians or other bikes without signaling. Driving/riding education for e-bike riders would benefit everyone.	More painted bike lanes or lanes separated by barriers would be great.	I frequently ride the new bike route from the eastside to downtown following Alisos street to Canon Perdido. It's great! I also like the new bike lines painted on Haley.
621			
622	Separate bike lane with more definitive boundary	boundaries between bikers and cars.	Down State St. I feel safest.
623	eBike users need to be trained on traffic rules just like an automobile driver.	The speed humps on W Valerio are dangerous, they are too tall and create unsafe driving conditions. Additionally, further narrowing roads to support bike users is not helpful given the majority of people who drive (I find you get poor driving when roads are slow and congested due to single lane reductions). I do not ride a bike as it is too dangerous (mostly due to distracted drivers, even with a bike lane it is still too dangerous).	

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624	E-bike riders should be required to complete training course similar to driver's training and receive a permit for driving the e-bike. E-bikes are being driving down the middle of city streets like a motorized vehicle. If they are not permitted, then the bike should be impounded. Perhaps parents should also have to attend the training with their underage children to assure that everyone knows the law.	Tickets and more patrolling in the city.	
625	I ride an e bike and obey the traffic laws - including stopping at stop signs. Many bikers and e bikers ignore traffic lights and stop signs. It is a problem.	Auto drivers stink. The drive over the center line, never signal and (on highways) do not stay to the right. All this is unsafe and wastes time and energy while adding to air pollution. Need a campaign for proper driving rules - with enforcement!!	Try to avoid the busiest streets and bike on streets with bike lanes.
626	safety training and age limit-also they should wear helmets and should not transport others individuals	open up state street	n/a
627	Requiring EVERYONE who rides an e-bike to have a LICENSE! Seems like younger e-bike riders are the ones who scare me the most - they are often unpredictable in their traffic patterns, they have multiple riders on one bike, their helmets are either not there or not fastened, they are talking to other riders, blah blah blah -	bike lanes work!	
628	Authorized City employees who can issue citations for unsafe speeds and not following traffic rules	Higher fines for violations	State St, Chapala St
629	E-bike riders need a license. Need to know laws of traffic.	License for E-bike riders required. They need to know traffic laws. Speed bumps in residential areas and around schools. Stop permitting the fast and the furious racers that go down Montecito street and Cabrillo Blvd. Stop them. They go through all stop signs and there are many pedestrians.	Bike lanes are great. They need to be clear and separate from cars and pedestrians.

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630	More laws on e-bike usage - using helmets, lights, hand signals when turning. I see people also riding in the middle of the road instead of using designated bike lanes or paths - sometimes because the entrance to a path isn't accessible where they've started their ride, and sometimes because the bike path ends and there is no alternative.	Making more bike paths and routes would be a huge help. I think there is adequate signage so there probably needs to be more education on traffic safety within the community.	Not applicable
631			
632	Rules of the road training and testing for E-bikers		N/A
633	Our community is enraged at the unrestrained use of ebikes, particularly with young children who constantly injure pedestrians and go about in gangs monopolizing the roadway and terrorizing pedestrians who have the right of way. Ebikes are vehicles and deadly in the hands of negligent drivers. Like car drivers, ebike drivers must face age requirements, be required to pass driving and written tests, as well as drivers ed. Helmets should be required with heavy fines and in the case of repeat and/or serious infractions, the vehicle should be compounded. If the driver is under-age, then the parents must pay the fine.	Crosswalks are a serious, deadly issue here. Drivers are required to stop, but the painted lines in the roadway are difficult to see in daylight and impossible to see at night. We need vertical signage with indicator light that the pedestrians can press before entering the roadway. SB has some of the darkest streets I have ever seen, especially on the Westside. This encourages trip/falls, crime, car accidents as people get in/out of street parked vehicles, and poor response times from emergency vehicles trying find addresses. We need many more street lights on the Westside to make this a safe, inviting community for residents to safely enjoy day or night.	
634	Far too many bikes have run out in front of me especially E-bikes, they must wear helmets and obey the law and parents really need to emphasize safety to their kids. Thank god I have not hit any of them.	Reduce the speed of the E-bikes for minors!!	
635	Hard enforcement with stiff fines; require DMV license for Class 3 e bikes (> 20 mph capability); photo enabled radar for speeding and red-light infractions.	Close bike lanes on lower State Street and revert to bike lanes on side of roadway; place blinking lights around stop signs at certain intersections; have more radar police on certain streets; place radar speed notification on certain streets; place speed bumps on certain streets even if emergency services complain; implement more traffic calming curbs at intersections in residential areas.	

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636	<p>E-bikes in the US need to be better regulated. e-bikes with throttles should be outlawed or reclassified as they really are, as electric motorcycles, which would require a license and registration. That would help a lot! Since that's not likely to happen, we find ourselves walking and riding along while e-bikes speed by, so anything that the City can do, more enforcement in particular, is the answer. The penalties need to be a lot harsher than just a \$100/\$250/\$500 fine. I say impound the bike right away and make the fine \$1000, that will get the parents attention for sure for the underage kids riding them.</p> <p>The other issue is cyclists, all cyclists, basically ignoring the rules of the road. Sometimes they ride on the sidewalk, illegally, or in the road going slow and blocking traffic, or on say Anacapa instead of using roads with bike lanes.</p>	<p>More one way streets, particularly San Andres and Chino. I know there was a lot of pushback on this, but it was the same way "back in the day" for Cota and Haley, and it has worked out great. Yes, some parking spaces are lost, and people have to drive past their house maybe to get back to it, suck it up for the sake of everyone.</p>	<p>Love the changes on the Westside for cyclists, use them all the time. Love the pylons separating the bike lanes from cars, big help, thanks!</p>
637	<p>More separated bike infrastructure. Unfortunately, it's a divisive issue and a political hot button. But is relatively low cost when compared to many other street projects.</p>	<p>The trend toward lower speed limits is good but can be and has been overdone in some cases. I support the increased number of traffic circles seen in projects in the area.</p>	<p>Lower State is an obvious safe spot and good connector in the Downtown area. If I were biking back from San Roque I would take Anacapa for its lack of stop signs going southeast. In general the lower traffic streets with the least traffic controls.</p>
638	<p>Posted bike speed limits along state street; separated bike lanes</p>	<p>I think that doubling down on safe routes to schools with so many more kids on bikes/ebikes these days would be great; painting the bike path along state street (controversial, I get it lol). I'd also recommend reducing the vehicle lanes on Milpas to expand sidewalks, pedestrian infrastructure and have protected bike lanes - people drive way too fast down Milpas for no reason.</p>	<p>The improvements along Alisos to reduce speeding have been great when vehicles actually decide to stop at the stop signs; any bike lane with green paint so that it doesn't blend into the road for drivers; any separated bike lanes feel much safer to ride</p>

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639	<ul style="list-style-type: none"> - make bikers have licenses and be of 16 years of age as motor vehicle license. - They should have a speed limit - should be banned from State Street 	stop making the roads one lane, there is not enough room to get out of the way and drivers have less ability to get around town or be able to evacuate the city if needed, As, has been seen in other disaster areas. This town has few exits as we have experienced in fires and mudslides and eventual devastating earthquakes.	I do not use a bike facility
640	They need to follow road rules also	All the Amazon and fed ex trucks make looking into traffic difficult because they often park in bad spots	
641	They need to follow traffic rules and speeds Those bikes are fast and many just ignore signs / speeds/ lights etc	Speed bumps More severe ticketing More posted speedsigs E-bike licensing	Separated lanes
642	State Street can remain a pedestrian facility, but perhaps Anacapa and Chapala streets can be modified to include protected bike lanes. Bikes should then be banned from State Street. The police also needs to be more present, and aggressively ticket e-bike users that are riding unsafely.		<p>The current State Street promenade is a convenient route for me, in addition to the shared use path along Cabrillo. The bike lane going east on Ortega is also particularly useful.</p> <p>Sometimes, I also use the protected bike lane on Cota near the school.</p>
643	E-bikes on State Street often drive too fast and dangerously. State Street should be open to cars, and regular bikes as it was pre-pandemic.	Yes - please make State Street drivable again. It is a street meant for slow cruising, not being bombed by e-bikes. The elderly and disabled especially have been excluded from enjoying State Street, not to mention from spending their money at businesses on State Street, since they are physically unable to see what businesses are still open. When cars can drive again on State Street, the entire downtown area will be reinvigorated since people will be able to slowly cruise (keep the speed limit low), and see what is available and interesting again. Santa Barbara is not the same charming place without a drivable State Street.	Na
644	Requiring a drivers license or harsh fine		Biker only lanes
645	Keep all bicycles/E-bikes off the sidewalks in residential areas. A little enforcement would be nice.	Stop actively creating congestion and hostile driving conditions under the guise of density requirements.	

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646	Better road maintenance would be number one for me. Additionally require a drivers license to operate most e-bikes. Police should target cyclists especially at intersections and in heavy pedestrian areas. Cite/FINE riders for unsafe behavior like riding tandem or without helmet or chinstrap strapped. Educate cyclists on the rules. I'd also like better North South bike lanes - not on State.	Better road conditions. Reduce two lane traffic to one lane wherever possible.	North South routes.
647	Some sort of mandatory training and certification for minors using Electric bicycles.		Castillo and Bath streets. The path along the beach.
648	E-bike riders should be required to go through safety training and need a license to operate them. We need safer bike lanes everywhere in SB.	Better street lighting at night is critical. Crosswalks with flashing lights should be at every intersection.	I don't because there aren't safe routes.
649	E-bikes should have same laws as motorcycles. ALL BIKES NEED TO BE KEPT OFF SIDEWALKS!!!	See above	
650	Something has to be done about the irresponsible e-bike users. They threaten the safety of everyone. A civilized society with individually-controlled modes of transportation is dependent upon everyone following safety laws. When those laws are disregarded by a segment of the population, it threatens everyone else. I don't have the answer - but the city must be proactive in addressing this serious issue.	More of a police enforcement presence re: speeding, distracted driving, e-bikes	dedicated bike lanes protected from drivers
651	Separated bike lanes and traffic lights for bicycles		Chapala St, State St., East Beach
652	Ebikes and regular bikes are not stopping at stop signs and are riding parallel to each other in car lanes.	Increase law enforcement on drivers and especially bike riders. The \$100 fine is no big deal and not many are being cited. Kids should not have extra passengers - see this all the time - and they rarely have helmets. Do NOT close any more traffic lanes for bikes.	
653		Installing more yellow blinking lights at busy cross walks on busy streets.	Slower traffic streets and residential streets.

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654	Assurance that e-bike riders know the rules of the road and safety practices of riding bikes on city streets. Maybe requiring permits to ride the bikes, acquired after training or testing would increase safety for everyone on the road. Proper attire and lights and reflectors on the bikes to make the riders more readily visible should be required and compliance enforced for all bike riders.	The onslaught of road repairs being done throughout the city has been a little much. Better warning signs and redirection by street workers might help. I am grateful the city has the means to repair the streets but that in combination to the 101 construction often makes it difficult to get where you want to go!	
659	they should have their own lane		the cabrillo bike pathway,
660	Sadly, enforcement, licensing with plates, age limits; stop riding on sidewalks, no bikes on State St., move to Anacapa and Chapala for routings, if State St. Is a must PLEASE add delineators for bikes to stay in, PLEASE and use serious enforcement and hefty fines. We say the same stuff over and over with little action.	See above, more cops along Cliff from Las Positas,	The new bike path along Las Positas and the connectors out to Goleta beach
661	no on under 14 should be allowed to ride an ebike	get the endless road work finished!	
662	Ticketing ebike users who are speeding or not following traffic rules	On Milpas, remove parking close to curbs and driveways to improve visibility, reduce number of lanes to slow traffic and improve safety	State street, because there are no cars, Cota because of the separated bike lane. I use the BCycle bikes because then I don't worry about locking and storing it

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663	E-bikes should be with cars or, if they become even more prevalent, have their own lane, which means making it harder for cars to speed through neighborhoods so that e-bike riders aren't scared to get hit themselves. More speed bumps, more enforcement and tickets for drivers.	<p>As a daily pedestrian, my biggest safety issue is right on red: it's designed to make drivers look for cars, not people. It's when I'm at most risk for getting hit.</p> <p>Another challenge is that the city lets cars park on sidewalks. The same cars, for years, get to take up space reserved for pedestrians, so I have to cross a street or walk into oncoming car traffic. With the proliferation of huge trucks, it's getting worse.</p> <p>Beg buttons are bad for pedestrians, too: at Cliff/Loma Alta; Carrillo/San Andres; and Cabrillo/State. These are heavy foot traffic zones. You have to walk extra distance to hit a button, sometimes run (at Carrillo/SA, you now have to hit the button by the gas station 10+ seconds before cars get a left turn for it to trigger a green light for pedestrians.)</p> <p>I love all the other changes to pedestrian safety over the years, most recently the</p>	I take Micheltorena to Sola St and down State St if I bike, and those work well enough. I appreciate the bollards on the bridge and lack of cars on State St. Much safer as a cyclist.
664	Enforced traffic laws, license for minors	Enforcement	

City Traffic Safety Survey Free Responses

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?	Do you have suggestions for improving traffic safety in the City?	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
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665	Enforcement of e-bike riders speed (no one is enforcing), enforcement helmet-wearing (particularly youth who I see not wearing helmets), requiring all ebikes to have a front/back light on at all times of the day/night for both riders and drivers, and depending upon the speed limit/road, allowing e-bikes to take the lane if their speed is with traffic flow (e.g., 25 mph zones). Further, more education: signage, educating and requiring a safety certificate for e-riders similar to a driver's license (many youth have never driven a car and are not familiar with driving rules but expected to follow them on an e-bike), and targeting education and campaigns with the parents to help educate them on safety and accidents to help protect their youth. I am a parent and believe this is very important.	1) The Castillo bridge is very dangerous to ride under but a very important thoroughfare for cyclists to get from downtown to the beach. State street is too complicated with all of the pedestrians and can be dangerous. Castillo could be improved for cyclists. 2) Please improve the safety of the Micheltorena bridge for cyclists and cars at the very busy driveway of SuperCucas. Cars exiting the driveway cannot see cyclists coming down the hill fast in a protected bike lane. Cars pull out too quickly for cyclists to stop and drivers cannot see cyclists unless they pull out pretty far. It is so dangerous. Additional motion lights and large mirrors could help improve this. I believe it is the role of the city to improve this and not land on SuperCucas. This is important. This bridge is a thoroughfare to downtown for the westside and many children need a safe way to commute with improved safety.	I ride a pedal bike, powered by my body. I guide my children and often take routes that have protected lanes, but there is still work to be done. Gillespe, Sola, Castillo, etc. The Castillo bridge is very dangerous to ride under but a very important thoroughfare for cyclists to get from downtown to the beach. State street is too complicated with all of the pedestrians and can be dangerous. Castillo could be improved.
666	Of course, protected bike lanes are ideal, but I understand that Santa Barbara has limited space. Where bike lanes are not feasible, greater awareness and acceptance of bicycles by drivers would help. I frequently get passed well within the required 3ft minimum distance, and have been clipped by side mirrors twice. Maybe there is some way we can improve the behavior of drivers who hold the lives of others in their hands.	Striped bike lanes could have plastic delineators installed.	I appreciate the new bike routes along Gillespie and Alisos, as well as Sola. I frequently use the bike lanes along Cota and Ortega as well. I would like to see something more than paint protecting me from cars. Even the plastic delineators can be a helpful deterrent against drivers who often react aggressively to the mere presence of a person riding a bike.
667	enforce existing laws	enforment of existing laws. removal of some paring near intersections that impede views of the intersection.	
668	Electric bicycles should be regarded as a motor vehicle and riders should need to attend classes and be licensed to operate such a vehicle	Open up State Street back for downtown traffic. Open up the closed street access areas as well on Sola and on Valerio	The bike path from modoc to Goleta beach works well

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669	Every time I walk more than one block I will encounter both regular bicyclists on the sidewalk and e-bicyclists on the sidewalk. And I when I tell them they shouldn't be on the sidewalk they don't believe me. There needs to be some education because they definitely feel entitled to endanger me.	It's somewhat intimidating for cyclists to go up State Street to Hollister - that's a bad intersection.	almost all of them
670	Require all users of electric bike/cycles to be licensed, all riders to carry liability insurance (or else carry opt-out card); all electric transportation to be registered (like a motor vehicle).	Enforce bike laws, duh! Especially for non-adult riders during commute times (before/after school, and holidays/weekends). If law enforcement is not going to issue citations then at least station/patrol known areas identified by citizen complaints and traffic study AOI.	Clearly marked bike lanes, more publicly accessible pumps (for tires), street-sweeping of commuter bike lanes!
671	Raised and extended sidewalks specifically for bike traffic or a barrier of some kind separating it from vehicle traffic.	Bike lanes that are separated from traffic	I do not bike in the city, only in my neighborhood
672	Enforcing E-bike riders' better behavior.	I trust the experts to keep at it.	Bike lanes still make a big difference
673	I would like e-bike riders to be held to the same licensing and insurance laws as automobile drivers. The majority of e-bike riders I see are children or teens who appear to have no knowledge of the vehicle code. I think regulating riders in the same way we regulate drivers would ensure that these individuals are aware of their responsibilities when sharing the road.	I would like to revoke the "pedestrians have the right of way" law so that vehicles have the right of way in unmarked or ambiguous situations. Roads are for driving and sidewalks are for walking. Pedestrians should be required to remove headphones, look up from their phones and participate in their own safety, particularly when it involves a potential collision with a vehicle. The pedestrian will always lose in that situation but it is not always the driver's negligence at fault.	I love the renovated bike path along Las Positas!
674			

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675	e-bike riders should be required to wear helmets and pass a rules of the road test in order to drive them on the road. They are like motorcycles. E-bike riders should get tickets just like car/motorcycle drivers if they are on the road.	1) The city needs to enforce visibility triangles for all road access points. 2) If parking is available along the road, then the sides of the road should be clear so that people can get out both sides of the car. Especially if the city has a right of way. To many plants and scrubs along the roadways in the neighborhoods 3) The 100 block of Santa Cruz Blvd needs a sidewalk or walkway so people don't have to walk in the middle of the street. It is a main access road going to 1000 Steps and people drive pretty fast when turning onto that section of road. 4) e-bike riders should have to know and follow many of the same rules as a motorcycle rider.	I try not to ever park a bike downtown for I don't trust it. I do like the bike lanes that are not next to car traffic the most.
676	Classify E bikes as motorcycles as that's what they are because it's electric doesn't make it not a motor require a drivers license or a permit for people to operate them on city streets stricter enforcement of traffic laws on E bikes and bicycles	Open State Street more strict enforcement of traffic laws for E bikes, and pedestrians	
677	It is common to witness complete disregard for traffic rules by bikes and e-bikes, including traveling in wrong direction. Education might help. Do e-bikes require a drivers license? And if not, why not? Licenses should be a meaningful source of tax revenue.		
678	Very few of the problems are actual e-bike, but more often motor driven cycles that have been labeled as e-bikes but are NOT Enforce current motor vehicle laws !!	Reduce car and truck traffic significantly. Add Scramble phase for Pedestrians Only at every traffic light.	I really don't need much in the way of dedicated routes, as I use the road as I am entitled by California law. The only facility that I know of is the Bike Station, which doesn't work for me at all. What I would like is bike lockers in every city parking lot
679	This is a bit of leading question. Cyclists (powered or conventional) need to be policed. "At-fault" percentages aside, if no one polices traffic on the streets, infrastructure project's upside will be limited. Moving violations should be a point of emphasis for SB Police - don't need to go crazy with it but a small increase in citations would go a long way.	Turning movements on Dutton Ave and Almond Ave are dangerous for all road users even after the Westside Community Paseos Project. Consider one-way or non-through streets at this extremely unsafe intersection.	Cota St protected bike lane, LPMUP, Bath Street bike lane, Modoc MUP, Shoreline Bike path. Eastside/westside connection on Sola is clunky. It would have been better on Micheltorena (I understand that parking is the reason it did not happen). Many more cyclists still use Mich over Sola. I will state the obvious - cyclists do not like hilly streets like Sola.

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680	License them as motor vehicles. Kids are morons. Hand out tickets. Yes hand them out to minors. If they're old enough to be on an e-bike they're old enough to learn how to operate them safely.	Undo the last three years of street "improvements".	I hate all the one way traffic blockers put in place on, for instance, sola and garden. These do nobody any good, except for allowing idiot city planners to impose their senior thesis on a community that wants no part of it. Please forward the following message to whoever keeps approving this sort of nonsense: "I hate you and so does everybody else. You're terrible at your job."
681	License them as motor vehicles. Kids are morons. Hand out tickets. Yes hand them out to minors. If they're old enough to be on an e-bike they're old enough to learn how to operate them safely.	Undo the last three years of street "improvements".	I hate all the one way traffic blockers put in place on, for instance, sola and garden. These do nobody any good, except for allowing idiot city planners to impose their senior thesis on a community that wants no part of it. Please forward the following message to whoever keeps approving this sort of nonsense: "I hate you and so does everybody else. You're terrible at your job."
682	We want to be a bike safe city we often applaud ourselves that we are. However, we have very little opportunities for cyclist to actually cycle without the threat of a vehicle. Can you actually put in more bike lanes that don't allow vehicles to cross over and I'm not talking about the joke that you made on Sola Street.	my number one suggestion is enforcement of the rules, ordinances and laws that are already in place. Everyone knows that you won't get a traffic ticket in the City Of Santa Barbara. Everyone knows you're 99% likely to not get a parking ticket even on street day in the City Of Santa Barbara. Everyone knows that these new e-book ordinances without enforcement or a laughing stock to our city. I have seen officers on bikes, ambassadors, and other city staff who just ignore rules being broken on the streets of Santa Barbara so why don't you start with better training and actually use the tax dollars I pay before you think you need to hire other people to do this job	There are few routes that truly work for me. I appreciate riding down State Street but it is truly a mess with the new clown cars. The city has allowed and I'm all for accessibility, but these drivers have no training and no respect for pedestrians or cyclists and think that they truly rule the road because again no enforcement by city officials. And even though State Street is an option for cyclist if you choose to close it down for parades and farmers market where are we supposed to go? You push us out to Chapala Street or Anacapa Street and there are no bike lanes there. You need more people who live here to give you an opinion. All of your staff don't live here and don't understand what it's like.
683	Forbid minors from operating e-bikes capable of going more than 15 miles per hour.	Protect drivers against the scourge of e-bikes.	I don't. I'm not gay.
684		The city is full, stop building housing. There are too many people in a confined area !	
685	Close down State Street entirely to car traffic.	Keep State Street pedestrian friendly by closing to car traffic.	State Street without cars.
686	Expand the pedestrian-only corridor. Ticket reckless e-bike riders.	Keep cars off the pedestrian stretch of state street.	Haley to garden to arrellaga

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687	E Bike riders especially kids need to meet the same requirements as motor vehicles as in License, registration and Insurance. Also Kids should be required to take a course in safety attended with the parent or guardian with the parent signing a legal document stating they take responsibility for the child's action. Personally I have been almost run over when walking by Kids and then cussed out if I say something. Get with the program Parents.		
688	e-bikes are hard to see because they are black and blend into shadows. They need to be bright colors. They go too fast and can't respond quickly enough to hazards. They are quite often on the sidewalk.	stop making bike lanes - there are too many and make the streets too narrow. There are not many people commuting on bikes. We need more parking, not less. It's an aging population in cars, not bikes. I live downtown, with a bike lane on my street, and I can probably count on one hand how many people are taking advantage of the bike lane. Confine them to larger streets like Chapala, rather than tiny streets like Bath and De la Vina.	
689	I would enforce traffic laws for E-bike riders.	I would advocate for two items. 1) improving the right of way for cyclists at intersections (in Cambridge UK, there is a rectangle, in front of the traffic lanes, for bicycles, which improves visibility. 2) having witnessed enough illegal behavior from cyclists when cars are removed, I think we should enforce traffic laws on E-bikes and cyclists more generally.	The bicycle route to UCSB's campus. The new lanes on Garden Street. State Street.
690	E-bikes should be classified as motorcycles and as such, follow those laws that include stop signs.		
691	Aggressive warnings or tickets to those riding unsafely or not following traffic laws. Better education about bikes needing to follow traffic laws, have lights at night, stop at red lights, etc (reminders at ebike stations, etc)		Designated bike lanes with division from road are nice, but only if it doesn't greatly impact car traffic due to reduced lanes

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692	I like no-cars on State street but feel unsafe walking on State street due to bicyclists and e-bike riders. I'd like a physical barrier for bike lanes.	Dangerous bike path intersection where S Patterson turns into Shoreline Dr. Bicyclists almost never stop and push the button to turn on the flashing light to alert drivers. Instead there should be (at least) a motion sensor to alert drivers of bicyclists approaching. I've emailed the county but they say it's on the bicyclists to stop and push the button. I'd support either a stop sign for drivers, or something to stop bicyclists from just driving through when drivers have right of way. Currently we drivers stop to let bikers through when it's not their right of way - SOMETIMES - but other times not, so it's a very ambiguous intersection. I almost hit a bicyclist who sped through the intersection; I had the right of way and she didn't click the warning button. Luckily she swerved out of the way. Another consideration is that if drivers stop out of courtesy when they have right of way we risk being rear-ended by drivers following us.	
693	Education & Enforcement... other than that as a bicyclist I do NOT feel safe around those e-bikers (mainly the "miscreants"; add to the mix BCycle morons and what did you expect?)	Yeah, DO something about that Miscreants problem I keep bringing up...	ones that have the least amount of stop signs/lights?
696	require licensing / registration on all bikes	focus on sidewalk safety - do walking studies of uneven / broken sidewalks and trees / bushes forcing people off of sidewalks	
697	Dedicated bike lanes	The dedicated bike lanes on the new Cabrillo/state underpass are amazing. More of that would be beneficial	De la Vina, Chapalla - any place with dedicated bike lane
698	E bikes need to follow the same rules as cars. Very concerned about the kids riding e-bikes without helmets and sharing them with other kids.	Yes, remove the bulb outs, open up State Street as a one way street.	NA
699	Take some of the one-way streets that have two lanes and make one a lane for bikers and e-bikers	Have more police monitoring State Street for dangerous e-bike riders. Or, better yet, do not allow e-bike riders on State Street	

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700	Vastly increased enforcement of traffic laws coupled with heavy fines. A complete ban on E-bikes being allowed to utilize bike paths is necessary ---- in particular class 2 and class 3 E-bikes. Any E-bike which can travel at 20mph or higher needs to be banned from bike paths such as the Cabrillo Blvd Beachway and Obern Trail (Goleta) bike paths.	Increase enforcement of road laws, with particular attention paid to drivers/bicyclists running stop lights and stop signs. Heavy fines for "distracted" drivers who use hand held devices. Heavy fines for speeding --- for both vehicles and E-bikes. Permanent ban on E-bikes' use of designated bike paths.	Streets with designated bike lanes.
701	Make those with e-bikes responsible. Make them wear helmets. Make the parents responsible for anyone under 18. They have to have a license. It is basically an unlicensed person on a motorcycle	OPEN UP STATE STREET TO CARS. DOWNTOWN IS DYING AND NEEDS TO BE REVITALIZED. I WAS A BOG ADVOCATE OF CLOSING STATE STREET TO CARS DURING COVID BUT IT IS TIME TO REOPEN IT. VENTURA IS DOING IT. REMOVE THE ROUNDABOUTS ON OLIVE STREET, LAGUNA STREET, ALTA VISTA, AND THE HAZARD ON GARDEN STREET. GET RID OF STREET SWEEPING ENFORCEMENT . IT IS NOT RIGHT WHEN YOU HAVE PEOPLES WORK TRUCKS LIMITING RESIDENTIAL PARKING. IT TARGETS THE POOR AND MIDDLE CLASS. THE WEALTHY ARE NOT TARGETED BECAUSE THEY HAVE DRIVEWAYS AND GARAGES. IT HAS BEEN STATED BY THE CITY AND POLICE DEPARTMENT THAT IT ACTUALLY IS NOT PROFITABLE. KEEP THE SWEEPING JUST GET RID OF THE ENFORCEMENT. LET PEOPLE GO ON VACATION IN PEACE INSTEAD OF WORRYING ABOUT THEIR CAR BEING PARKED ON THE CORRECT SIDE OR IN	
702	Separated lanes	More radar speed signs. Separated bike paths	Broad streets, clearly marked bike lanes, bike only routes
703	provide bike lanes for ebikes in addition to multi use paths for other slower persons	use a 15 mph speed limit in areas such as san roque neighborhood, miloas, and san andres	separated bike path like on modoc and las positas
704	If ebikers, especially kids, are REQUIRED to wear a helmet. Too many kids with helmets off or unbuckled.	It is embarrassing how SB has so few sidewalks, and dedicated/separated bike lanes, especially on busy streets like upper state, ontare, Las positas, etc	

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705		Stop installing ridiculous things like the traffic diverters on Alisos Street. They just force community residents to drive twice as far, increasing the probability of an accident. Also, stop installing bulb-outs. After decades of driving, you build an expectation of what turning around a corner should be like. A bulb-out massively deviates from that habituation and causes people to drive over them, damaging their vehicles. Just look at all of the tire marks around them.	
706	Holding them to proper speed limits.	More enforcements of existing rules	
707	Helmet and speed enforcement for those riding e-bikes. Kids riding e-bikes are often speeding with multiple kids on the bike and no helmets.	Better overall public transit	
708	City should require some type of bike license and registration of all e-bikes. Also some type of insurance. All riders should have to take and pass a test of road and safety rules.		
709	Enforcement of wearing helmets and speeding, ensuring riders have a license	Get a handle on e-bikes and irresponsible drivers	Modoc-las Positas
710	<ul style="list-style-type: none"> - No ebikes on state street - Stronger enforcement of speed laws and helmets - 1 rider per ebike - Stronger penalties for riding e bikes on sidewalks 	The city has already tried removing parking to make bike lanes and this does not seem to work. Specifically there are still many cyclists on Milpas and other surface roads instead of alisos. Whereas now alisos, which was a very convenient road for those living in that area, is now pretty unusable due to the convoluted stop sign system. I think all the bike lanes in the world won't fix cyclists behavior. The city needs to figure out why cyclists don't use the lanes that have been built for them or follow the rules of the road.	
711	More bike lanes PLEASE!!!! Everyone needs safe bike paths and they need to be connected- not just one block	Nope lanes!!!	State street

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712	Most of the bikers I see are really young. I would like to see maybe an age limit and some sort of permit in order to operate an e-bike. Posting a speed limit for ebikes would be helpful.	Traffic cameras might help with speeding. De La Vina and Chapala have turned into mini speedways.	I think the city has done a great job providing bike lanes and routes. I use State St. Bath and Anacapa most. The bike lanes on Sola and De La Vina seems like a waste of money and for people who don't live here (you can tell) seem confused by it.
713	Separated infrastructure	some bike lanes are overgrown, forcing me to swerve into the street. it's worst on Calle Real between La Cumbre and Las Positas, and Las Positas between Calle Real and State	Buffered lanes, off-street paths. Modoc, Castillo/Bath
714			
715	Physically separate bike lanes from car lanes.		
716			Path along beaches, state street promenade
717	Offer better public transit options that eliminate the need for cars.	More roundabouts instead of four-way stops, improve the public transit options.	
718	E-biked should be licensed and treated as motorcycles.	Reduce the number of one way streets. One way streets force us to drive longer distances and are a source of aggravation.	I do not ride a bicycle or an e-bike.
719	There are very rare cases of this happening. Car on biker/car/pedestrian fatalities are much more of an issue in Santa Barbara. But I agree it's important to make sure bikers are riding safely too. It's the kids who speed on State Street, not the commuters. What if we created a designated bike park/space for kids to play how they want to? That way they don't have to speed down State. The policing of bike speeds on State have also improved the issue and it should continue. We need to keep State Street open to bikers though, because bike commuters and tourists should not be punished just because some kids are being kids.	Reduce high speed traffic in highly trafficked pedestrian/biker areas like Milpas. Add physical barriers between bike and car lanes. Sharing the road with bikers and cars is very dangerous, and painted lines are not sufficient.	East Beach and State Street bike lane is my commuting route.
720	E-bikes should be banned. People and especially children shouldn't be able to share the streets at that speed without training and a license, but you don't have the resources to enforce a license so just ban them.		

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721	Having a minimum age for riding them, as it's mostly the teens being reckless. Ticketing/fines Curfews No e-bikes on State St.	I would like to see the "road bicyclists" given tickets for "stacking" into the car lanes!!	I use the bike paths wherever possible.
722	Limiting the speed of E-bikes for younger users.	Better road quality, fewer potholes.	Modoc Road, Castillo St., Chapala St., Hollister Avenue, bike path to Goleta Beach/UCSB.
723	Enforcement of ebikes on state street to stop speeding, kids speeding in groups, bikes not on bike paths	enforement or at least a police presence	
724	Enforce speed limits in crowded areas like lower state street. Kids should wear buckled helmets.	Removing the barriers that confuse drivers for example the Sola Street "bike path" where you can't turn. I think there is too much paint on the roads. The painted crosswalks are slippery when they get wet. Very dangerous. Not sure who would think that was a good idea. I think that your citizens embrace automobiles, so the city should also. There seems to be a war on cars. People need to drive their cars. I can't imagine my elderly mother riding a bike to do her grocery shopping. I love riding my bike, but there is too much money spent on bike paths. They don't get much use, and the people that do use them seem to be recreational bike riders. I would be curious to see how many bikes use the expensive las Positas bike path on average. My guess that usage is very low. It seems like a lot of wasted money.	State Street. Bike paths
725	Make it legal to ride a bike safely in the city. Bikes often have no legal and safe option so have to pick between the two.	Road diets have been very successful at reducing vehicle speeds and improving safety for drivers, cyclists and pedestrians.	N/A
726	Enforce the existing rules. Put bike cops on the streets.	Enforce the rules.	Streets with bike lanes. Streets that have little car traffic.
727	Banning them altogether? Or, more plausibly, imposing a minimum age requirement and/or license requirement.	Yes! Open State Street to cars again and require bikes to stay in a bike lane.	
728	E-bike users should be required to obey traffic laws, wear helmets, stay off the sidewalk and not carry more than two people. Also there should be penalties for distracted E-bike use like texting while operating an E-bike.	Fix the potholes, install more on demand light up crosswalks and remove the bulb outs. I believe the bulb outs actually cause traffic accidents since motorists are focusing on avoiding the bulb out instead of looking out for pedestrians.	Currently I rarely ride my E-bike but in the past I have stayed on the road in shoulder in the same manner as I operate my non-E-bike.

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729	E-bike owners should have to have a permit and follow the same rules as motor vehicles. There should be more violations issued to deter poor biking behavior. Riders under 18 should all be required to wear helmets. No double riding, no riding on the wrong side of the road, on sidewalks, going through lights, etc. The City is aware of these types of riding behaviors, but if safety is the priority for all then it should start being serious and start mitigating these violations before more serious incidents or fatalities occur.		
730	Reduce area dedicated to heavy and fast cars - such as parking lanes and driving lanes then use that space to improve access for unmotorized pedestrians/bikes and lightweight electric vehicles such as golf carts and E bikes.	<p>Be willing to reduce public subsidized overnight street parking if private vehicles in order to improve mobility options and green space.</p> <p>Traffic calming measures everywhere such as reduced car lanes, more bubble outs, high vis cross walks, elevated pedestrian crossings.</p> <p>20mph design speed with corresponding speed limits on streets with driveways and cross walks.</p> <p>Stop using traffic models and counts to make design decisions that reflect a state of infrastructure use that is causing community members to die.</p> <p>BE BOLD, full send walkable complete streets and vision zero. Don't give in to the loud selfish people.</p>	The ones without cars and with separated bike lanes
731	Enforcement of laws with cyclist offenders. More education. Require licensing for ebikes with throttle power	Same as what you are considering	Bath & Castillo Streets, Gillespie, Modoc, Las Positas, Cabrillo, Alisos,
732	Separating e-bikes from cars	Make speeds much lower in destination areas (Milpas, neighborhoods). Employ visual narrowing on these roads	BCycle stations are great. I ride along Cabrillo bike path and State street
733	A License should be required for electric bike's or parents should sign consent and be responsible for their kids poor driving judgment.	See above suggestion.	N/a

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If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

734	Require driver training just like a vehicle. Must be 16 or older (look at what Marin County is doing!). Ticket the idiots on the sidewalks regardless of age.	More police!	Bike lanes.
735	Actually enforcing the existing laws as to speed, reckless riding, helmet use and age. The laws exist but if people don't see the consequences of breaking them then they will continue with their reckless behavior.	Enforce the laws that exist, especially on minors riding recklessly. I think the city should pay more attention to coordinating the various street repair and construction activities. Often I see traffic get so convoluted because there are two or more work sites with lane or road closures happening concurrently on adjacent streets, sometimes bringing downtown SB to gridlock. It seems like the left hand doesn't know what the right hand is doing.	Anywhere with a separate bike lane is great. The shared lane on San Andres is not really adequate to make me feel as safe as a separate bike lane.
736	If bikes were required to drive in bike lanes only	I think the slowing traffic efforts, like narrowing streets, more one-way streets & adding bike lanes has really helped.	
737	They get their own lane	Reduce speeds, more cops giving tickets, fewer lanes of traffic, no cars parking on streets.	Bike paths off the street and bike racks to lock it up
738	enforce the new ebike laws		all
739	More rules for e bike and bike. A lot of the accident occurs because the young person, they are immature and they do not see the risk.		
740	E bikers should pass a driver and road safety test before they can join the roads. wearing a helmet should be absolutely mandatory: driver and passenger. If they don't comply, the license should be revoked for a month and there should be an important fine. Not following traffic rules should result in removing the license and a fine.	Define who can and cannot drive an Ebike. Make clear rules and implement them. More agents present.	Those with bike-lane signal on the pavement and those with not too much traffic. I don't drive a bike on rush hours.
741		More  stop signage	Published bike lanes and routes!

City Traffic Safety Survey Free Responses

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742	Incorporate road safety education into 9th and 10th grade homeroom classes.	Tailgating and frivolous impatient lane switching should not be tolerated. It ought to get you pulled over, and penalties should be substantial. These are the same people you will later see driving at unsafe speeds once unimpeded. The effect of this menace on road safety is immeasurable, because it impacts the concentration of everyone nearby until long after the aggressive driver has moved on.	n/a
743	Continue adding bike lanes. Ticket dangerous e-bike riders especially on state street.	More bike lanes. Small Speed humps in the bike lanes on state st. Maybe at the stop signs to ensure riders slow down.	The bike lanes on the west side over the bridge on micheltorena are great. As well as the bikes lanes leading away or to the bridge.
744	My dental hygienist was hit by two teens on an ebike in the Goleta Target pking lot. Skull fracture, broken nose, severely dislocated thumb, etc. Cam footage showed kids were aware but didn't stop, never found them. Not an infrastructure issue. At SBHS, kids ride ebikes recklessly to/from school speeding on sidewalks, blasting through intersections, etc. More of an education/enforcement/cultural/social/ag e issue so I'd pull on those threads. That said, cars cause more injury/damage than bad ebikes/bikes usage but latter is creating a social backlash which might be stunting growth/acceptance of ebikes.	I feel like many safety issues are related to driver/rider behavior (e.g., using a phone while driving, speeding, not sharing the road, lack of patience) rather than directly to infrastructure. Perhaps this means more enforcement is necessary?	To Goleta/Work: APS-Los Olivos-Garden-Pueblo-101 Overpass-PilgrimTerrace-Modoc-Obern To Beach/Elings: Garcia-Alisos-Mason-Caesar Chavez-Cabrillo or Multipath-Shoreline-Cliff Other: Bath St, Gillespie St, Cota (westbound)
745	E-bikes should be licensed like other motorized vehicles and be ticketed when breaking the traffic laws.		
746	Set a minimum age for e-bike riders. Ticket/fine e-bikers that violate traffic laws. set up a hotline for reporting incidents.		
747	Some e-bikes are so fast they should be classified as mopeds and require a license.		
748	More enforcement of rules especially for minors	Not really. By and large, Santa Barbara is a safe place to walk, bike, and drive. The city is small so people aren't in a hurry and speeding. Overwhelmingly the drivers are courteous and safe. The best way to improve safety is enforcement. I understand that is expensive.	Bike lanes

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749	Enforce or enact helmet laws and age restrictions	Speed bumps	
750	Make everyone with an E bike take a driving test just like driving a car!!! Make the minimum age to ride an ebike 16 years old!!! Start ticketing the little brats, before more people die because of their idiotic, self entitled attitudes!!!!	Make better, clear, concise laws regarding E bike riding safety, and enforce them!	
751	e-bikes that are able to exceed 10-12 miles an hour are no different than a motorbike or scooter and should be regulated as such. The drivers should be licensed and insured have an age limit. An electric motor is no different than a gas motor. Just because they are silent does not change anything. As both a bicycle (road bike), and motorcycle rider I don't understand why e-bikes and their riders aren't licensed and regulated like the motor bikes they are.	I don't have anything against e-bikes, but in their unregulated state both the bike and the unlicensed driver are a serious danger to other licensed drivers,, pedestrians and manual bike riders. I regularly, while riding my bicycle, have to dodge the out of control e-bike riders.	You can't compare a regular bicycle to an e-bike as if they are equals - they are not. As a manual Bicycle rider the current designated riding routes work well. They DO NOT work for e-bike riders traveling more than 12 miles an hour. An e-bike that can exceed 12 miles an hour, and their riders should be regulated as any other two wheeled MOTOR vehicle on public roads.
752	Any throttled vehicle having a registered license and driven by a licensed person.	Any throttled vehicle having a registered license and driven by a licensed person.	bike paths
753	Needing to walk any bike on State Street		Designated bike lanes
754	Safe and separate lanes for cyclists. More streets that are bike / pedestrian only, with no vehicles. Established side streets as cycle friendly with signage for uninformed drivers. Public outreach to inform people of laws regarding cyclists and rights of the road. Lower speed limits. Speed bumps & other devices to force drivers to reduce speed.	Reduce vehicle access to more areas & more devices to that force drivers to reduce speed.	East side to the beach (Milpas or adjacent side streets). Cross streets between Milpas and State street. Shoreline & bike paths along beach
755	Established bike lanes, bike safe routes, education and signage regarding cycle friendly streets (people get mad), lower speed limits, speed bumps.	More bike safe cross streets, more flashing speed limit signs and cross signs, speed bumps leading up to stop signs.	East to the beach, shoreline dr, garden
756		Improving / increasing number of sidewalk ramps at intersections (for strollers, wheelchairs, etc) Stop lines further back from the crosswalk	

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Do you have suggestions for improving traffic safety in the City?

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

757	E-motorcycles are just that and not e-bikes and should be licensed and regulated as such. E-bikes going the wrong way in travel lanes should be ticketed. I'm an ebiker myself.	Bike paths or protected bike lanes	State st., and other separated bike paths like the waterfront
758	1) only class 1 e-bikes (pedal assist) should be allowed on city limits and all bike trails 2) have a minimum riding age of 14 yrs old and mandatory helmet for any other e-bike (throttle e-bikes and >20mph pedal assist). They are mopeds, and should be treated as such. 3) ticket irresponsible riders.	Pavers on the pedestrian areas of State street. Make it look like a promenade rather than a road with amusing obstacle course.	Secure bike racks would be nice. No retail permit without a bike rack outside the store sounds like a sensible policy.
759	Clear rules and enforcement of rules for e-bike users.	Local users should be encouraged to get an e-bike license which is dependent on watching a 25 minute safety video. In exchange they get a discount on city bike use or a warning for their first non-dangerous infraction (as opposed to a ticket) on a bike within three years of taking the safety instruction. Incentivize education and compliance.	
760	Clearly defined and enforced policies of what constitutes an E-bike vs moped. Bike lanes should only be used if bikes are being peddled/pedal assist is being used. If riders are fully not peddling they should follow standard traffic laws for cars/mopeds.	More specific bike lanes on the east side would be great to allow for easier and safer riding around town.	The state street bike route has been fantastic for biking around especially getting to and from the funk zone from the arts district.
761	Better regulation of e-bikes at the point of sale. More e-bike safety education. Protected bike lanes.	Speed calming efforts for streets that have traffic going "downhill" towards the waterfront.	N/A
762	Strict enforcement of existing traffic rules, especially with bike riders. Requiring a drivers license and registration for ebikes.	More enforcement. I hardly ever see the PD giving tickets anymore. Unsafe ebike riders need to be held accountable for endangering others to the point where repeated offenses will result in bike impoundment. More cameras.	Any route that has separated car and bike traffic. The two worst routes are through Castillo Underpass and de la Vina St (where there is no separation).

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763	E-bikes are motor vehicles and they should obey the same rules and laws that any motorcycle or other vehicle does. They don't belong on bike paths and users should be registered and pass a basic safety course in order to ride them.	Spend less money on parking enforcement and more on speeding enforcement! The egregious predatory parking enforcement is a known bad joke in our community. It's bad enough living here, but I can't even imagine being a visitor and getting a ticket because of our lack of parking and predatory practices. How much money was spent on the Alisos bike corridor to resolve a decades long issue with individual speeding from Milpas to Salinas or using Alisos as a thoroughfare to avoid Milpas traffic? It's not difficult, slow Santa Barbara down! At the end of the day people racing around our city streets just don't get there any faster and they are a hazard.	I have no need for any bike and my traditional bicycle works just fine.
764	Bike speed limit on State Street	Keep State Street free of cars! It feels so much safer as a pedestrian	
765	Stricter enforcement, especially of minors behaving unsafely on e-bikes. Requiring e-bike rental facilities to also rent helmets.	Extending red curbs further to allow everyone to better see/be seen by oncoming traffic.	
766		Remove the commuter policy at Cottage so that employees have to park on their lots. I rent and don't have a parking space. I often don't have a place to park. The streets are congested with Amazon & delivery vans, drivers who aren't paying attention and too many pedestrians.	
767	Many of the ebike riders I see are teenagers, riding at speeds similar to a motorcycle. I think enforcement of existing helmet safety laws would be a big improvement. Maybe a program to give out free helmets and fines for those who don't use helmets?	I think encouraging more walking areas and designated biking areas would help a lot.	The bike path by the beach is my favorite
768	Require training when an e-bike is purchased. Or include it in school curriculum in junior and senior high schools. A lot of students are using them to go to school.		
769	Juveniles on motorcycles...that's the reality. Please implement some restrictions on age, speed limits, and behaviors for E-bikes.	More sidewalks and safety for pedestrians and runners. This is my main concern. Lot's of unsafe stretches where it is impossible to walk safely. We all need to be moving our bodies; let's make it safer and more feasible.	

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770	No one under the age of 16 should be able to drive one. No one under the age of 18 should be allowed to carry passengers. All riders regardless of age should be required to wear helmets. They should not be allowed on shared paths, such as at Cabrillo along the beach. They should never be allowed to ride on sidewalks. No e bikes on State Street. They should be required to have lights on them for night visibility. Some of this may be law already, but it's not enforced or made known. The issue is the speed that they can and do travel at.	More bike paths on Gutierrez or Haley. Less shared pathways with pedestrians. Better signage to tell people a path is either for bikes or pedestrians (Cabrillo sidewalk next to the street is perfect example of accidents waiting to happen bc people on bikes don't think it's an area for pedestrians only). Use of CHP on city streets to enforce traffic laws (works very well in IV).	Alisos corridor, Milpas from Cacique to the beach, Cabrillo bike path on weekdays, Cota to get to downtown but there's no safe way to return to the Eastside via bike.
771	Completely separated bike lanes. Use infrastructure to make it physically harder to break the law. Especially on lower State -- the bike lanes need to be obvious and physically separated, like they do in Europe. Otherwise people just don't pay attention.	Broken record: separate bike infrastructure. At the very least, put car parking on the inside of the bike lane on streets like mid-State (above the walkable area). I shouldn't have to worry about getting doored by drivers.	Separate bike infrastructure. Keep cars away from me, please. I've had far too many dangerous close calls.
772	More (and wider) protected bike lanes, better daylighting at intersections and driveways	More daylighting at intersections and driveways, and installing curb ramps across all legal crosswalks (marked and unmarked)	
773	I don't know, this is a tricky problem. Could there be some sort of positive reinforcement... like ice cream cone coupons for those kids/young adults seen biking and following the rules (especially on state street)? Somehow make it cool to bike responsibly.	Can you add more bike parking in the harbor, close to the boat marina entry gates?	I love the bike path along Las Positas. I can't wait for the extension on to Cliff Drive. I really appreciate when there is ample bike parking.

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774	Punish e-bike riders by confiscating their bike if they cause an accident. Open up lower State Street to cars.	The obsession with creating bike lanes that limit the traffic flow of cars has created an unsafe overall traffic situation throughout the city. The largely UNUSED bike lanes create bottlenecks and diversions and the removal of on street parking is absurd. By pretending that accommodations for bicycle riders will encourage more people to ride bikes is an agenda that is proving to only increase traffic jams and anger motorists. In a disaster when clear exit routes would save lives the city is increasingly setting up choke points. We are a car culture, and bending over for the bicycle lobby is not representative of the true wishes of the citizens.	I would never.
775	Distinct ebike rules and enforcement, mandatory buckled helmets, would love to see a law pass banning them altogether.		
776	Educating drivers on cyclists rights and encouraging patience for drivers. Drivers are often speeding and distracted. What is a minor accident for a car can be very serious for cyclist.	<p>From a cyclists point of view... the upper State Street area by the 154 is a mess. Going northbound on State Street there is no safe option to continue north by the northbound freeway entrance. I have to divert to the 154 overpass to avoid the on ramp. Same area while traveling southbound on State Street, the bike lane ends on bridge over 101 and road narrows. Feel very unsafe with the speed of traffic.</p> <p>I know this is temporary, but all the road work on State Street around Mission Street has left poorly patched asphalt on bike lane. A little more effort should have been made to keep bike lane safe. In general the placement of work signage obstructing bike lanes seems dangerous.</p>	All of the separated bike paths are awesome. Upper Chapala and De La Vina bike paths are very nice as well.
777	Enforcement		State Street
778	Require safety training for those riding e-bikes. There's no difference between them and motorcycles.	We need improved safety and enforcement of traffic rules to e-bikes.	

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779	E-bike riders should be required to be licensed - with some knowledge of driving rules. Our young ebike riders ride like a car but do not know the rules of driving a car. ebikes that are going the speed of a car should not be riding in the bike lane or should atleast be more aware of what the cars and bikes around them are doing.	I hate streets like La Cumbre that have space for a bike but cars can park there 22 hours a day. Cars parked force a bike into the traffic lane on a busy street. For 2 hours a day cars can not park when it is in the direction that students would be riding to and from school. That is certainly helpful. But for the rest of the hours it is not a safe road.	I love the streets with bike lanes.
780	Additional engineering solutions won't fix individuals willingness to simply ignore them. Limiting the availability of class 3 bikes to juveniles might help. Cars are still the most dangerous thing on the road by a large margin.		State Street is my primary route due to bike lanes and limited vehicle traffic.
781	Create more separated infrastructure.	Improve active infrastructure and enforce with ticketing.	Separated paths or barriers
782	There is a lack of enforcement for e-bike riders. There is a perception that e-bike riders are less dangerous but they are more vulnerable and therefore need to be more cautious when they ride. As a walker and someone who occasionally pulls out of the driveway, e-bikes are particularly dangerous when they ride on the sidewalk. I think this is illegal but continues because of lack of interest by law enforcement.	Keep all bikes off the sidewalk. Have more traffic signals because many drivers roll through stop signs and it seems that bikes don't bother to stop at stop signs. Please make the sidewalks more safe for walkers. Keep the sidewalks clear from gatherings, loitering and vagrancy.	Keep all bikes off the sidewalk. Encourage more designated bike parking spaces.

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783	<ul style="list-style-type: none"> - Dedicated and well maintained bike lanes. - Upper State Street, Las Positas Road, San Roque Road, and Foothill Road are all major thoroughfares with either insufficient or altogether lacking in bike lanes and sidewalks. - Enforcement of Laws requiring bikers to wear helmets 	<ul style="list-style-type: none"> -Better designation and delineation of bike lanes in high traffic areas. Wider bike lanes in high traffic areas even if it means removing street parking to do so. -More usage of the pedestrian crossing lights that flash to get distracted drivers attention. -Addressing the lack of wheelchair accessible sidewalks in the community. Many areas still have sidewalks that do not have ramped access up the curb for individuals in a wheel chair or pushing strollers. I have seen many people in wheelchairs riding in the street along Alamar Road because none of the sidewalks along that road are accessible for people with disabilities. Very unsafe for these individuals as well as drivers, in addition to just being very embarrassing to our community. - Slower speed limits in town and along roads with high biking traffic and an insufficient or unsafe bike lane. - Make a goal that all commuter roads should have an accessible and safe sidewalks as well as designated and well 	I do not ride a bike in the city because I live in the area near Foothill and San Roque Road, and there are no safe bike lanes or in many cases even side walks in any of the neighborhood. Upper state street is completely unsafe to ride a bike in the bike lane - I have seen multiple bikers who have been hit at the intersection of State and Ontare. There is no bike lane or even a sidewalk connecting Foothill road to the bike path on Las Positas.
784	E biker should have a drivers permit to use. They are like a moped or motorcycle and required to wear a helmet.	Ebikers should need a permit and required to wear a helmet. Following the rules of a motorized vehicle.	Bike paths and bike lanes.
785	Bikes off State Street between Victoria and Guiterrez!!!! NOW	Four way stops at Anacapa and Los Olivos!! More stops or bumps on upper Anacapa and upper Santa Barbara streets. In the morning and afternoons they are speed ways for folks going or coming home from work.	
786	Increased enforcement of bike safety and dedicated lanes	Dedicated bike lanes, ideally protected	Would like to see State St bike lane expansion all the way up to the 154. Calle Real could be improved as well as it is a road where many cars are speeding after exiting the freeway and there is very little room for biking/walking.
787	more separate bike lanes	Make a roundabout at APS and E. Los Olivos Street Speed Limit signs in Riviera.	Olive Street or State Street
788	Bike Lanes!	Bike lanes on Calle Real	N/A

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789	Paint is not infrastructure and makes it easy for drivers and ebikes to swerve in and out of the lane. In cases where cement barriers are not feasible, other markings that provide physical feedback (pavers, rumble strips, those plastic bumps) would encourage people to be attentive and stay in their lane. This would also alert peds on State to the fact that they're crossing into a bike lane.	Routine enforcement of basic traffic laws like speed limits, swerving, stop signs, and red lights. Better separation of lanes for bikes, peds, and cars.	I ride my ebike and scooter on State and like the connection from Bath via Sola. Going to Goleta, I like Obern trail
790	Making it mandatory to have traffic instruction to ride an e-bike. Too many young teenagers have fast bikes and don't know how to respect traffic rules and pedestrian rights. These kids shouldn't be allowed to get on an e-bike if they don't follow the rules.		
791	E-bikes should be restricted to bicycle lanes only. E-bike riders are getting mixed into the flow of vehicle traffic and they are even less visible than motorcycle riders due to their smaller size.	Streets need to be less congested due to street parking blocking the view for drivers especially in the downtown area.	I don't ride e-bikes.
792	Training and licenses required for bike riders. Helmets required for younger riders. Safety rules enforced. Maybe parent classes for young bike riders.		

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793	Require training and a "license" before anyone can ride an ebike that can move without being peddled. Prohibit anyone under the age of 16 to have said bike on the road. Prohibit anyone under 16 to have said bike on the road after dark. Issue more severe (expensive) fines for behavior violations by ebikers. Start fining both the person on the bike and his/her parents -- essentially double the fine.	Install sidewalks in neighborhoods where there are none! Do not ask the property owners to do this -- this should be the city's responsibility! Start ticketing cars parked on the street in red zones and by fire hydrants. I constantly beg traffic control to do this in my neighborhood where there are few sidewalks, lots of car/bike/pedestrian traffic, and the corners are so congested with illegally parked cars that no one can see around them and move safely. Start giving out parking tickets to cars parked too close to pedestrian walkways - this is now the CA law, so let's do it! Get more parking enforcement staff - pay them better and they will come. (Or deputize neighborhood groups - let's get this done!) Require the police to stop and WRITE A TICKET for illegally parked cars, rather than drive on by and leave it to parking enforcement (who never show up). Deal with the bad behavior of young teens on ebikes.	Any street with a bike path, of which there are plenty!
794	E-bikes are motorized vehicles and should be regulated as such. I want more regulation of e-bikers and more tickets issued to those e-bikers who don't obey the laws.	I wish there was a safer way to ride to Santa Barbara City College from the Westside.	I ride my bike often and think overall Santa Barbara has a good cycling network, at least compared with many American cities.
795	I think e-bikes should have license plates to id negligent bike riders. There should be an e-bike speed limit. There should be an e-bike licensing requirement for the rider. I also think certain streets (like Mission) could be one lane for cars each way and the other line turned into a dedicated bike lane. It's safer and would encourage more ridership.	Since we don't have a large law enforcement staff, I think cameras are the best way to enforce speed limits for cars and bikes. Or random police presence around town to discourage bad behavior. I would increase fines for bikes, even a sliding scale since there are those in town who don't have a price sensitivity.	Modoc to Las Positas to Cliff to the beach route The West side to Michaeltoarena to downtown
796	Require a license and training to ride an e-Bike. Confiscate the eBikes of violators.	I have no need for bikes to be on the street.	Don't ride or like bicycles of any type on the streets.

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797	More law enforcement presence to crack down on irresponsible e-bikes on State. Maybe bike cops?	Keep State St. closed to cars to allow pedestrians and bikers an easy thoroughfare to move along downtown without car safety concerns. More traffic speeding traps/speeding tickets in downtown corridor. I live downtown and drivers are never adhering to the 25 MPH limit on applicable downtown streets.	State St. closed to cars makes me feel very safe using it to bike downtown.
798	Bring auto Back to state street all the way down	Open U p state street again	
799	Make them get a license to them for not following the same rules of the road as cars and pedestrians and seriously think about the age of which electric bikes should be operated by kids	Put improvement towards improving sidewalks make inserted effort to regulate and create plans around E bikes. If you're going to remove parking from the street, there needs to be alternatives and not taking away parking in front of people's houses where they do not have options to park we cannot arbitrarily remove parking in front of homeowners homes when there isn't a plan to replace those parking unfortunately the city has made plans without the thought. Process of parking even with new building	
800	More training of traffic laws and safety for younger riders. I find those often disobeying traffic laws are kids who are too young to have a driver's license, so they probably don't even realize what rules they are breaking. Perhaps require a permit for for ebikes for kids who do not have a drivers license? Or a program that goes to schools to educate kids.	Keep State Street closed! Also provide more safety improvements to allow bikers and pedestrians to more safely cross arterial roads. For example, on my bike home I have to ride on Islay st and cross State, Chapala, and De La Vina. Crossing De La Vina is especially scary because there are two lanes and tons of cars parked along the street. It is physically impossible to know when traffic is coming and for traffic to see you as a cyclist trying to cross. It makes crossing the street pretty terrifying. It's even hard crossing in a car! Also it feels incredibly unsafe to ride bikes north/south on the one way streets with two car lanes and no bike lanes.	Having state street closed to vehicle traffic!!!! Closing state street is the number one reason why I now bike to work instead of driving! It has improved my overall health and lowered by green house gas emissions. Keep State Street closed to vehicles please!

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801	Make one way streets on the East Side where the roads are crazy narrow and way too many cars are parked on the streets. Santa Barbara is now building THOUSANDS OF APARTMENT UNITS WITH COMPLETE DISREGARD FOR PARKING. Do you seriously think that all of the sudden service providers and professionals are going to take a bus to work?	YES...One way streets because this city is getting way too over built and CA residents are not giving up their cars. SO even if people commute on E-Bikes, they are still parking their cars on the streets-making way too many streets dangerously narrow.	E-Bikes are fabulous and I feel very safe on an E-Bike. I want to ride on wide streets.
802	State Street is a mess. How much have the tax dollars been wasted on choosing what to do. Bikers continue to speed up and down this street. I can't tell you how many times I've almost been hit.	Give parking back. There have been so many areas where parking has been taken away, Cota street. There have amount of bikers lacking to use this commute did not make sense to take away the parking.	
803	Enforcement.	Enforcement.	Dedicated bike paths away from cars.
804			
805	Before purchase the rider must receive training and the bike must be licensed/insured. That's the problem that we see with them. They ride in groups and navigate unpredictably. Speaking of DUI/DWI...?	Cut down on population density. The streets are often over design-capacity. Vastly Increase penalties for DUI/DWI. "On the Second strike, life". https://calmatters.org/investigation/2025/06/california-courts-dmv/	
806	A posted speed limit for the e-bikes. Requirement of helmets for those who ride e-bikes. For it to be illegal for e-bike riders to look at their cell phones when they're riding.	Start re-paving the roads in the city & county that have ruts & holes in them!	State St., Hollister Ave., Cabrillo, Castillo, Bath St.
807	ban e-bikes.	ban e-bikes, enforce parking, repair crumbling roads, reduce population	I'll drive a car, thank you.
808	Require a license to ride an e-bike.		

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Do you have suggestions for improving traffic safety in the City?

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

809	DO NOT ALLOW E-BIKES ON STATE STEET - ROAD, SIDEWALK, WHEREVER. THEY ARE A MENACE, OUT OF CONTROL, DON'T FOLLOW RULES & CUSS OUT PEDESTRIANS. WHEN CROSSING THE STREET THEY RARELY STOP & COME FULL SPEED. I WORK DOWNTOWN & SEE DAILY NEAR MISSES WITH THEM VS. PEDESTRIANS. I HAVE SLMOST BEEN HIT AT KEAST 5X TRYING TK CROSS THE STREET LEGALLY. YOUNG KIDS & ADULTS THINK THEY OWN THE ROAD TEARING UP & DOWN STATE STREET NOT GIVING A CR*P BECAUSE THEY'RE NEVER HELD ACCOUNTABLE! THERE AREN'T ENOUGH SBPD PATROLS - NOT THEIR FAULT - IT'S THE CITY WHO WILL BE RESPONSIBLE FOR INJURIES & GOD FORBID FATALITIES. THE CITY WILL REGRET NOT TAKING SERIOUS ACTION WITH E-BIKES BEFORE ITS TOO LATE. WHY IS THIS SO HARD TO UNDERSTAND??!	SEE ABOVE ANSWER RE: E-BIKES.	N/A
810	Prohibit e-bikes on State street downtown; enforce helmet law		
811	Requiring a drivers license to operate an e-bike on city streets, not in bike lanes. I see kids on e-bikes on the street all the time and they don't know the rules of the road yet.	Greater enforcement in neighborhoods. I see people running the stop signs in the upper east neighborhood all the time.	
812	many e-bikes are essentially electric mopeds/motorcycles. Laws should be adjusted accordingly	more dedicated bike paths; categorizing most e-bikes as "motorcycles/moped"	the new Alisos st bike "path"; bike path along Cota
813	Adding more dedicated bike lanes	Add more public transportation especially on state street	Any where there are dedicated bike lanes
814	E-bike riders ride at unsafe speeds and do not follow the rules of the road. They somehow believe they don't apply to them. If there were more police enforcement or issuing of tickets, especially downtown, perhaps e-bike riders would be more careful.	No. Unfortunately, it is a people issue, a me-first, me-only attitude in society. How could we possibly change that?	N/A

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815	Signs that say "No Bikes on Sidewalks. \$250 Traffic Ticket" Also, it would be good to have signs that say this near kids parks like the Kids World playground at Alameda park. Have solar powered cameras near the signs to record at parks where people are walking to keep watch of traffic and park activity. E bikes are out of control and need to be policed aggressively with tickets.	Strict E-bike rules are necessary because of their of their speed and they can have a difficult ability to slow down quickly. The E-bikers can freely go on sidewalks where kids walk. It seems there are no rules marked with signs. My 4 year old got hit by one at an SB park when he was walking on the sidewalk coming out of a public bathroom. The E-biker didn't run over his stomach, but ran into him on the side. My kid fell down, got scratches and bruises, but It could have been much worse. I wonder if this is happing to other people because no rules are visibly labeled for the public to read.	
816	Make them need a license to ride one. They don't follow the rules of the road ever!!	Get ride of bikers in not specific bike routes	
817			
818	Speed enforcement along the closed part of State St during the day (later at night there are less pedestrians)		I use State St as my main throughway around downtown. Sometimes I will use Sola to Castillo to get to the Micheltorena overpass. I will use Haley and Cota bike lanes to get to and from the Eastside.
819	E-bike license with classes and age restrictions just like motorcycles and card	My biggest concern is people driving while holding and using the phones. More attention needs to be paid to that. I saw someone crossing state street in a convertible hiding a phone in one hand and his glasses in the other. While driving. It is so dangerous to bike riders, kids. and drivers	Only bike paths with limited street intersections
820	Make rules for e-bikes and in-force fines for them.	Stop replacing curbs with the new one. CUT TREES AND SHRUBS THAT HANG/GROW INTO THE BIKE LANE OR ROAD. They make bikers and cars swerve.	

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821	Put the police on fast e-bikes and catch the very few repeat offenders.	The Mission Street 101 crossing needs a southbound entry 3rd lane from the Westside to Downtown. This is very dangerous for bicycles. One of the worst transitions is for a westbound bicyclist on State Street continuing to Hollister, having to cross TWO 101 freeway onramp lanes after Calle Real. The transition from a protected bicycle lane to nothing at De La Vina toward downtown (it is one way) is also very dangerous. Bicyclists usually continue on De La Vina for at least another block to transition to State, because Mission is both uphill and narrow with heavy traffic.	State Street is the major bicycle trunk line and needs to stay on State Street. Most barriers have been eliminated, but the transition at State/Victoria is laughable. Bicyclists are not going to get off their bikes and walk across. Haley at State is also slightly improved (so that the new electric golf carts can continue toward the wharf). New Westside bike lanes are good.
822	E-bikes do not obey "share the road" laws or stay in designated lanes. They speed and ride erratically		
823			The bike path from cliff drive to ucsb. However the overgrown foliage needs to be addressed more frequently
824	I prefer separated bike lanes like bike path on Cabrillo. Let's have pedestrians, people in walkers, fruit stands on the sideWalk, not the Bike path. Also prefer not to use the bike lanes right on the street. Cliff Dr west of Hendry's / Boathouse should NOT be considered a bike path. Maybe use the horse trail off the street. The road is so narrow, many blind curves and if you swerve to miss a bike, you are in the other lane and could possibly be hit by a driver coming toward you. Very unsafe! We enjoy the Las Positas separate path.	Please see above suggestions. Especially removing bicyclist on Cliff Dr west of Hendrys. So very unsafe for drivers and cyclists. Thank you.	Separate Bike path around bird refuge, and we go to Coast Village Road for dining. Separate Bike path on Cabrillo, Las Positas, State St. Like the Waterfront Shuttle for State St dining, cycling. It would be nice to get to Laguna safely. We like to leave parking spots available for our wonderful tourists so we enjoy the Shuttle from the Zoo. Also we take shuttle for Farmers Market.
825	Physically separated bike lanes	Narrower lanes and physically protected bike lanes and sidewalks. Physically protected means it is physically impossible for a car to drive into the bike lane or sidewalk. This can be done with concrete curbs and/or steel bollards. In the funk zone, curbside parking should be replaced with physically protected bike lanes	State street when it's not closed for some random event, Atascadero creek trail, cota,

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826	Better enforcement of proper use of the bike lanes, especially on state and cabrillo. There are many walkers and e-bikers who go into the bike lanes and create unsafe situations by riding too many riders across, blocking the lane, riding against traffic, or crossing into bike traffic.	It would be great to educate people about walking in the bike lanes on state and cabrillo. Maybe adding a third walking lane to the cabrillo bike lane like there is at butterfly would help. There are also lots of places around town that have very bumpy bike lanes where construction has happened recently. De la vina, mid/upper state, gutierrez have some big bumps in the bike lanes.	The new separated lanes and bike crossing lights are great! It would be great to add separated lanes for cars, bikes, and pedestrians.
827	It seems like it's mostly kids that ride e bikes recklessly on the streets with little regard for safety, speed and stopping at lights and signs. They have a lack of understanding the consequences of serious accidents. Perhaps more education and tickets on state street		The new bike lanes on Haley and separated bike baths. New traffic light on Haley is good.
828	Having a slow down area or speed limit for the E bikes, especially on State Street a lot of times they just cruise right through	There's so many two way and four-way stops, sometimes it's hard to see the signs. Also, there are way too many dangerous dips that you almost have to come to a stop in an intersection to be able to not bottom out your car crazy no need for that.	
829	Upholding the law	Remove the new curbs that jet out into the roadway making it hard to complete a turn without bumping up into the curb.	Only the bike lanes

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830	I think enforcement of rules of the road for E-bikes is just as important as for vehicles. Much like a seatbelt law, enforcement of some rules are primarily designed to protect the operators of the vehicles. Separation between vehicles, cyclists, and pedestrians is ideal but when that is not possible enforcement of rules of the road can help mitigate the hazard. The speed of E-bikes makes them a unique hazard for pedestrians as well, while not as large as a car or truck, the speed and weight alone makes them significantly more damaging in the event of a collision.	The majority of my routine driving, walking and cycling is done throughout the Westside, downtown, and waterfront areas. As emphasized in the survey, speed is a huge factor in safety considerations throughout these areas. I have seen significantly increased vehicle traffic throughout the Westside as housing prices have gone up and vehicles have taken the place of alternative means of transportation. As a result, the Carrillo, Mission and Las Positas commute corridors are consistently backed up during mornings and evenings. Another huge factor is visibility at intersections. As ADU's have been growing, off street parking has become increasingly impacted. In my experience, the ADU often supplants driveway parking where no vehicles are parked in the driveway and residents of the ADU add more vehicles to street parking (often increasing from 1 vehicle parked off street to 3-4 for a single residence. This narrows the street and pushes parking to corners of intersections blocking visibility.	I primarily use Micheltorena Bridge, Castillo/Bath, State St, and Sola bike lane. For most of my ride from the Westside I am able to have some dedicated bike lanes to and from downtown. The new light and extra bike path on Castillo between Mich and Sola is crucial for avoiding riding on Micheltorena central as there is very little room for cars or bikes.
831	More ticketing of e-bikes when on a side walk!!!! Super unsafe and it happens daily	Yes, increase the number of police officers on busy traffic corners to ticket unsafe behavior and illegal turns/speeding	Na
832	E-bikes should be treated like motorcycles. Special drivers license. Require them to also wear helmets.	E bikes should not be allowed on pedestrian areas. ie state street. Even if there is a bike line. You wouldn't allow motorcycles on there.	
833	Having the rider take a course thru the DMV for a motorcycle license. E-bikes are just a new version of a moped.		Any of the roads that have a dedicated bike lane.

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834	E-bikes should be ridden in regular traffic lanes and not in bike lanes. E-bikes going faster than 25 miles per hour are a danger when mixed with pedal powered bikes More enforcement of the recent rule changes, I continue to see unsafe speeds	Reopen state street, I feel safer in the blocks of state closest to the beach I have biked state for many years and it is only after it was closed do I feel unsafe Do like bath and Castillo bike paths It's sad the bike path to sbhs was removed, before that happened we had a child that rode there almost everyday for four years, when our next child went they did not ride one time in four years Having a path on sola meant nothing to them and from observation it seems to have meant nothing to other students who then risked injury riding on anapamu	Regular state street, not the barricaded part Bike lanes on Castillo and bath
835	Legalize Surrans	Legalize surrons	State street did before all the cops
836	More protected bike lanes	Additional streets with modal filters. Its very helpful to have streets that arent dedicated bike lanes that are more bike friendly.	Protected bike lanes Shared bike and pedestrian paths Modal filters that only allow bikes and pedestrians through
837	E-bike riders should be tickted/fined if they break any laws just as anyone else. They should not get warnings or fines that are little.	Invest more in public transportation. MTD just raised its prices in 12 years which I understand but the cost to passengers is beyone our reach with housing, bill, and taxes to pay..	
838	More physically separated infrastructure is most important. In some cases, enhanced enforcement (of both driver and cyclist behavior) may also be needed. In addition, much of our separated infrastructure is supposed to be shared between cyclists and pedestrians. This is true even in places such as west beach, where many pedestrians ignore a 20+ foot wide sidewalk in order to use the 8 foot wide multi-use path. Reallocation of these spaces to separate pedestrians and cyclists would be fantastic -- although a lower priority than separating cars from cyclists.	European planners know that the only thing that truly makes people slow down, is when they feel unsafe driving faster. Wide, straight roads invite 60+ MPH, no matter the posted speed limit. Key examples: Cliff, Las Positas, Modoc, Shoreline, Carrillo (over the hill to Miegs), and Calle Real. In these cases, we need to redesign the streets so that lanes are narrower, cars need to turn at least a little bit to stay in-lane across intersections, and that there are protected mid-crossing spots for pedestrians to cross halfway at a time. The changes to lower Las Positas with the new bike path were really good, and we should replicate those ideas (perhaps even more stringently) across our city in places with chronic speeding.	1. State Street, from beach up to Victoria. (Less so from Victoria to Alamar. And Alamar to San Roque is a disaster.) 2. Las Positas + Modoc separated bike path. (But please change "Stop" to "Yield" for bikes. Also, crossing Cliff and riding down Cliff to get to it is uncomfortable.) 3. Shoreline Dr. to Butterfly Beach. (Although it could be much improved with full separation, and cars parking in the bike lane after dark and near Leadbetter are a frequent issue) 4. Haley and Cota one-way bike paths. (Although Cota is much better with its separation.)

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839	Separated bike lanes — with decently even pavement! Many of our “bike lanes” are half-street half-gutter, interrupted by grates. These are serious hazards for narrow bike tires, and can force a cyclist into the main roadway when drivers don’t expect it	Prioritize alternative modes of transportation (biking, walking, public transit). Biking/walking infrastructure is much cheaper to build and maintain than car infrastructure. Increased funding for public transit is needed to reduce cars on the road and make streets safer and more convenient for everyone	State street promenade, streets with separated bike lanes and bike paths, streets with low car volumes (like Sola)
840	On Cliff drive between Meigs and las positas, stop signs at Cliff and Oliver, Cliff and palisades, Cliff and Mohawk, Cliff and fellowship would all help slow down e-bikes. The main issue i see is that they share the road with cars, go on the sidewalks and there’s no prompt for them to stop or slow down	Even though Cliff drive is a thorough way, adding stop signs throughout the residential parts, making a single lane, creating dedicated pedestrian and bike ways will greatly help reduce issues. More stop signs and larger accessible walkways would help improve clear separation, reduce speed of vehicles, and provide more stop prompts to reduce and avoid accidents	The modoc trail is good and closer to shoreline
841	Require that kids who use e-bikes complete a safety course. They do not know the rules of the road which leads to unsafe behavior.	Mandatory e-bike safety course for those under 18 and ticketing if they break the rules.	NA
842			
843		Hire someone who actually knows about traffic management instead of people who sit in an office and guess about this stuff.	
844	Require testing and licensing of e-bike riders and vehicles. Have age requirements on driving these and have parents sign acceptance of total responsibility (financial and civil) of any person under 18 that drives them.	Safety? Get rid of the "bulb outs". They cause bikes to veer into the path of cars. Also I have witnessed a bike come close to hitting a pedestrian while looking over their shoulder for cars approaching from the rear. They are not safe.	Bike paths are great. Don't take away from the cars by making more "bike lanes", move the bikes to their own roadway and ban the bike use on roads like Foothill and other roads where their's not enough room for them.
845	Seperate lanes for them	Lanes for bikes	

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846	Set a strict regulation for e-bikers of any age: rider need helmet, bike needs to be registered and need insurance. If faster than 15/miles/hour speed need to ride in the street, NOT in bike lanes. Same for uni wheel riders and scooters: I had all the above passing at over 30/miles/hr while in the bike lane!!! This is the only city who allows ebikers without any regulation: take a look to many cities in Europe and copy their example.	More cops around in general and when schools start and end hours	I and my family ride regular bikes
847	Not concerned about evokes on roads generally. But very concerned about their speed & negligence on State St.	I think there should be more than painted lines for bike lines. Such as raised dots on pavement. A line just isn't enough	N/A
848	Speed limits for e-bikes. Signage that no e-bikes or e-scooters on sidewalks (this is a frequent occurrence).	More street lighting for drivers and pedestrians (e.g. the intersection of State & Constance has 1 street light; walking along State St from Mission to Constance is very dark along the sidewalk). More posted speed limit signs - I believe that people forget what the speed limits are in residential and business areas. More protected pedestrian crossings. More bike lanes or 'sharrows'. Paint bike lanes green like in other cities. Signage to give bikes 3 ft of space. Signage to remind parked cars to look behind for bikes before opening street side doors.	I appreciate the street signs that have bike signage on them. I often bike on State, Chapala, and Baths streets for the bike lanes.

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849	Require licenses for all e-bikes. ALL. Confiscate (not impound, permanently confiscate) e-bikes of reckless riders. Enforce laws about lane usage, etc.	Safety should be viewed as one end of a spectrum reaching from blissfully perfect motion through various degrees of inconvenience, aggravation, and risk. Framing the issue in terms of "safety" encourages people to, for instance, discount violations that do not immediately endanger anyone, as well as "near misses" like e-bikers "buzzing" pedestrians. The issue is not "safety", it is adhering to a set of shared expectations jointly agreed on by the community. That includes not just not hurting people, but also making the effort to not frighten, annoy, or inconvenience them more than absolutely necessary. If everyone had a better attitude towards and awareness of traffic and vehicle use in general we wouldn't need to fixate on safety.	
850	Nothing		Everything
851	Require an e bike license if user does not have a driver license. E bikes should have to obey the speed limit. E bikes should not be allowed to go about 15 mph on the bike paths	Invest in public transit	
852			
853	Bike lanes, clearly marked shared lanes, and better lighting	Ticket speeding drivers downtown! De la vina is like a freeway.	I generally take the main thoroughways downtown that have bike lanes. Bath, state street and anacapa
854	Enforcing road rules on bicyclists. They need to slow down when moving through congested areas, stop at stop signs and lights, and generally share the road with respect for other users.	Narrowing streets and lowering speeds	Modoc and State street
855			
856	A helmet law and licensing.	No overnight parking on narrow city streets for example, Arrellaga.	N/A
857			
858	Education and ENFORCEMENT. Most 6th graders know STOP means "Stop", but think it doesn't apply to them, e.g. on Alisos St. That's why enforcement is necessary.	Law enforcement. You used to ticket often by the playground on Shoreline. You used to have stings for drivers that ignore pedestrians at marked crosswalks and run stop signs, especially near grade schools. Why not now?	Beachway, BiciCentro

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859	penalties for unsafe riding practices/speeding on e-bikes	some red curbed areas should be reexamined to enable the driver turning to be able to see oncoming traffic better	the multi use path along cabrillo
860	Bike Lanes, provide training to younger kids	More bike lanes, better MTD service (more buses, shuttles). Public transit is not a for profit business, and if you provide more frequency of buses and shuttles, more people will use it The E-Bike Public program is a great one, and please keep it.	De La Guerra Road to State and then State to the waterfront De La Guerra Road to Alisos to the end, and then to Milpas to the waterfront (last part on Milpas is tricky) De La Guerra Road, Alisos, Montecito Street, turn left at Ferguson and then to the waterfront State Street to Ortega Generally, I try to stay on roads with bike lanes available
861	Establish a minimum age requirement for a child to be allowed to operate an e-bike. Require safety training before one can buy an e-bike for self or for a child. Require that e-bike riders have a driver's license (or e-bike license). Require that e-bike riders have insurance.	The proliferation of bicycle lanes on Santa Barbara streets in the past 15 years has been a plus.	I often use bicycle paths/facilities on: Cabrillo Bike Path; Shoreline Drive; State Street (from Cabrillo Blvd to Mission St) ; Cota Street; Bath Street; and Castillo Street. The City of Santa Barbara Public Works Department 630 Garden Street has bicycle parking in front and in back which is convenient for me. The County of Santa Barbara Administration/Public Works Building at 123 E. Anapamu Street has a locked bicycle cage which is convenient for employees, but which is not available to others going to County offices.
862	GIVE TICKETS TO E-BIKE RIDERS. They need to attend a safety e-bike school!!!	Shoreline Drive: 1) speed humps 2) lights for crosswalks (similar to Cabrillo) 3) More police patrol 4) Florescent flags for crossing Shoreline	Shoreline Drive and Cabrillo
863	Require a license, a license plate and to follow all other requirements of motorcycles.	Enforce the 3 feet distance requirement when a car passes a bike.	I ride from my home on the south side of SB to Carpinteria - My route in SB is APS to Salinas to Old Coast Highway to Coast Village Road.
864	give tickets to speeding ebikers	more sidewalks with signs to remind vehicles	
865		More bike lanes, especially around Traffic Circles and more dedicated bike lanes	Dedicated bike lanes
866	license and registration required for e-bikes especially if then have a throttle or go over >10mph minimum age limit	prohibit cycling on state street pedestrian mall	n/a

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867	make and enforce the laws for e bike safety. Require a license	Stop with the ridiculous bump outs - they're perilous!	
868	e-bikes should be kept separate from pedestrians (i.e. banned from the pedestrianized blocks of State Street) where at all possible e-bike riders need to understand that they are liable to all the same rules of the road as other road users. riders without a full driving license should therefore have to do some sort of proficiency test and have an e-bike license before being allowed to ride on public roads there should be an enforced system of warnings followed by fines and bans for transgressions	Reduced speed limit (20 mph) in residential areas and around schools. Reduced on-street parking near downtown intersections All-way stops and pedestrian crossings at more downtown intersections	I like the Modoc and Las Positas bike paths where bikes are physically separate from cars. I wish the seafront path was reserved more for bikes with pedestrians encouraged to use the sidewalk.
869	Speed limits for e-bikes! Also possibly limiting e-bike use on the state street promenade. Kids ride WAY too fast on State st.	More physical barriers to protect bike lanes. Otherwise cars don't give enough space when passing bikes.	Bicycles are amazing and I use them a few times a week. (Would love to see expansion into Goleta and Montecito in the future!) Have also really enjoyed the bike boulevard expansions on Sola st and Gillespie st, as well as all physical barriers between cars and bike lanes!
870	e-bikes need to be regulated like motorcycles if they can be ridden unassisted with pedaling. e-bikes are dangerous on shared paths. A dedicated bike lane needs to be used by e-bikes. The waterfront bike path is extremely dangerous because of e-bikes. They should be banned on shared paths.	dedicated e-bike lanes, removing parking from streets that could be used for bike lanes, add speed signs and ticket e-bikers to pay for additional bike lanes, and add use days for the waterfront (make it more walkable), add dedicated lanes for e-bikes/bikes). Colorado has a good blueprint for this.	waterfront,

City Traffic Safety Survey Free Responses

ObjectID	E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible—often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?	Do you have suggestions for improving traffic safety in the City?	If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?
871	Drivers need to learn how to share the road with bikes. E-bikes are a growing trend that enables families to ride to school, the beach, and go shopping, all while reducing environmental pollution and improving health. This is a trend worth supporting with more infrastructure, separated bike lanes, more safe bicycle parking, and more. Sure, there are a few teen riders who go over the speed limit, but let's not blame all ebike riders.	<ol style="list-style-type: none"> 1. Reduce speed throughout the city. Enforce speed zones. I live near Cliff Drive. Posted speed is 35 but cars go 50 all the time. 2. Please continue to build bike paths and marked lanes that are separated from cars. The Micheltorena bridge is much improved now. Alisos Street on the Eastside is great. Cota with the barriers works well. More families and children are riding to school, the beach, and to go shopping. Please support this healthy trend and build more paths and facilities. 3. More bike racks please. Bike racks at Leadbetter and East Beach are always overflowing. 4. More car-free pedestrians zones, such as State Street, would be fantastic. 5. Bring back the parklets. The ones along Cabrillo Boulevard were very popular, slowed down traffic, and increased restaurant sales taxes. 	<p>New Eastside bike path on Alisos is great. Reduced traffic and 4-way stops make me feel safe.</p> <p>Car-free State Street is my absolute favorite.</p> <p>Separated bike lanes on Cota is great. I also use marked bike lanes on Ortega, Bath, Castillo, and Shoreline.</p> <p>New Las Positas bike path is great. Can't wait for the Cliff Drive improvements.</p>
872	More dedicated bicycle infrastructure can lead to more predicable paths/actions for all users.	<p>More protected bike lanes with physical barriers (like Toronto Style Barriers, Precast Parking Stops or Armadillos), and signaled turns (to stop cars from right hooking people who have the right of way in the bike lanes) would be a huge improvement for bicycle safety.</p> <p>Additional awareness campaigns to promote/educate about stopping for pedestrians in marked & unmarked crosswalks could improve driver behavior, as well as anti-speeding campaigns (see Seattle's Slow the Flock Down and Stop for Me campaigns)</p>	<p>The State Street bike lanes are great, as are the bike lanes on E Haley & E Cota. Additionally the Alisos St bike features are great as well.</p>



PUBLIC WORKS DEPARTMENT

SAFE STREETS FOR ALL PLANNING EFFORT: TRAFFIC SAFETY SURVEY RESULTS

Transportation and Circulation Committee

August 28, 2025

Recommendation

- That the Transportation and Circulation Committee review and comment on the Traffic Safety Survey results that will be included in the “Engagement and Collaboration” chapter of the Safe Streets for All Action Plan.



REFRESHER ON PLANNING EFFORT

Santa Barbara Safe Streets For All Action Plan

- Awarded \$799k with a 20 percent City Match.
- Goals: Prevent traffic-related fatalities and serious injuries within the City, while increasing safe, healthy, and equitable mobility for all by strategically identifying infrastructure improvements that remove barriers to safe mobility.
- Two-year planning effort kicked off in Fall 2024.



Action Plan Components



Leadership Commitment and Goal Setting



Planning Structure



Safety Analysis



Engagement and Collaboration



Equity Considerations



Policy and Process Changes



Strategy and Project Selections



Progress and Transparency

Additional Chapters

- Past and Present Approach to Traffic Safety
- Safe Routes to School

Traffic Safety Survey Results
will be in this Chapter



Planning Effort Milestones

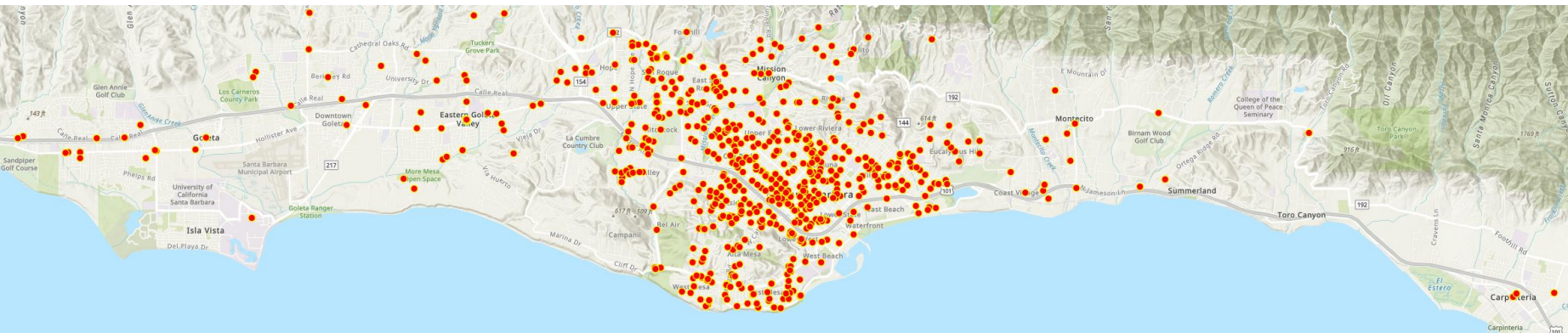
Timeframe	Milestone
September / October 2024	Awarded and Appropriated Grant Funds
November - March 2024	Initial Traffic Safety Survey Sent to Public Schools with the City of Santa Barbara
October 2024 - April 2025	Collision Data Analysis from 2020-2024
May - June 2025	Initial Traffic Safety Survey Citywide
August / September 2025	Traffic Safety Countermeasures
August / September 2025	Equity Considerations
August / September 2025	Policy Analysis
September 2025	Follow Up Traffic Safety Survey Sent to Public Schools with the City of Santa Barbara
October 2025	Safe Routes to School Analysis
October 2025 - February 2026	Project Selections and Review
January 2026	Follow Up Traffic Safety Survey Citywide
April 2026	Draft Safety Action Plan (TCC review and approval)
June 2026	Final Safety Action Plan (City Council review and approval)



TRAFFIC SAFETY SURVEY RESULTS

Traffic Safety Survey

- Survey duration May 28th - August 8th
- Survey responses 853





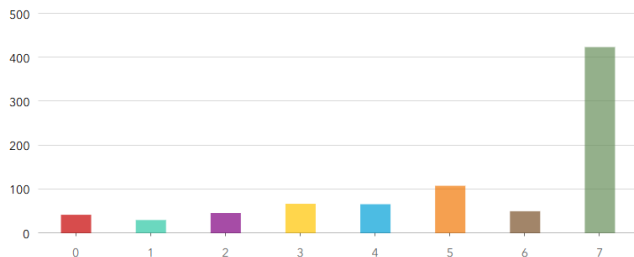
MODE OF TRANSPORTATION



Mode of Transportation

● Walk one block or more

Column Bar Pie Map

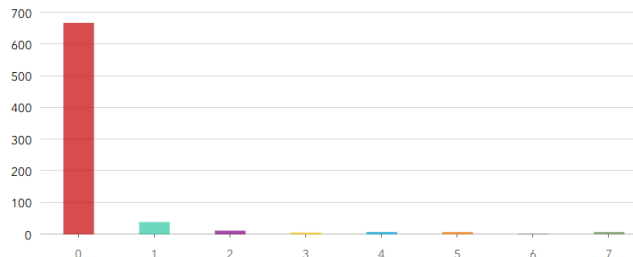
[Hide table](#)☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
0	42	4.92%
1	30	3.52%
2	46	5.39%
3	67	7.85%
4	66	7.74%
5	108	12.66%
6	50	5.86%
7	424	49.71%

Answered: 833 Skipped: 20

● Ride the bus

Column Bar Pie Map

[Hide table](#)☒ Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
0	668	78.31%
1	39	4.57%
2	12	1.41%
3	6	0.7%
4	8	0.94%
5	8	0.94%
6	2	0.23%
7	8	0.94%

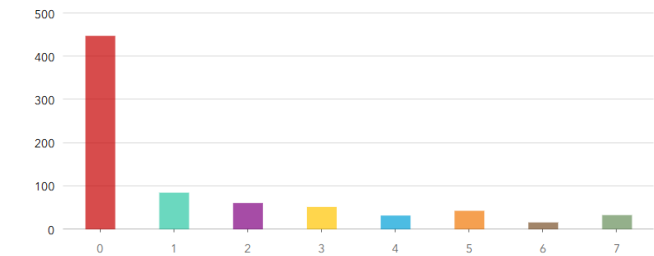
Attachment 1: Pages 1 and 3 - 4



Mode of Transportation

● Bicycle

Column Bar Pie Map

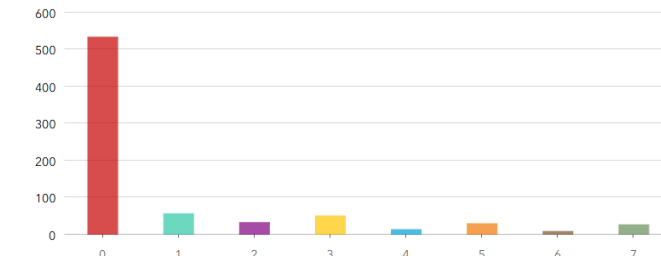
[Hide table](#)☒ Empty categories [T](#) Sort

Answers	Count	Percentage
0	448	52.52%
1	85	9.96%
2	61	7.15%
3	52	6.1%
4	32	3.75%
5	43	5.04%
6	16	1.88%
7	33	3.87%

Answered: 770 Skipped: 83

● E-bike

Column Bar Pie Map

[Hide table](#)☒ Empty categories [T](#) Sort

Answers	Count	Percentage
0	535	62.72%
1	58	6.8%
2	34	3.99%
3	52	6.1%
4	15	1.76%
5	31	3.63%
6	10	1.17%
7	28	3.28%

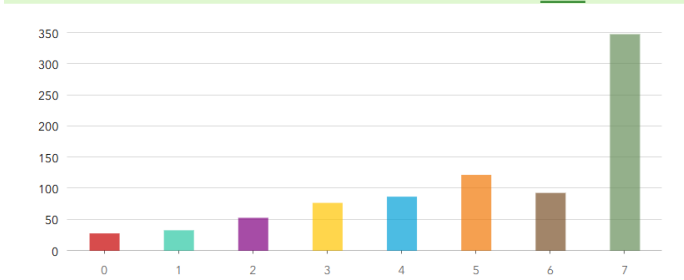
Attachment 1: Pages 2-3

SantaBarbaraCA.gov



Mode of Transportation

● Drive a car or truck Column Bar Pie Map

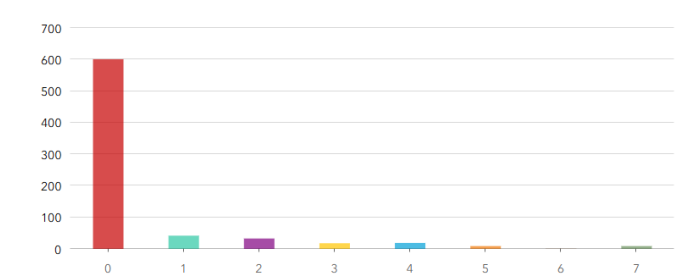


[Hide table](#) ☒ Empty categories [Sort](#)

Answers	Count	Percentage
0	28	3.28%
1	33	3.87%
2	53	6.21%
3	77	9.03%
4	87	10.2%
5	122	14.3%
6	93	10.9%
7	348	40.8%

Answered: 841 Skipped: 12

● Carpool/vanpool Column Bar Pie Map



[Hide table](#) ☒ Empty categories [Sort](#)

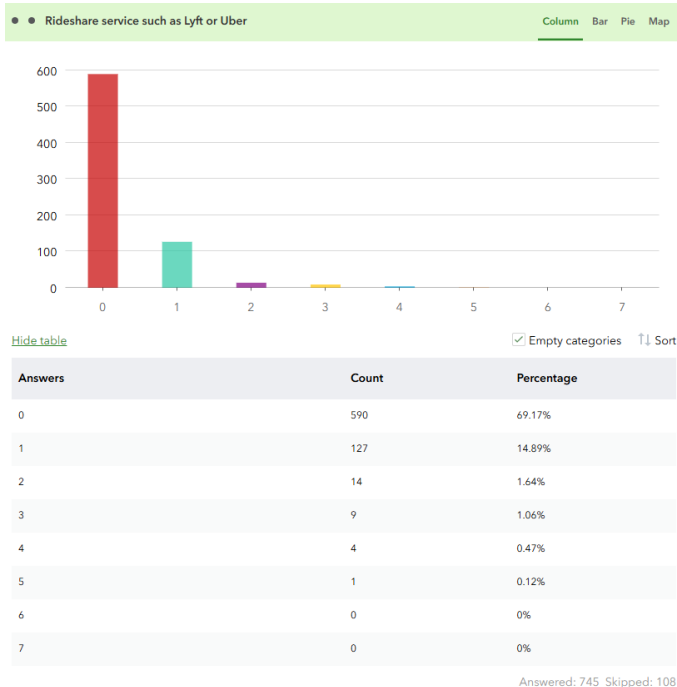
Answers	Count	Percentage
0	601	70.46%
1	42	4.92%
2	33	3.87%
3	18	2.11%
4	19	2.23%
5	9	1.06%
6	1	0.12%
7	9	1.06%

Answered: 851 Skipped: 14

Attachment 1: Pages 4 - 6



Mode of Transportation



Attachment 1: Pages 6 - 7

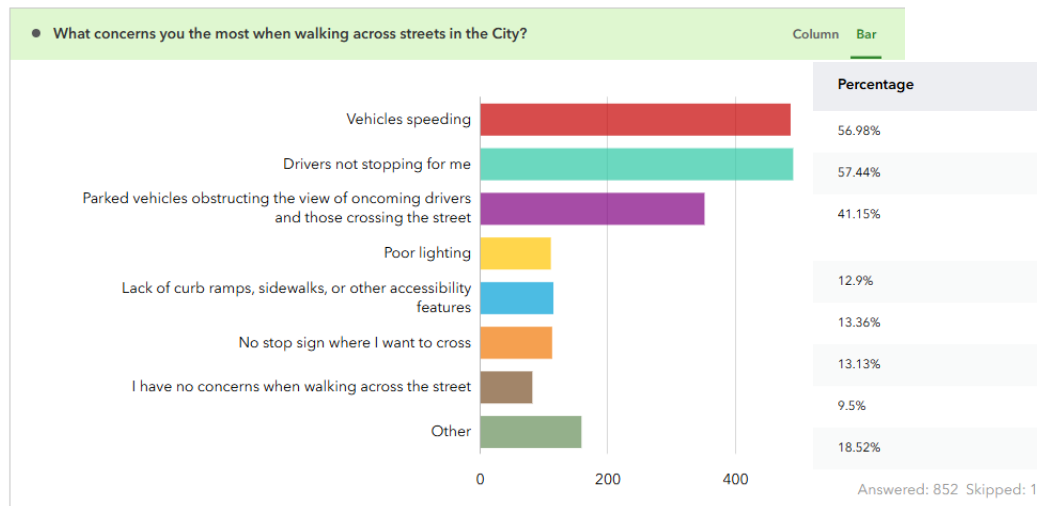
SantaBarbaraCA.gov

SAFETY CONCERNS



What concerns you the most when walking across streets in the City?

Safety Concerns



Other:

- E-bikes
- Skateboarder
- Crossing 4 lanes of traffic (Upper State)
- Waiting for ped signal
- Californians do not understand ROW laws

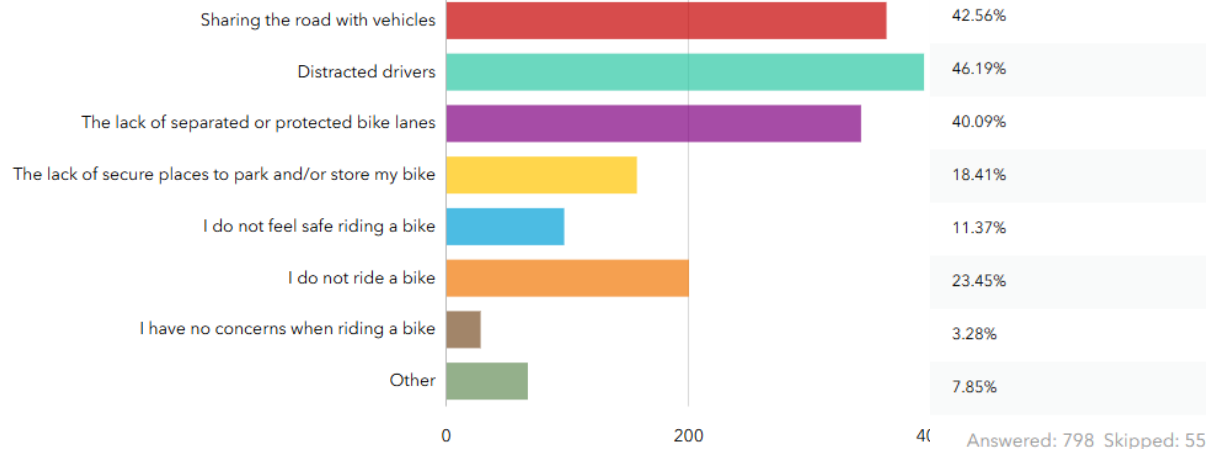


What concerns you the most when riding a bicycle or e-bike in the City?

• What concerns you the most when riding a bicycle or e-bike in the City?

Column Bar

Percentage



40 Answered: 798 Skipped: 55

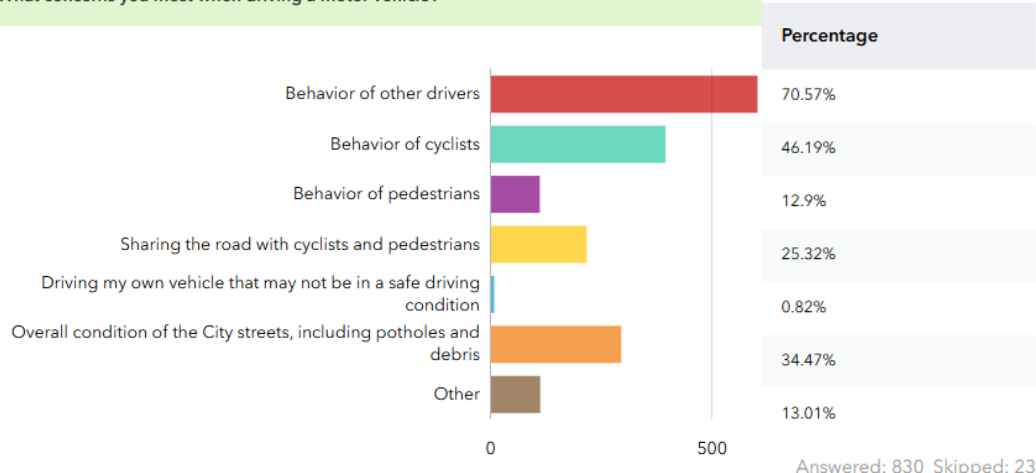
Other:

- Other cyclists/e-bike cyclists



What concerns you most when driving a motor vehicle?

● What concerns you most when driving a motor vehicle?

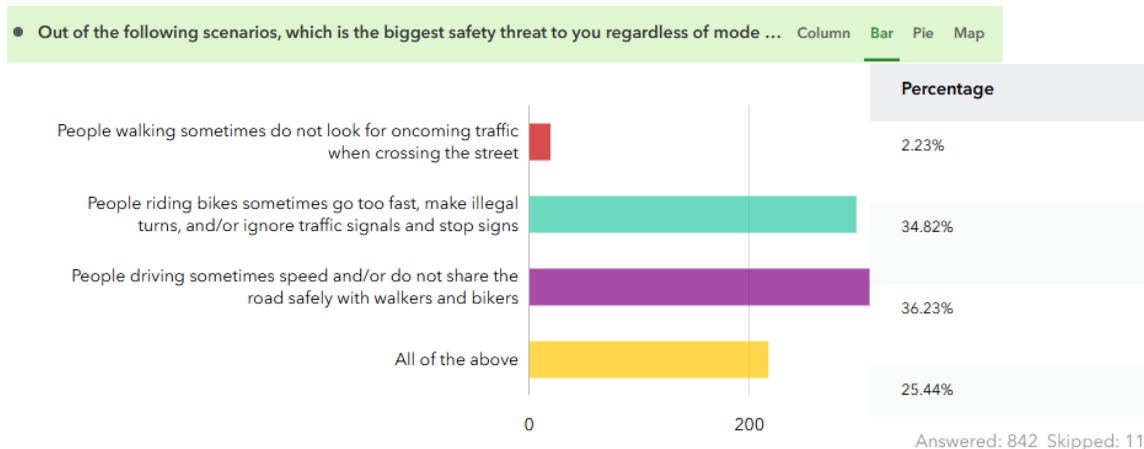


Other:

- Speeding drivers
- Distracted drivers
- Wrong-way drivers and drivers running red lights
- E-bike riders
- Visibility at street corners
- Unprotected intersections
- Traffic calming and lack of access to Downtown State Street



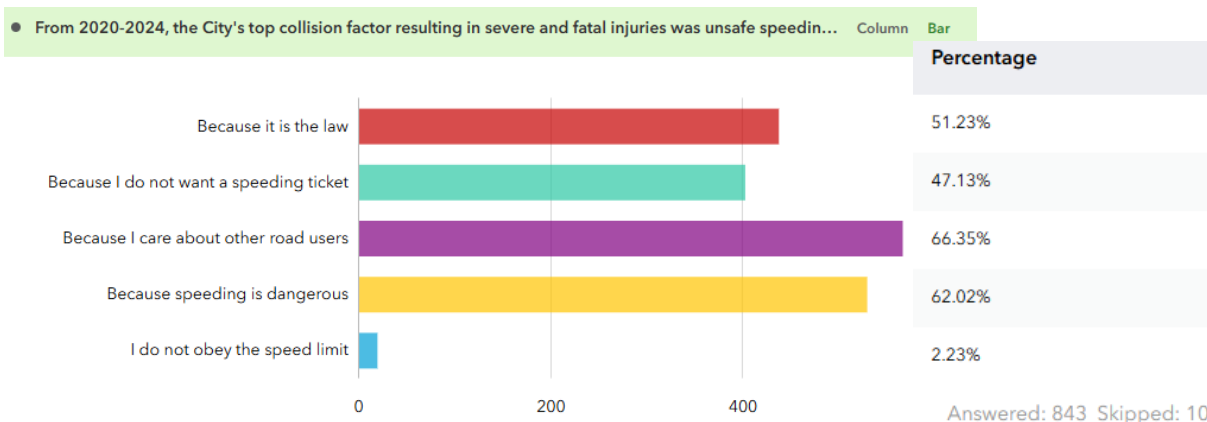
Out of the following scenarios, which is the biggest safety threat to you regardless of mode of transportation?



KNOWN COLLISION FACTORS



From 2020-2024, the City's top collision factor resulting in severe and fatal injuries was unsafe speeding. What motivates you to follow the posted speed limit?



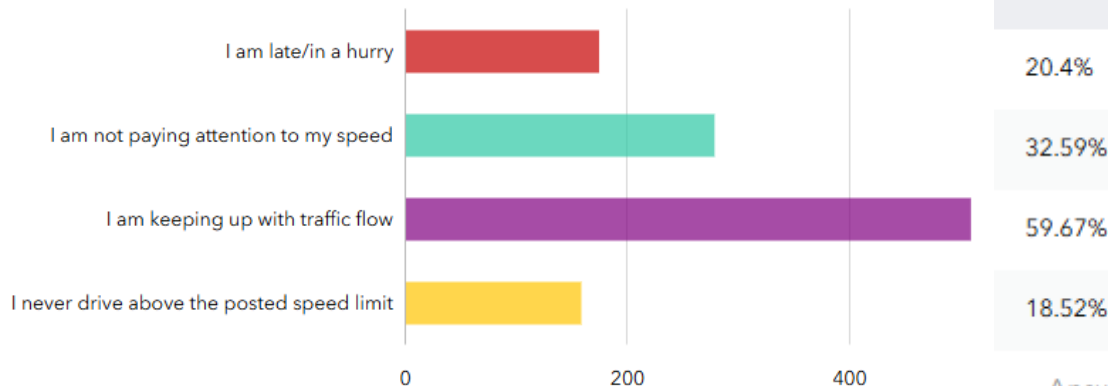
Answered: 843 Skipped: 10



If I find myself driving above the posted speed limit on a City street, it is because

● If I find myself driving above the posted speed limit on a City street, it is because

Column Bar



Percentage

20.4%

32.59%

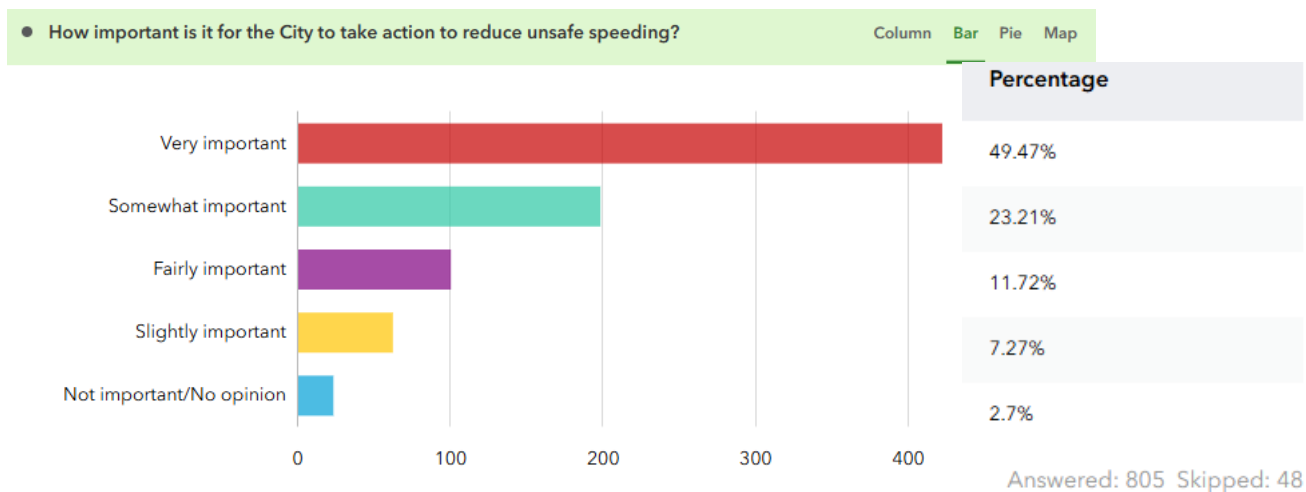
59.67%

18.52%

Answered: 832 Skipped: 21

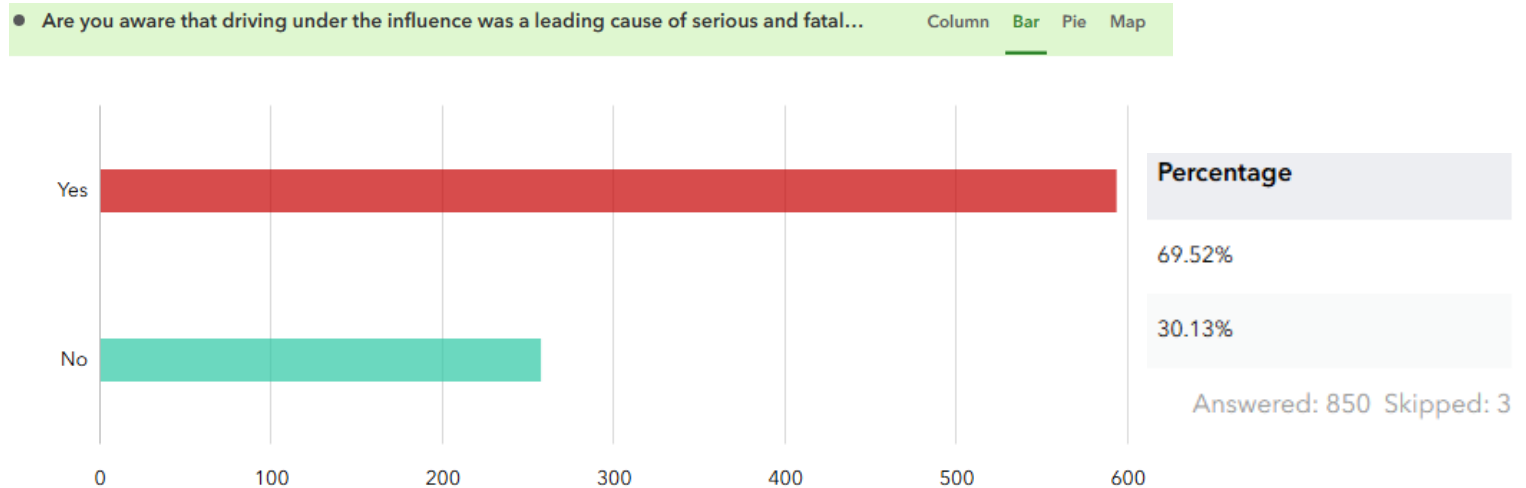


How important is it for the City to take action to reduce unsafe speeding?



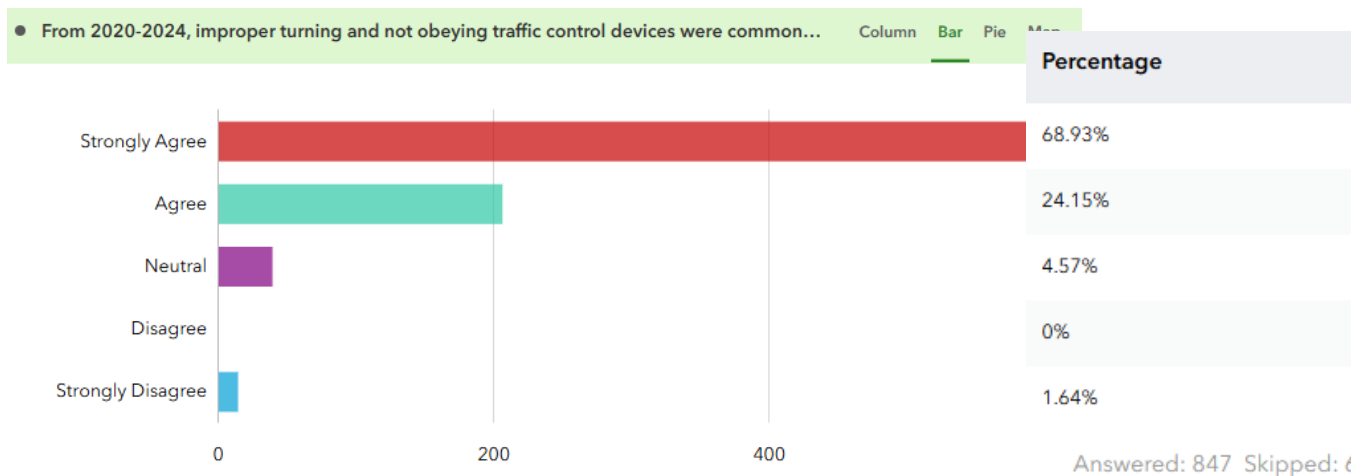


Are you aware that driving under the influence was a leading cause of serious and fatal crashes from 2020 to 2024?



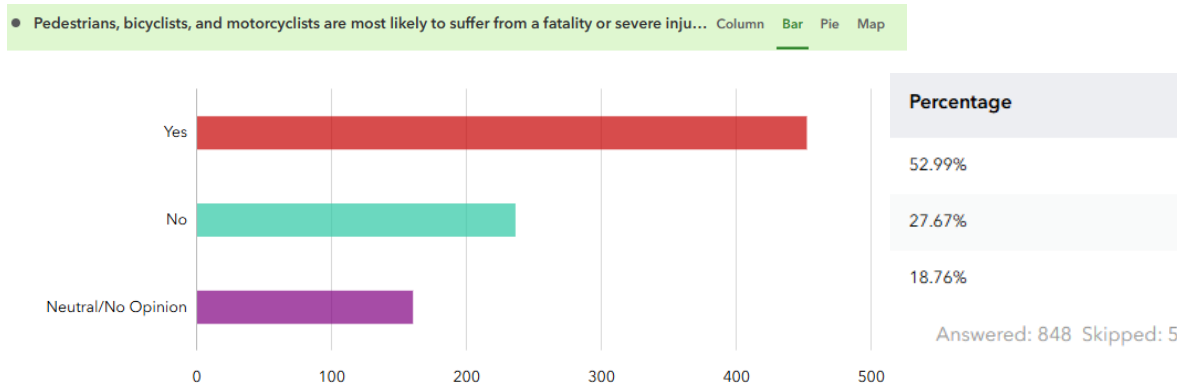


From 2020-2024, improper turning and not obeying traffic control devices were common causes of collisions resulting in severe or fatal injuries in the City. To what extent do you agree with the statement "Distracted driving is a serious safety concern?"





Pedestrians, bicyclists, and motorcyclists are most likely to suffer from a fatality or severe injury on City roads. Would you support on-street parking removal in circumstances where it would improve safety for all roadway users?





OPEN-ENDED QUESTIONS

E-bike collisions are on the rise in Santa Barbara. While drivers are often found at fault, there's also a growing number of incidents where e-bike riders are responsible often due to unsafe speeds or not following traffic rules. What changes or improvements would make you feel safer while riding or sharing the road with e-bikes in Santa Barbara?

5 Themes

1. Licensing and Training
2. Regulation and Enforcement
3. Infrastructure Improvements
4. Age Restrictions
5. Public Awareness and Education

Licensing and Training

- **Require Licenses**
 - Many respondents suggested that e-bike riders, especially minors, should be required to obtain a license similar to a driver's license.
- **Safety Courses**
 - Mandatory safety courses for e-bike riders, particularly for teenagers, were frequently recommended.

Regulation and Enforcement

- **Speed Limits**

- Implementing and enforcing speed limits for e-bikes, especially in pedestrian-heavy areas like State Street.

- **Traffic Law Enforcement**

- Increased enforcement of existing traffic laws for e-bike riders, including issuing tickets for violations such as running stop signs and riding on sidewalks, and other unsafe riding behaviors.

- **Helmet Laws**

- Strict enforcement of helmet laws for all e-bike riders.

- **Impounding Bikes**

- Suggestions to impound e-bikes for repeated violations.

- **Throttle vs Pedal Assist Regulations**

- **Multiuse Paths**

- The need for clearer rules and enforcement on multiuse paths to prevent conflicts between e-bikes and pedestrians.

Age Restrictions

- **Minimum Age**
 - Setting a minimum age for e-bike riders, commonly suggested as 16 years old.
- **Parental Responsibility**
 - Holding parents accountable for their children's e-bike violations.

Infrastructure Improvements

- **Separated Bike Lanes**
 - Creating more physically separated bike lanes to reduce conflicts between e-bikes, cars, and pedestrians.
- **Dedicated E-bike Lanes**
 - Some respondents suggested having specific lanes for e-bikes to accommodate their higher speeds.
- **Continuous Bike Lanes**
 - Ensuring bike lanes are continuous and do not abruptly end, which can create dangerous situations.

Public Awareness and Education

- **Community Outreach**
 - Increasing public awareness about e-bike safety through campaigns and school programs.
- **Signage and Markings**
 - Better signage to indicate bike lanes and e-bike regulations.

If you ride a bike or e-bike in the City, what routes or bike facilities work well for you?

5 Themes

1. Popular Routes and Facilities
2. General Preferences
3. Areas for Improvement
4. Safety Concerns
5. Additional Comments



Popular Routes and Facilities

- **State Street**
 - Frequently mentioned as a safe and convenient route, especially the State Street Promenade.
- **Cabrillo Bike Path**
 - Highly appreciated for its scenic and safe route along the waterfront.
- **Las Positas/Modoc Bike Path**
 - Praised for being separated from vehicle traffic, providing a safe and comfortable ride.
- **Castillo and Bath Streets**
 - Noted for their bike lanes which facilitate north-south travel through the city.
- **Obern Trail (outside City of SB but very important connection for residents)**
 - Valued for its separation from cars and connection to Goleta Beach.
- **Bike Boulevards on Sola, Gillespie, Alisos**
 - Many are enjoying these new facilities as well as the connecting routes (Micheltorena Bridge/Castillo)
- **Buffered bike lanes on Chapala and De La Vina**
- **Shoreline Path/Drive**
- **Protected bike lane on Cota**

General Preferences

- **Separated Bike Lanes**
 - Many respondents prefer routes with physical barriers separating bikes from cars, citing increased safety and comfort.
- **Dedicated Bike Paths**
 - Paths that are completely separate from vehicle traffic are highly favored.
- **Wide Bike Lanes**
 - Routes with spacious bike lanes are preferred, especially on busy streets.



Areas for Improvement

- **Upper State Street**
 - Mentioned as needing better bike lane maintenance and more continuous bike lanes.
- **Cliff Drive**
 - Identified as dangerous due to narrow lanes and high vehicle speeds.
- **Cross-town Connections**
 - Calls for more continuous and connected bike lanes across the city to improve overall bike network coherence.
- **De La Vina Street**
 - Bike lane ends abruptly at Mission, making it dangerous. Want to see bike lane continue from Mission to Carrillo.
- **Anacapa Street**
 - Lack of bike lanes and high traffic volume.
- **Haley Street**
 - Feels unsafe due to high vehicle speeds.
- **Alisos Street**
 - Road rage incidents and lack of dedicated infrastructure.
- **Shoreline Drive**
 - Narrowing lanes and lack of continuous bike lanes.
- **Cota Street**
 - Inconsistent bike lane protection.

Safety Concerns

- **Distracted Driving**
 - Many respondents expressed concerns about drivers not paying attention, particularly those using mobile phones.
- **Bike Lane Maintenance**
 - Issues with debris and poor maintenance in bike lanes were frequently mentioned.
- **Traffic Speed**
 - High vehicle speeds on certain roads make biking feel unsafe.

Additional Comments

- **E-bike Regulation**

- Some respondents suggested better regulation of e-bikes, especially regarding speed limits.

- **Bike Parking**

- The need for more secure and convenient bike parking facilities was highlighted.

- **Community Engagement**

- A few respondents emphasized the importance of community involvement in planning and maintaining bike infrastructure.

Do you have suggestions for improving traffic safety in the City?

8 Themes

1. **Enforcement and Education**
2. **Infrastructure Improvements**
3. **Traffic Calming Measures**
4. **E-Bike Regulations**
5. **Specific Problem Areas**
6. **Parking and Traffic Flow**
7. **Public Transportation**
8. **Community Involvement**

Enforcement and Education

- **Increased Law Enforcement**
 - Many respondents emphasized the need for stricter enforcement of existing traffic laws, including speed limits, stopping at traffic control devices, and distracted driving.
- **Education Programs**
 - Suggestions included teaching traffic safety in schools, public awareness campaigns, and mandatory safety courses for e-bike riders.

Infrastructure Improvements

- **Street Lighting**

- Improved street lighting, especially on major roads and intersections, was a common suggestion to enhance visibility and safety at night.

- **Sidewalks and Crosswalks**

- Many respondents called for more sidewalks, better-maintained sidewalks, and clearly marked crosswalks with flashing lights or signals.

- **Bike Lanes**

- There were numerous calls for more dedicated and protected bike lanes, as well as better maintenance of existing bike lanes.

Traffic Calming Measures

- **Speed Bumps and Humps**
 - Installing speed bumps in residential areas to slow down traffic.
- **Roundabouts**
 - Some respondents suggested adding roundabouts to improve traffic flow and reduce collisions.
- **Narrowing Lanes**
 - Reducing lane widths to naturally slow down traffic.

E-Bike Regulations

- **Licensing and Registration**
 - Proposals included requiring licenses and registration for e-bike riders, especially for younger riders.
- **Speed Limits for E-Bikes**
 - Implementing speed limits for e-bikes and enforcing helmet laws.

Specific Problem Areas

- **State Street**
 - Mixed opinions on whether to reopen State Street to cars or keep it pedestrian and bike-friendly.
- **Cliff Drive and Other Major Roads**
 - Concerns about speeding and the need for better bike and pedestrian infrastructure on major roads like Cliff Drive, Las Positas, and Calle Real.

Parking and Traffic Flow

- **Parking Enforcement**

- Stricter enforcement of parking regulations, especially around fire hydrants and in no-parking zones.

- **Improving Traffic Flow**

- Suggestions included better synchronization of traffic lights and removing unnecessary stop signs.

Public Transportation

- **Enhanced Public Transit**
 - Calls for improved public transportation options to reduce car dependency and traffic congestion.

Community Involvement

- **Public Feedback**
 - Encouraging ongoing community feedback and involvement in traffic safety planning.



DEMOGRAPHICS



What is your gender?

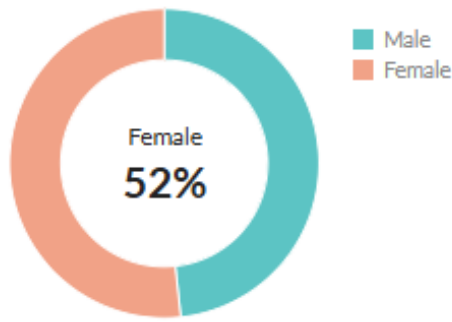
Survey Respondents

Answers	Count	Percentage
Nonbinary/Gender non-conforming	6	0.7%
Male	341	39.98%
Transgender	3	0.35%
Prefer not to say	75	8.79%
Female	419	49.12%
Other	0	0%

Answered: 844 Skipped: 9

Census Data

Sex



What is your race?

Survey Respondents

Answers	Count	Percentage
Asian/Pacific Islander	18	2.11%
Black or African American	4	0.47%
Hispanic or Latino	50	5.86%
Native American	6	0.7%
White	635	74.44%
More than one/mixed race	53	6.21%
Other	50	5.86%

Answered: 816 Skipped: 37

Census Data

Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

[Show data](#) / [Embed](#)



What is your age?

Survey Respondents

Answers	Count	Percentage
18-25	21	2.46%
26-34	72	8.44%
35-44	135	15.83%
45-54	144	16.88%
55-64	185	21.69%
65+	269	31.54%

Answered: 826 Skipped: 27

Census Data

Age

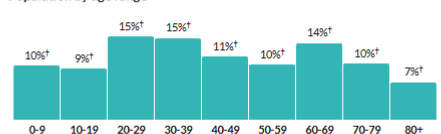
41.6

Median age

about 20 percent higher than the figure in the Santa Maria-Santa Barbara, CA Metro Area: 34.9

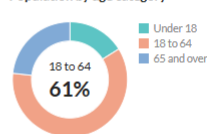
about 10 percent higher than the figure in California: 38.2

Population by age range



Show data / Embed

Population by age category

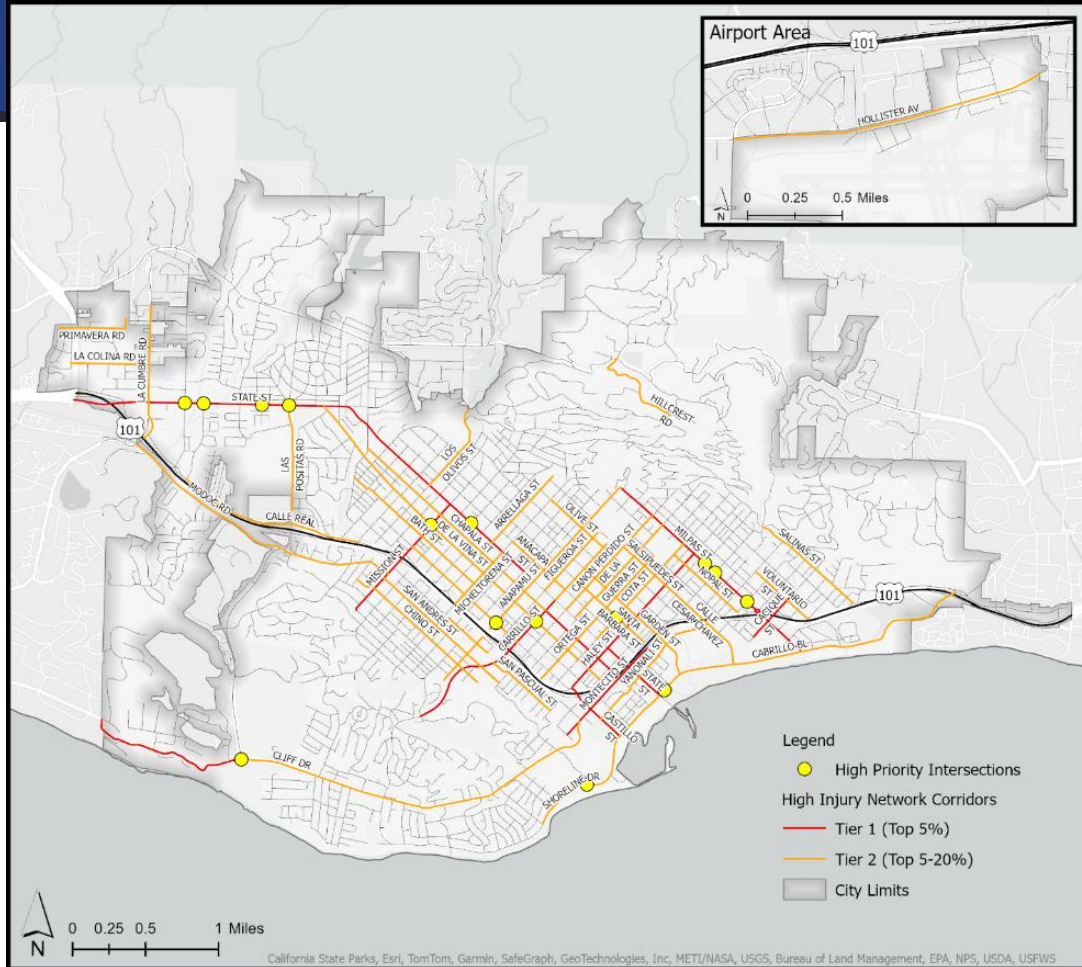


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UPCOMING WORKSHOPS AND PREVIEW OF OCTOBER TCC MEETING

Engineering, Enforcement, and Education Approaches to the High Injury Network



QUESTIONS AND FEEDBACK