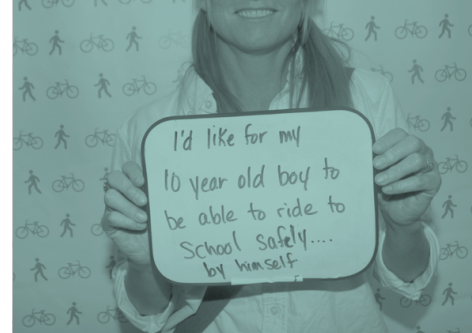




APPENDIX

B

PUBLIC OUTREACH
FINDINGS





Bicycles
May Use
Full Lane

Bikes
4
Dummies

Ride your bike
Don't move
Stop Health!

More
storage

Dummies
4
Bikes

Full Lane
May Use
Bicycles

Share the
Road!

GIVE SB
GREEN
LANES

Bike
Boulevard

GIVE SB
GREEN
LANES

Routes
Bike
SAFE

El
Futuro

Son 2
Ruedas!

LET'S MAKE SB
HEAVEN FOR
BOTH BIKES
& CARS

Ruedas!
Son 2

El
Futuro

Bici

Mujeres
Tráfico

Mas rutas
bicicleta

Safe

Safe

Safe

Mas rutas
bicicleta

INTRODUCTION

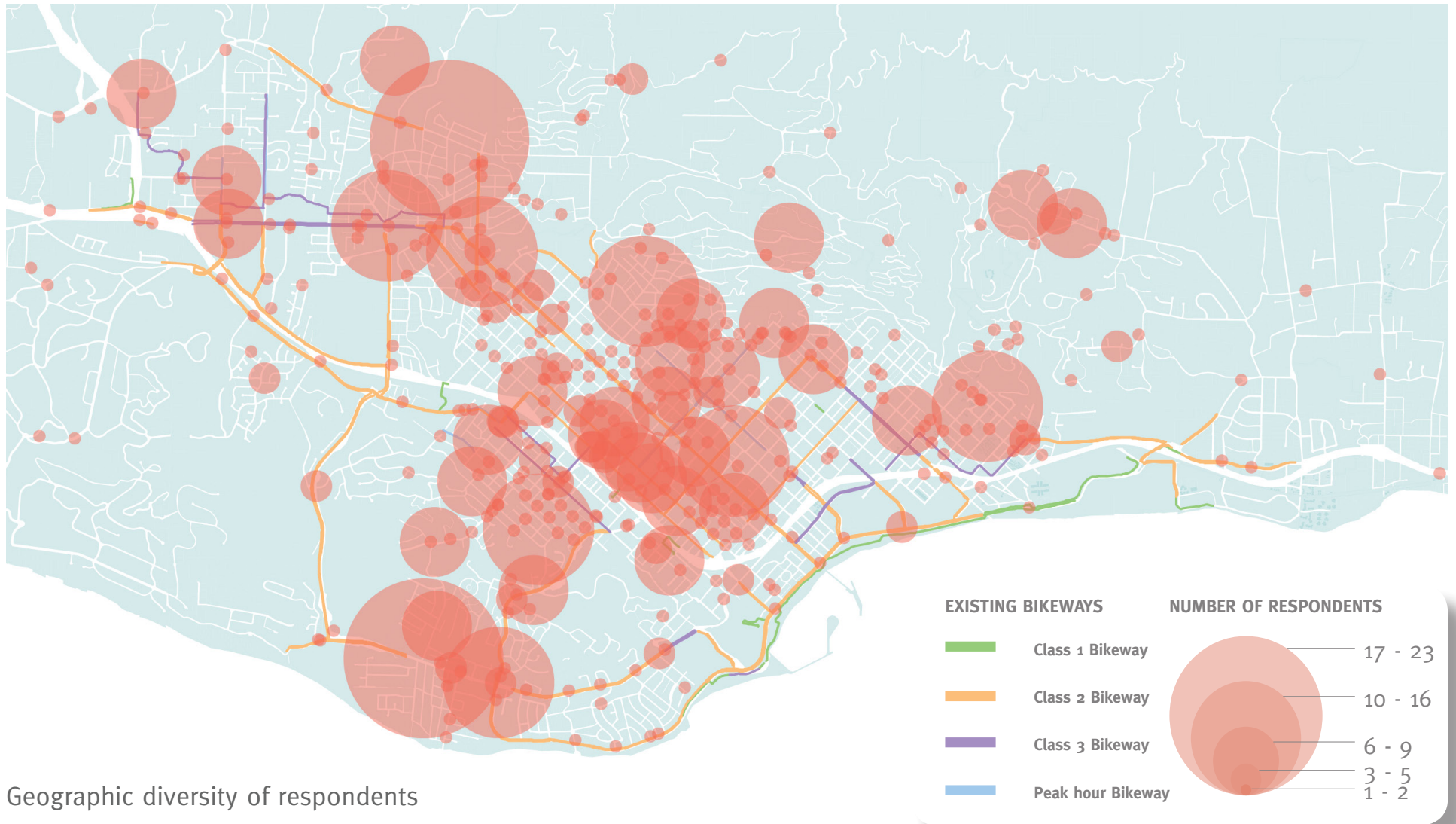
The primary focus of the of 2015 Santa Barbara Bicycle Master Plan (SB BMP) is to engage the community; involving a high quality media and tech interface, and creating various avenues for community members to identify the future of bicycling in the City of Santa Barbara. To engage the community, outreach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

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

SURVEY RESULTS + FINDINGS

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

WHAT IS THE NEAREST INTERSECTION TO WHERE YOU LIVE?



Geographic diversity of respondents

WHO WERE THE RESPONDENTS?

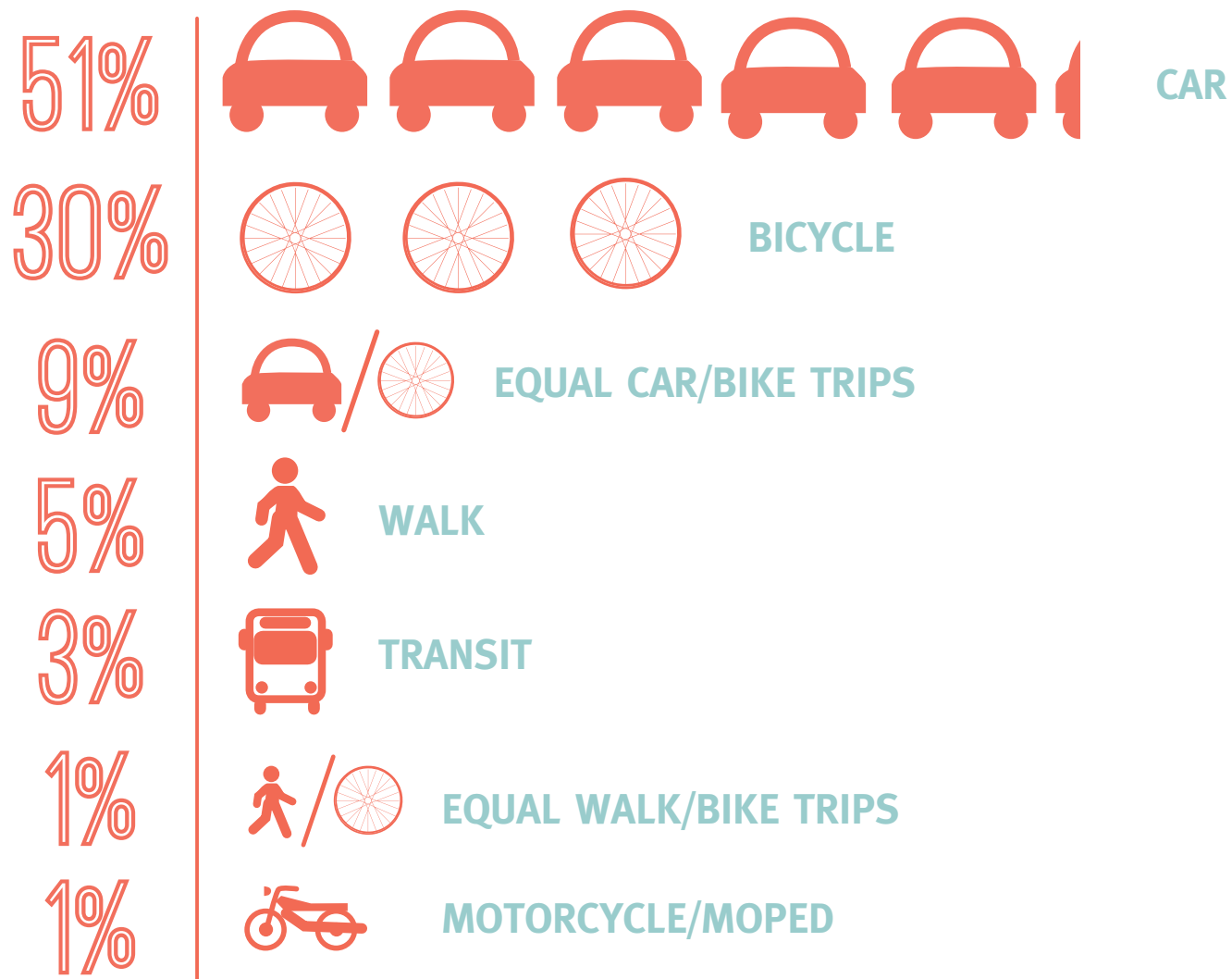
1,440 RESPONSES

13% BUSINESS OWNERS

17% STUDENTS

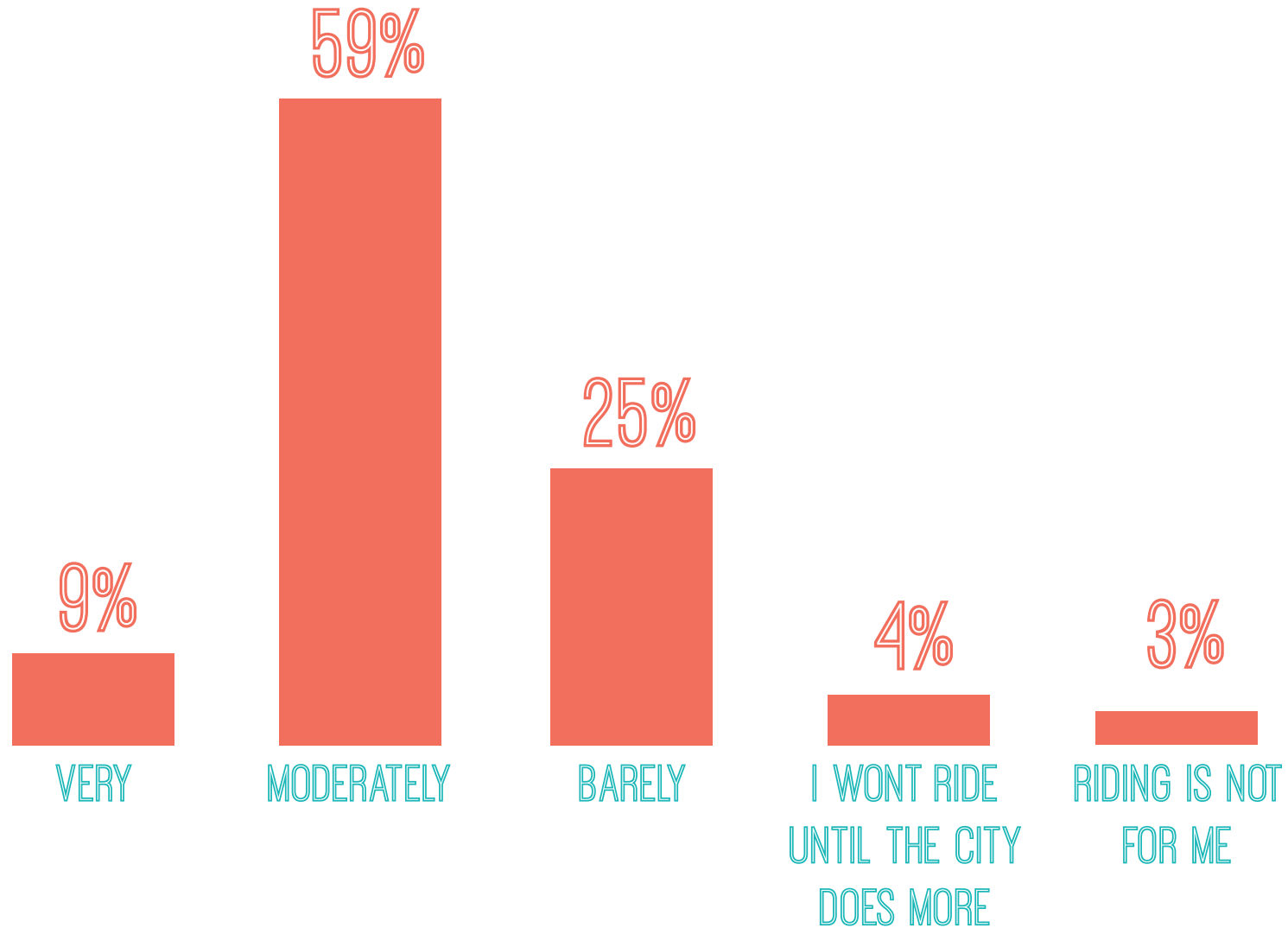
18% PARENTS

WHAT IS YOUR PRIMARY MODE OF TRANSPORTATION?



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

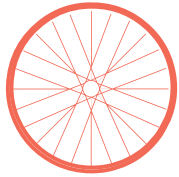
DO YOU THINK SB IS A SAFE PLACE TO RIDE A BIKE?



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

WHAT MOST PROHIBITS YOU FROM RIDING A BIKE IN SB?

38%



I RIDE
REGULARLY

36%



TOO DANGEROUS/
FAST MOVING
CARS

8%



TRIP DISTANCE TOO
LONG

6%



ROUTES ARE TOO
HILLY

5%



I PREFER DRIVING/
WALKING

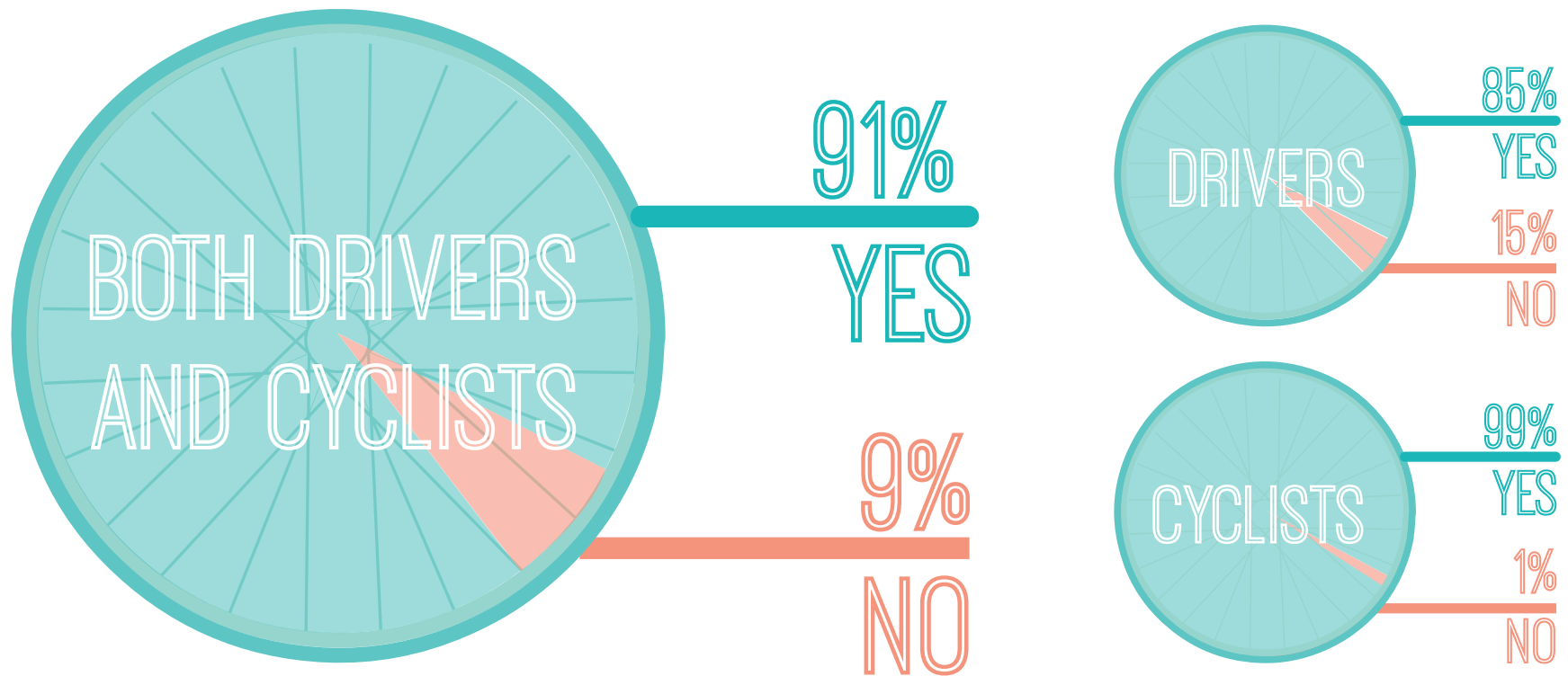
7%

e.g. Narrow
roads with no
space
for bikes.

OTHER

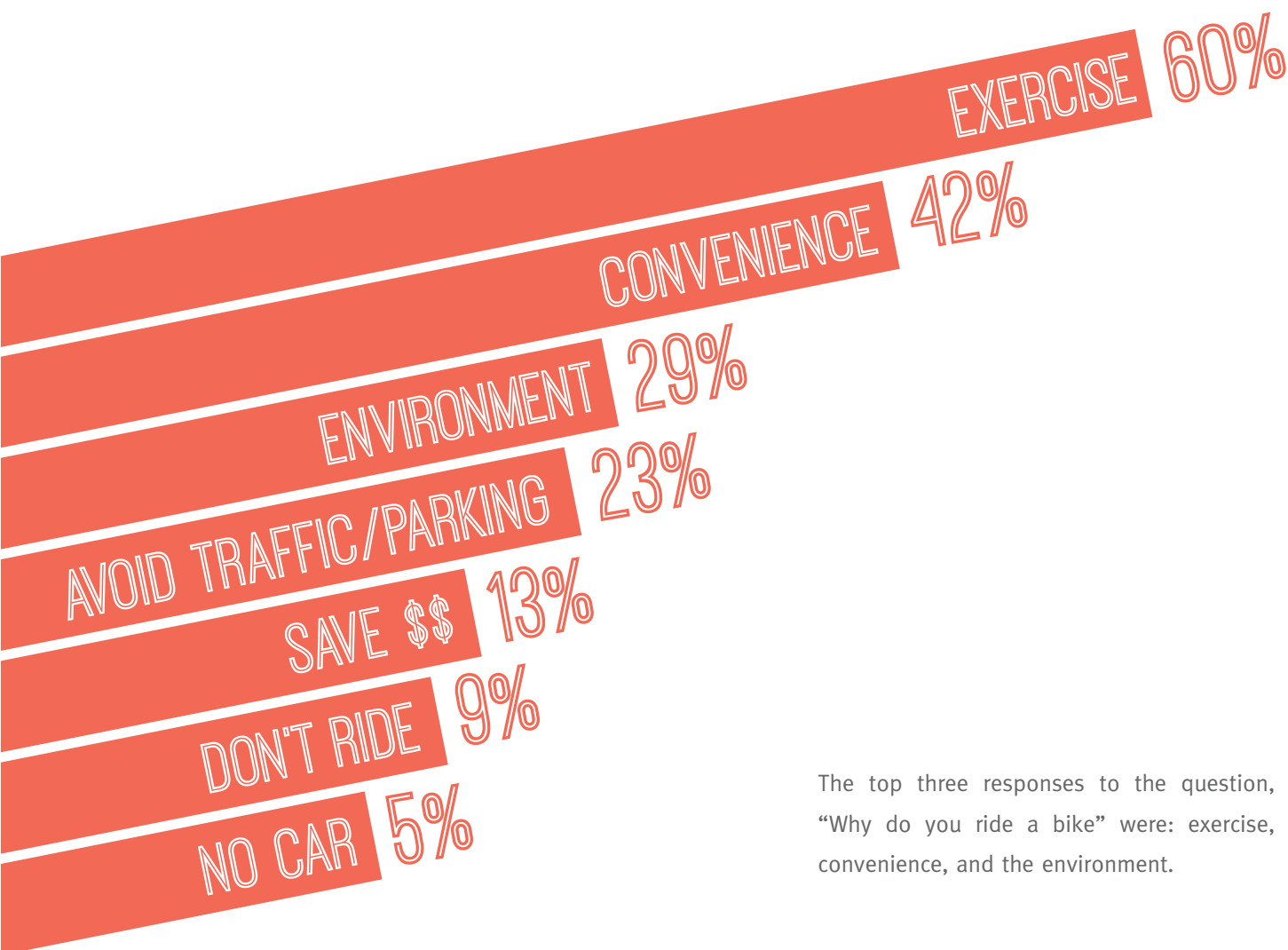
A split of respondents ride a bicycle regularly in the City, while others identify fast moving cars as the primary obstacle to riding a bicycle in Santa Barbara.

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



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

WHY DO YOU RIDE A BIKE? (RESPONDENTS CHOSE TOP 2 - ANSWERS DON'T EQUAL 100%)



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

WHAT TYPES OF BIKE FACILITIES WOULD YOU LIKE TO SEE MORE OF IN SANTA BARBARA?

(RESPONDENTS CHOSE TOP 3 - ANSWERS DON'T EQUAL 100%)

BUFFERED BIKE LANES

70%



PROTECTED BIKE LANES

65%



COLORED BIKE LANES

53%



PAINTED BIKE LANES

35%



BIKE BOULEVARDS

31%



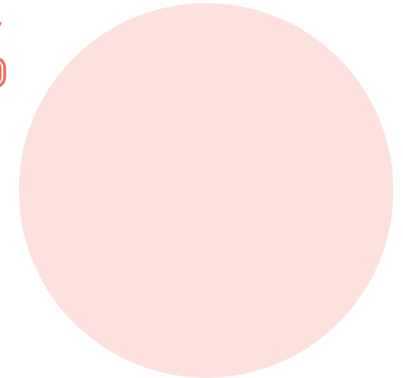
SHARROWS

12%



NONE

8%



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

WHY DO YOU RIDE A BIKE? (RESPONDENTS CHOSE TOP 2 - ANSWERS DON'T EQUAL 100%)

LARGEST = MOST POPULAR RESPONSE

SAFETY FOR ALL ROAD USERS 71%

EXTENDED BIKE ROUTES 67%

IMPROVE EXISTING ROUTES 58%

EDUCATION / ENFORCEMENT 27%

ENHANCED TRANSIT SERVICE 24%

COMFORTABLE WALKING EXPERIENCE 24%

KEEP EXISTING PARKING 15%

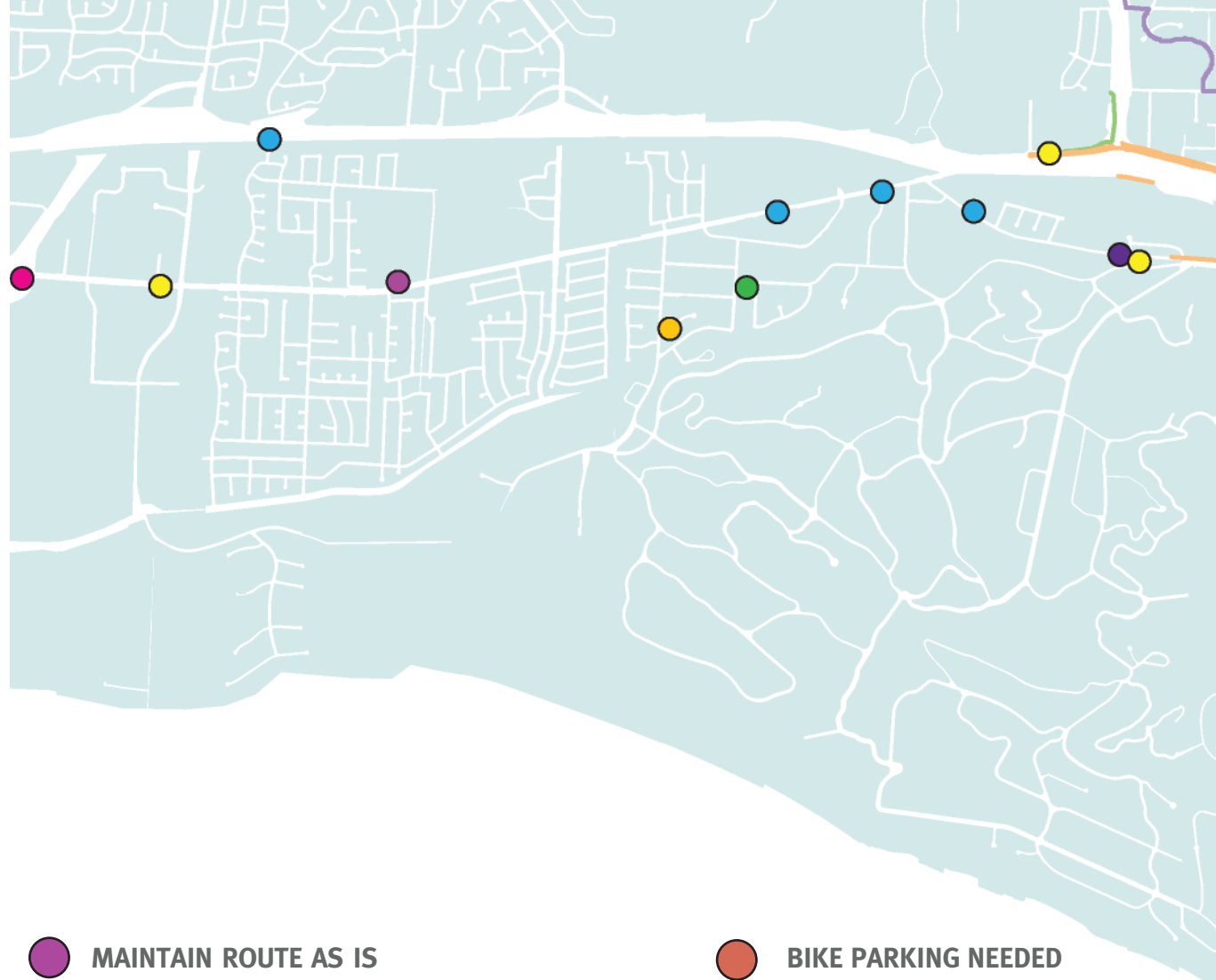
EASE OF DRIVING 12%

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

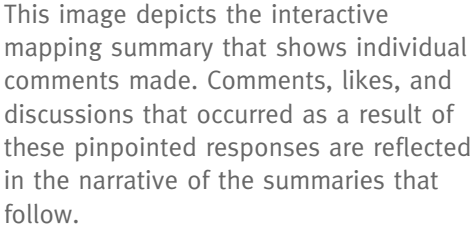
INTERACTIVE MAPPING SUMMARY

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

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



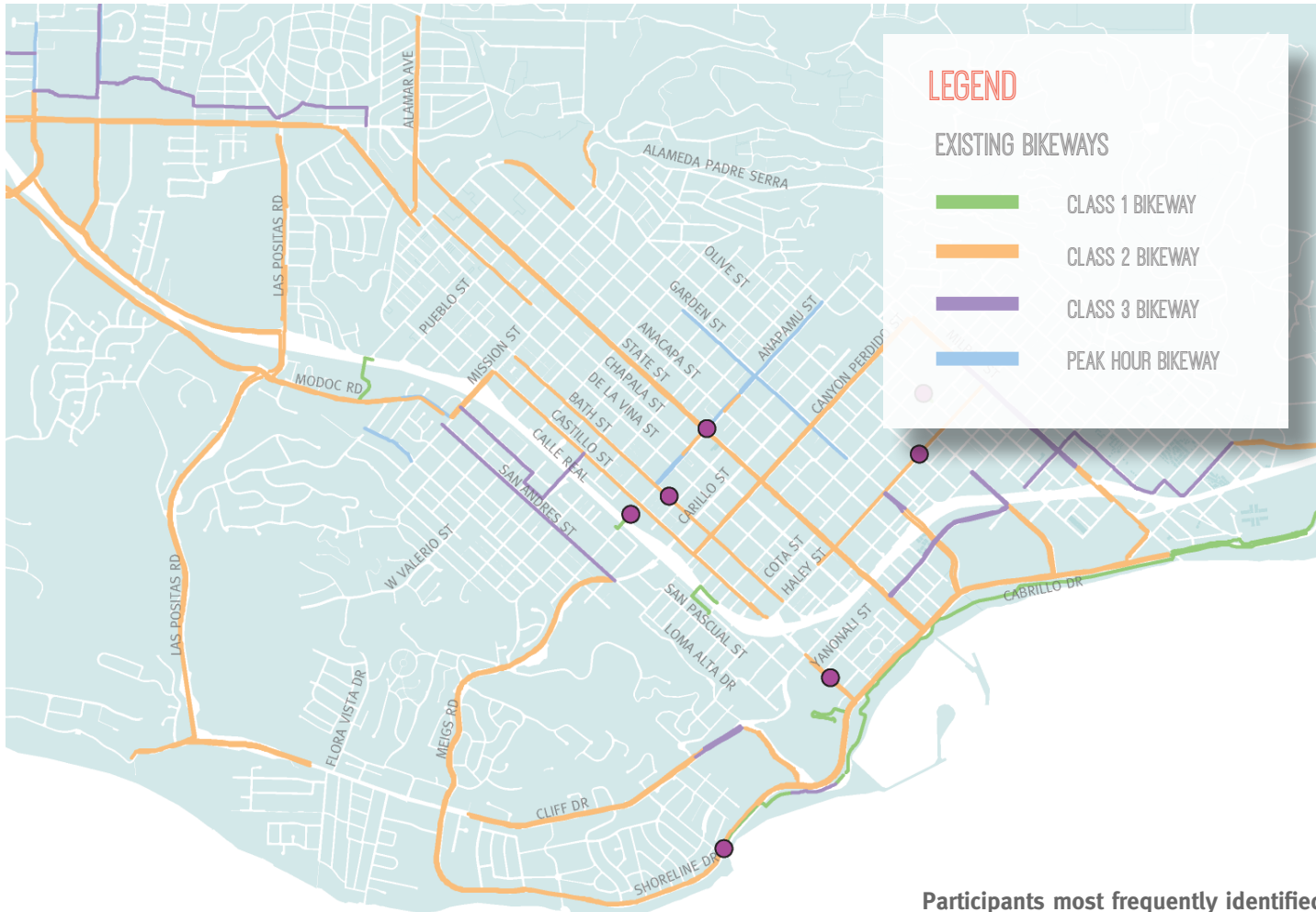
- | | | | |
|---|-------------------------------------|---|-----------------------------|
|  | MAINTAIN ROUTE AS IS |  | BIKE PARKING NEEDED |
|  | UNDESIRABLE BIKE ROUTE |  | BIKE FACILITY NEEDED |
|  | DIFFICULT INTERSECTION |  | GAP IN THE NETWORK |
|  | IMPROVED TRAFFIC FLOW NEEDED |  | OTHER |



MAINTAIN ROUTE AS IS



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



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

Reoccurring Comments / Themes

State Street: Great bike lanes along State Street.

Bath Street / Castillo Street Couplet: Great facilities for Uptown/Downtown movements.

Anapamu Street Overpass/Footbridge: Great 101 crossing.

Castillo Street (South of Montecito Street): Nice, wide bike lanes.

Haley Street: Nice cross-town bike lanes.

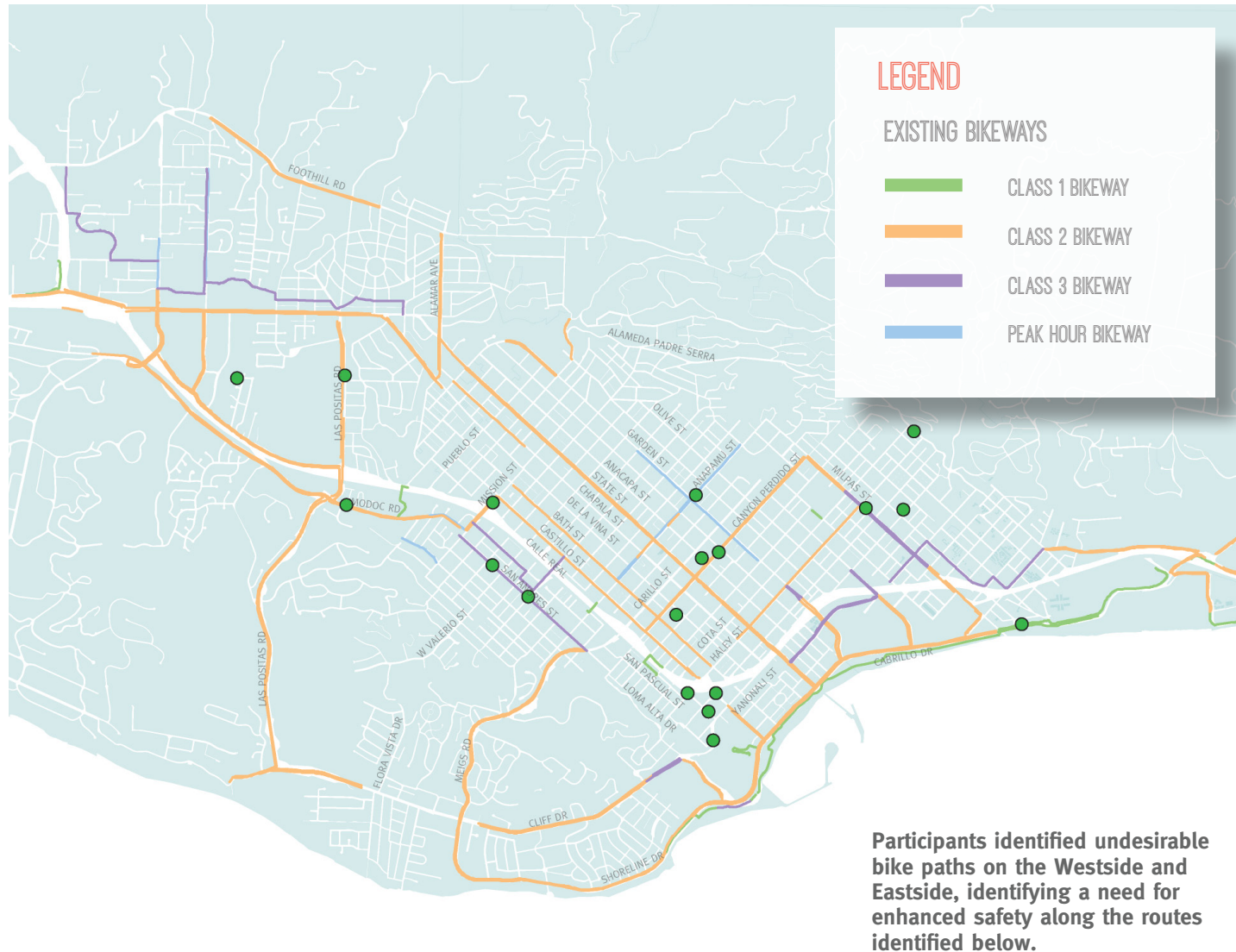
Ortega Park: Nice bike path along Ortega Park on Quarantina Street.

Shoreline Drive: Great bikeway along Shoreline Drive.

UNDESIRABLE BIKE ROUTE



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



Reoccurring Comments / Themes

Las Positas Road: Narrow lanes, need for north/south connection.

Modoc Road: Peak Bike hours create confusion along Modoc Rd.

Mission Street: Need for east/west connection across the 101.

San Andres Street: Modoc Rd. lanes end before crossing Mission St. -- need for a continued north/south connection. Cyclists today using Chino St. instead of San Andres St.

Overall: Need for an alternative north/south bike route to State Street for bicycle riders.

Castillo Street: Need for a bike path under the 101, connecting the Mesa to Downtown.

Cliff Drive: Need connection from Cliff Dr. to Castillo St. (connecting people to SBCC campus).

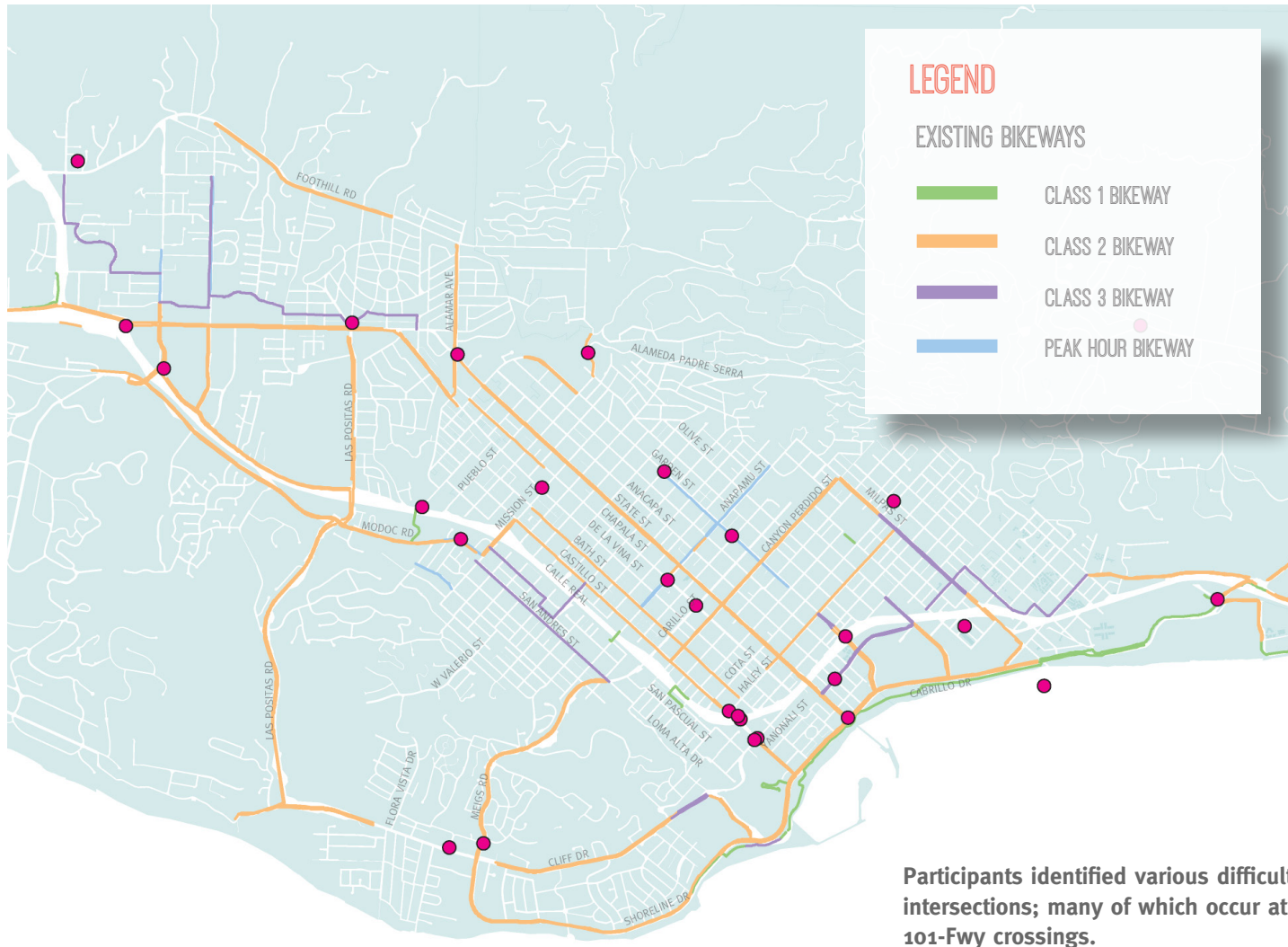
Milpas Street: Sharrows on Milpas St. do not work, need enhanced safety for north/south connection on the eastside.

Cabrillo Boulevard: Pedestrians using Class I beach-way create conflicts. Currently undesirable route.

DIFFICULT INTERSECTION



The following map shows locations where participants identified a difficult intersection in Santa Barbara.



Reoccurring Comments / Themes

Castillo Street & 101-freeway: Difficult crossing.

Cabrillo Boulevard and Old Coast Hwy: Need for enhanced bike movement along the roundabout.

State Street & 101-Freeway: Difficult crossing.

Alamar Avenue & State Street: Difficult crossing.

Mission Street & De La Vina Street: Difficult crossing.

Garden Street & 101-on-ramp: Difficult crossing.

State Street & Cabrillo Boulevard: Difficult crossing.

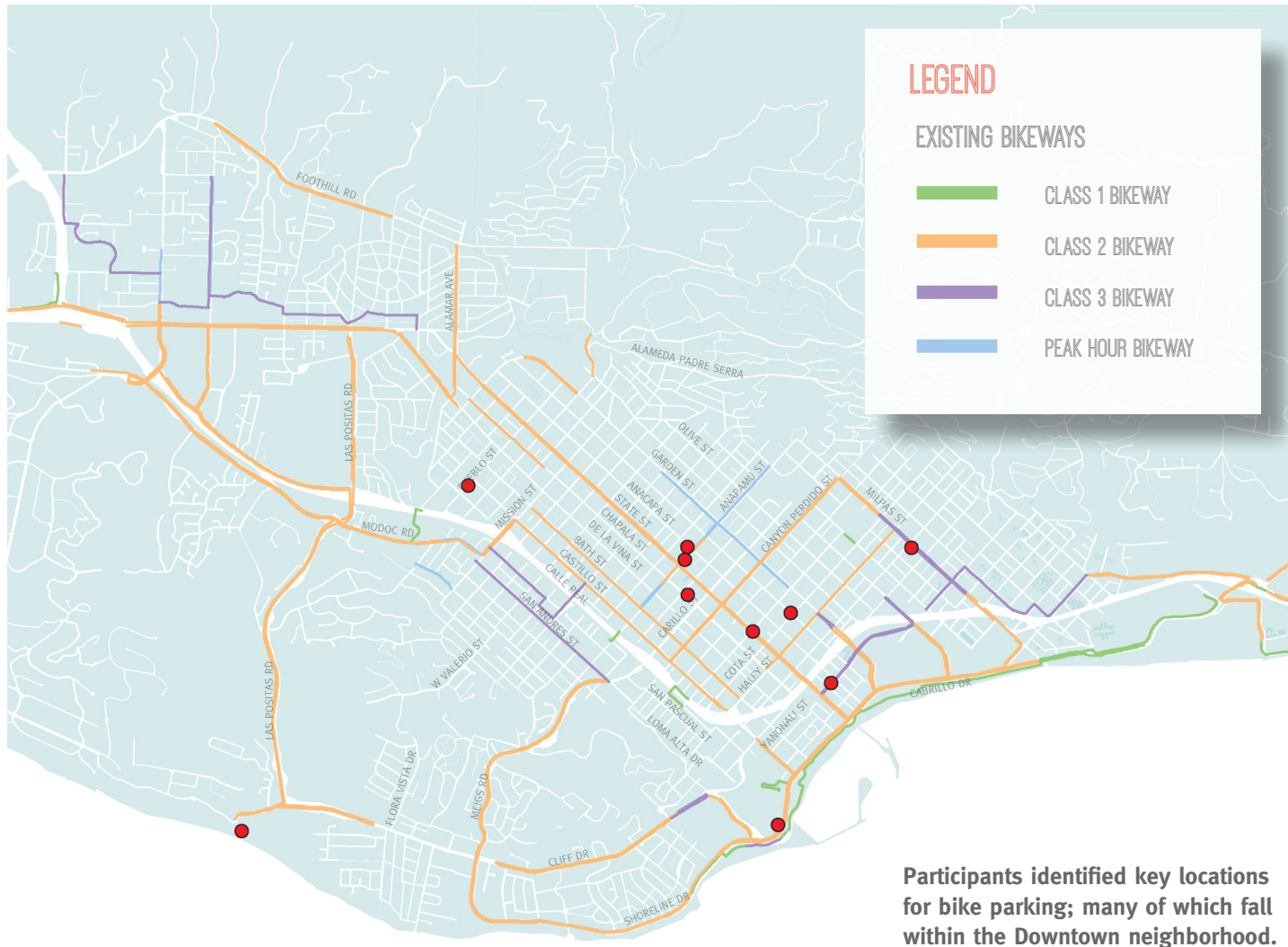
Alisos Street & Carpinteria Street: Difficult crossing.

Los Patos Way & Cabrillo Boulevard: Difficult crossing.

BIKE PARKING NEEDED



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



Reoccurring Comments / Themes

Hendry's Beach: Bike parking needed at Hendry's Beach.

Cottage Hospital: Need for public bike parking at Cottage Hospital (currently restricted).

Chapala Street: Need for enhanced bike parking (to deter theft) along Chapala St.

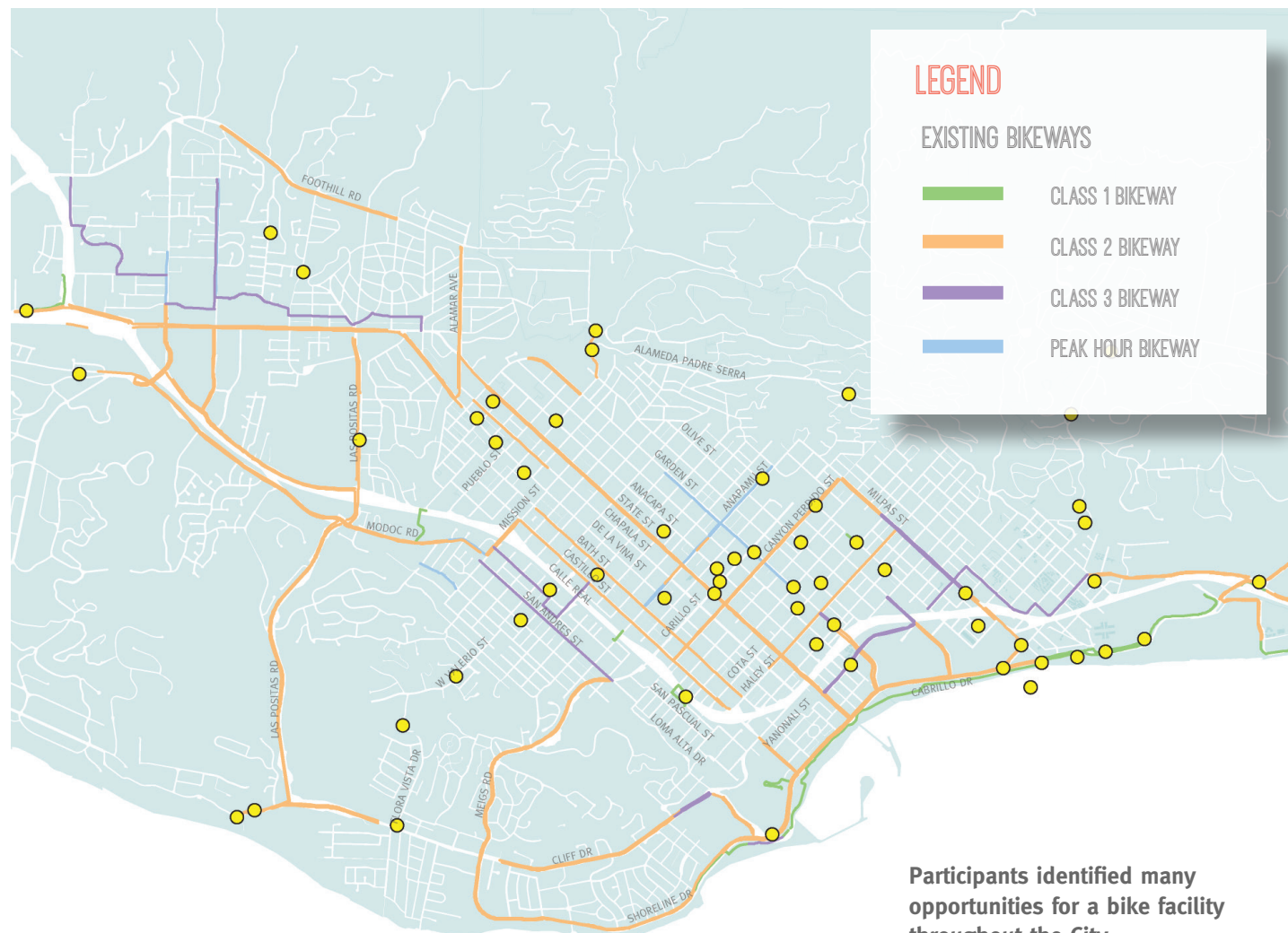
Cota Street / Santa Barbara Street: Need for bike parking near Farmer's Market.

Funk Zone: Need more bike parking within the Funk Zone.

BIKE FACILITY NEEDED



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



Reoccurring Comments / Themes

De La Vina Street: Either need to direct bicyclists off of De La Vina at Constance, or to the Bath St. / Castillo St. couplet or provide lanes along De La Vina if possible.

Chino Street: Consider treatment to Chino St. to pull bikes off of San Andres St.

Micheltorena Street: Narrow at the 101 crossing. Need for enhanced facility connecting Downtown and the Westside.

East/west path needed downtown. Potential for heightened facility on Canon Perdido or Carrillo

North/south path needed adjacent to State Street. Potential for Santa Barbara, Anacapa, Olive, or Garden St.

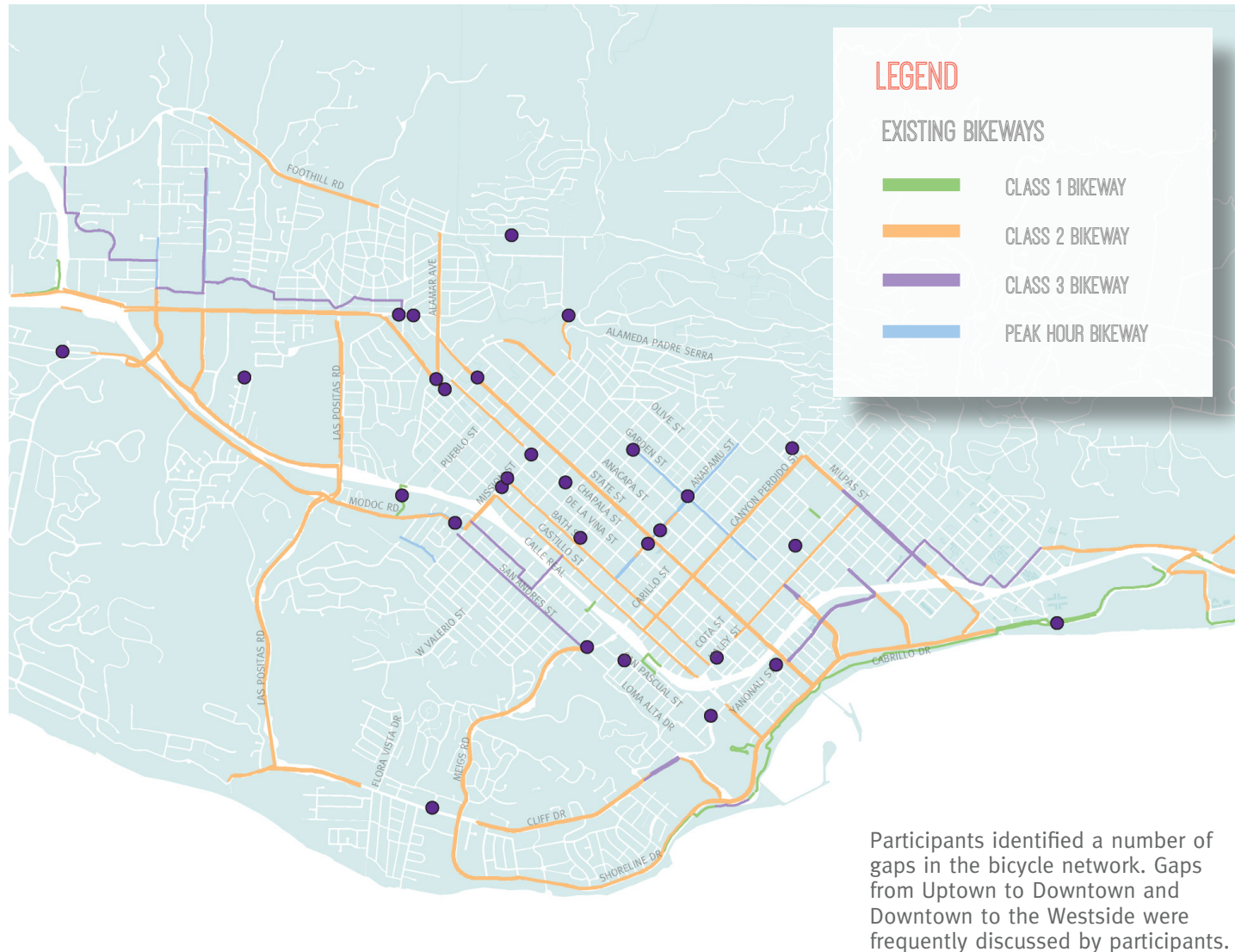
Cota or Gutierrez Street: Need westbound bike lane to provide a couplet to Haley St.

Connection to the beach: Need for north/south connection to the beach.

Cabrillo Boulevard: Need to separate pedestrians and bicyclists. Need for continuous path.

GAP IN THE NETWORK

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



Reoccurring Comments / Themes

State Street: Gap in the lane near Calle Laureles.

De La Vina Street: Bike lane ends at Constance Ave - may benefit from better signage directing people to existing routes off of De La Vina.

Chapala Street: Either extend Chapala St. bike lane or connect Chapala St. over to existing bike lanes on Bath and Castillo

Bath Street / Castillo Street: Extend Bath St. and Castillo St. bike couplet north of Mission Street to the hospital

Mission Street: Need to have an east/west connection like Mission St. to cross the 101. Difficult to ride along Mission St.

Haley Street: Gap existing on Haley St. between Castillo St. and Chapala St.

Garden Street: Gap in the network - need for a north south connector in addition to State St.

Cabrillo Boulevard and Niños Drive: Either extension of Class I bike path needed or appropriate signage for bicyclists as the facility changes.

OTHER



The following map shows locations where participants identified any other concerns related to bicycling in the City.



Reoccurring Comments / Themes

Citywide: General need for education and enforcement of traffic laws.

Modoc Road (Uptown): High speeds on Modoc Rd. - potential for reduced speed limits.

Las Positas Road (Uptown): Narrow bike lane - potential for extended bike path through the golf course.

Intersection of Las Positas Road and Modoc Road: Need for enhanced crossing markers for bicyclists.

Las Positas Road (heading to the Mesa): Need for heightened buffer from motorists.

End of Meigs Road/Carrillo Street lanes: Need signage at end of Carrillo St lanes for eastbound bicyclists.

Cabrillo Beachway: Need separated facility to reduce conflicts with pedestrians.

Old Coast Highway (near traffic circle): Bike lane ends and cyclists must move into gutter or into traffic.

NEIGHBORHOOD SUMMIT SUMMARY

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

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



190 PARTICIPANTS



EASTSIDE SUMMIT

1. ALISOS STREET BIKE BOULEVARD

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

2. CACIQUE STREET BIKE BOULEVARD

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

3. SALINAS STREET BIKE LANES OR BIKE FRIENDLY STREET

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

4. LAGUNA/OLIVE STREET BIKE FRIENDLY STREET

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

5. SALSIPUEDES STREET/CALLE CESAR CHAVEZ BIKE FRIENDLY STREET

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

MASON STREET BIKE LANES

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

6. CABRILLO BOULEVARD CLASS I BIKE PATH

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

7. SOLEDAD STREET BIKE FRIENDLY STREET

- General support for this project suggestion



WESTSIDE SUMMIT

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

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

2. SAN ANDRES STREET/CANON PERDIDO STREET/WENTWORTH AVENUE/CORONEL

PLACE BIKE FRIENDLY STREET & RANCHERIA STREET BIKE LANES

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

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

STREET EAST OF STATE STREET

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

4. EUCALYPTUS/CHINO/MISSION STREET SHARROWS

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

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

- Strong support for this project suggestion

6. LOMA ALTA DRIVE GREEN-BACKED SHARROWS

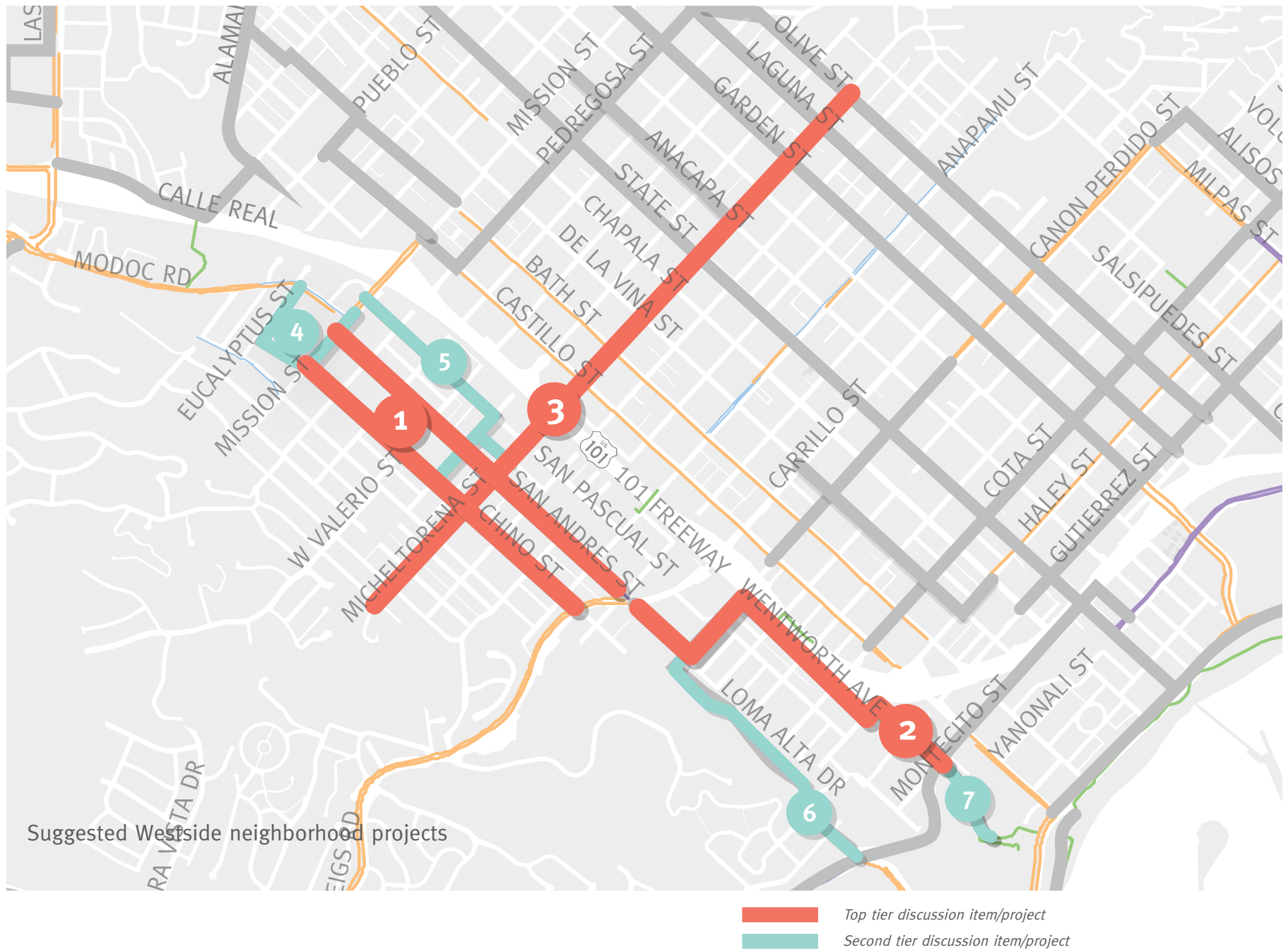
- While a nice concept, hills on Loma Alta Dr. make this a less desired project
- Good project suggestion

7. PERSHING PARK BIKE PATH

- General support for this project suggestion

ADDITIONAL COMMENTS

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



UPTOWN SUMMIT

1. STATE STREET GREEN BIKE LANES

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

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

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

3. FOOTHILL ROUTE GREEN-BACKED SHARROWS

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

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

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

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

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

6. ALAMAR AVENUE/JUNIPERO STREET GREENBACKED SHARROWS

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

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

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

8. CALLE REAL CLASS II BIKE LANES

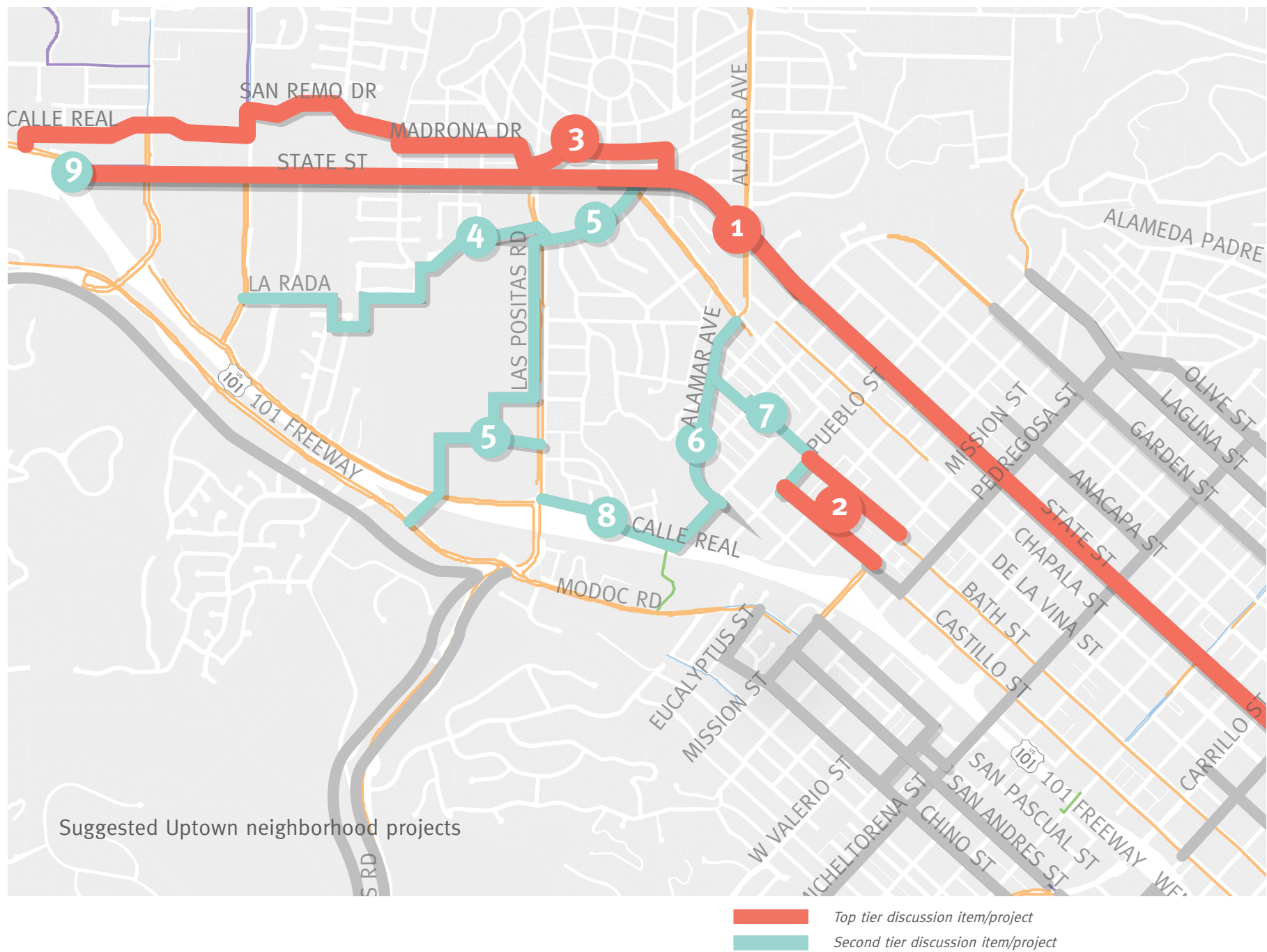
- Calle Real bridge needs to be enhanced with signage
- Potential contraflow on Calle Real

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

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

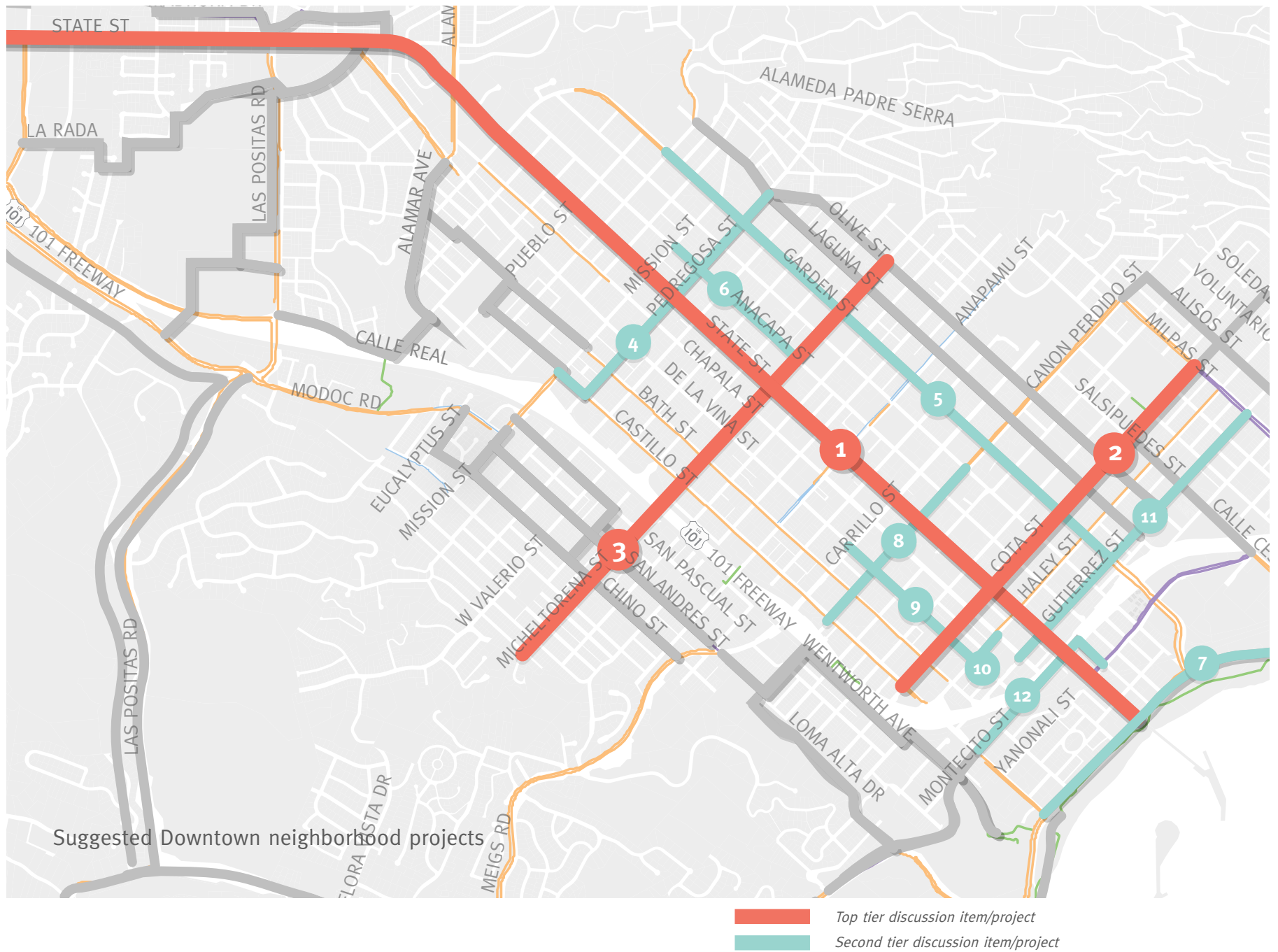
ADDITIONAL COMMENTS

- Problematic intersections along Foothill Route at the 101



DOWNTOWN SUMMIT

1. **STATE STREET GREEN BIKE LANES**
 - Strong support for coloring green bike lane
 - Closing the gap is a priority
 2. **COTA STREET BIKE LANE (WESTBOUND) OR SHARROWS**
 - General support for a Cota St. bike lane
 - Possible removal of travel lane or parking lane to add bike lane
 - Difficult intersections at Garden Street & State Street
 - Gutierrez St. would be a long term parallel connection
 3. **MICHELTORENA STREET BIKE LANES WEST OF STREET STATE & BIKE FRIENDLY STREET EAST OF STATE STREET**
 - Need for a cross-town east/west route
 - Workshop participants indicated that Sola St. may be an alternative option
 - Will require further study given parking needs along Micheltorena St.
 - Suggestion to add bike lanes or sharrows east of State St.
 - Would require parking removal between Castillo St. and State St.
 4. **PEDREGOSA STREET BIKE BOULEVARD STREET & CASTILLO STREET CONTRAFLow BIKE LANE**
 - Pedregosa St. may be a short term solution prior to Mission Street facility
 5. **GARDEN STREET SHARROWS AND BIKE LANES (GUTIERREZ STREET - HALEY STREET)**
 - Laguna Street is a preferable route over Garden St However, Garden St. connects to the waterfront
 6. **ANACAPA STREET BIKE LANE (SOUTHBOUND)**
 - Anacapa St. road diet between Micheltorena St. and Mission St. to connect to the proposed Micheltorena St. cross-town route
 7. **CABRILLO BOULEVARD BIKE LANE (EASTBOUND) REQUIRES TRAFFIC ANALYSIS**
 - General support for this project suggestion
 - Green-backed sharrows between Castillo St. and Milpas St. and a road diet between Milpas St. and Los Patos Wy. would create a strong eastbound connection
 8. **CANON PERDIDO STREET SHARROWS (BETWEEN CASTILLO ST. AND SANTA BARBARA STREET)**
 - Important east/west connection; signage and education are critical
 9. **DE LA VINA STREET BIKE LANE (SOUTHBOUND)**
 - Some residents considered this a low priority project
 - Lots of cyclists using De La Vina because of speed
 - Would require a road diet between Carrillo St. and Haley St. to create Class II neighborhood connection
 10. **HALEY STREET BIKE LANE (EASTBOUND BETWEEN CHAPALA STREET AND DE LA VINA STREET)**
 - Some residents considered this a low priority project
 - City engineering and transportation consider this an important gap closure
 11. **GUTIERREZ STREET BIKE LANE (WESTBOUND)**
 - Long-term project that requires a repaving and restriping of Gutierrez
 - Short term solution: Cota St. bike lane
 12. **MONTECITO STREET/HELENA AVENUE SHARROWS**
 - Strong support for this project suggestion
- ADDITIONAL COMMENTS**
- Think about school connections between Jr. High schools and High Schools
 - All 101 Freeway crossings need to be improved



MESA SUMMIT

1. CLIFF DRIVE CLASS I BIKE PATH (BETWEEN MEIGS RD. AND LAS POSITAS RD.)
 - Strong support for this project suggestion
 - Contiguous class II lanes currently being sought by City via separate grant
2. CLIFF DRIVE BIKE LANES (SBCC CLIFF ROAD ENTRANCE – CASTILLO STREET) OR BIKE PATH (CLIFF ROAD ENTRANCE – RANCHERIA STREET)
 - Strong support for this project suggestion
3. CLIFF DRIVE CLASS II BIKE LANES BETWEEN MEIGS ROAD AND LAS POSITAS ROAD. WITH BUFFERED LANES BETWEEN MESA LANE AND LAS POSITAS ROAD
 - Cliff Drive road diet where needed.
4. SHORELINE DRIVE BIKE PATH GAP CLOSURE
 - Strong support for this project suggestion
5. ARROYO BURRO CREEK/MODOC ROAD TRAIL WITH SPUR TO HENDRY'S BEACH (ALSO REFERRED TO AS: LAS POSITAS CLASS I MULTI-USE PATH)
 - Strong support for this project suggestion.
 - Interest in seeing this project through soon
 - Project design and environmental review underway
6. LAS POSITAS ROAD BUFFERED CLASS II BIKE LANE (BETWEEN MODOC ROAD AND CLIFF DRIVE)
 - Consider painting this bike lane green
 - Needs street lighting
 - Strong support for this project suggestion
7. MESA LANE/CARLTON WAY/PALISADES DRIVE/ HUDSON DRIVE/OLIVER ROAD/ EL CAMINO DE LA LUZ/ LA MESA PARK BIKE FRIENDLY STREET/PATH
 - Strong support for this project suggestion / possible additional routes, but this route is favored as it touches many residences

8. PERSHING PARK BIKE PATH

- Strong support for this project suggestion

ADDITIONAL COMMENTS

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





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Elizabeth Wagner

Randy Weiss

February 18, 2016

Santa Barbara City Council
735 Anacapa Street
Santa Barbara, CA 93101

Re: Approval of the Santa Barbara Bicycle Master Plan Update

Dear Mayor Schneider and Councilmembers,

I am writing on behalf of the 213 undersigned residents that stand with Community Environmental Council in supporting the City of Santa Barbara's Bicycle Master Plan update. The new plan will facilitate the continued growth of bicycle transportation in our community, and is the product of a robust community engagement process that provided a clear mandate for improvements to the City's existing bicycle network. As such, I strongly urge you to approve the Bicycle Master Plan update on February 23, 2016.

The list of projects proposed in the updated Bicycle Master Plan will create a well-connected, city-wide network of bike lanes. In particular, new bike lanes proposed for Micheltorena Street and Cota Street will close major east-west gaps in the existing bicycle network. Both projects would take bicyclists out of the busy flow of traffic on these narrow streets. This would decrease stress for drivers that have to pass cyclists along these corridors and increase safety for those who choose to travel by bike.

In addition to these project-specific benefits, the Bicycle Master Plan will:

- Establish specific goals for increasing the number of bike commute trips made in the City
- Create a framework for making data-driven safety improvements to the City's bicycle network
- Open the door to significant sources of funding for bicycle- and pedestrian-friendly street improvements, including the Active Transportation Program administered by the California Department of Transportation

Increasing the number of bike commute trips in Santa Barbara is one of the most effective and immediate ways to reduce local greenhouse gas emissions from transportation. With the recent COP21 proceedings in Paris producing an international climate change accord, there could be no better time to set Santa Barbara on a course that will make bicycle-based transportation a cornerstone of our community. For this reason, I respectfully ask that you vote to approve the new Bicycle Master Plan and all the proposed projects therein.

Sincerely,

Sigrid Wright
CEO/Executive Director



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Charity Dubberley

John Dutton

Mitch Eakin

Scott Easterling

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Mette Eriksen

Claire Fackler

Kristine Faloan

Karen Feeney

Stephen Ferry

Joe Finegold

Jaime Fior

Gina Fischer

Kyle Fischler

Chris Fletcher

Fatt Foong

David Fortson

Mary Foster

Laura Francis

James Frew

Fred Friedland

Lisa Garza

Jill Gass

Catriona Gay Livingstone

Gordon Gerbitz

Roland geyer

Fates Gib

Daniel Glaser

Cameron Gray

Patricia Griffin

Mick Handley

Casey Hankey

Stan Hatch

Matthew Hendren

Jennifer Hidrobo

Linda Hillman

Kristen Hislop

Heather Hochrein

Per Hoel

Scott Hopkind

Mark Hopkins

Kristin Hoppa

Liam Horstick

Riley Hubbell

Lyn Hurley

Loyd Hutchins

Karl Hutterer

Roberta Issaris

Lauren Jacobson

Vijaya Jammalamadaka

Mikki Jee

Aarushi Jha

Ines Jones

Erik Joule

Joseph Juhasz-Lukomski

Jonas Jungblut

Daniel Kearney

Christina Kerndal

Aimee Kielborn

Kathi King

William Kitchen

Kelly Knowles

Margot W Krystian PhD

Lori La Riva

Chelsea Lancaster

Robin Larsen

Bryan Latchford

Jonathan Leech

Peter Lewis

Jere Lifshitz

Gloria Liggett

Barbara Lindemann

Jeff Litten

Daniel Litten

Dorothy Littlejohn

Eric Lohela

Donn Longstreet

Ruth Loomer

Sasiorn Luangprasert

Stacey Lydon

Lisa Lyons

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Sharon McKenzie

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Arielle Moorman

Javier Moreno

Mark Morey

Tracey Morris

Nancy Mulholland

Enma Nunez

Michael Ober

Michael Orlando

Gail Osherenko

Penelope Owens

Ida Paciano

Melissa Pease

Liz Pettegrew

Adam Phillips

Erin Pinto

Reginald Portier

April Price

Stacy Pulice

Christine Quigley

Karen Quintana

Charles Rabkin

Mckenzie Rasmussen

Laurie Rasmussen

Joe Razo

Leigh Readey

Steve Richards

Geri Riehl

Leslie Robinson

Lynn Rodriguez

Brian Roeder

Marjorie Rogalski

Marjorie Rogalski

Felix Rudert

Diane Russell

Mark Sapp

Christiane Schlumberger

Jeff Selzer

Susan Shaberman

Terri Sheridan

Susan Shields

Barbara Silver

Carter Sisney

Duffy Smith

Bret Stone

Dana Street

Lori Sullivan

Eric Sutherlin

Emily Terrill

Jeff Theimer

Dennis Thompson

Rosemary Thompson

Tony Tomasello

Mary Turley

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Martine White

Denise White

Devin Wong

Oran Young

Claire Zedelius

Jules Zimmer

FIXMICH! WE SUPPORT BIKE LANES ON MICHELTORENA ST TO CREATE A SAFE, DIRECT AND FEASIBLE WESTSIDE ROUTE.

337 signatures



The draft Bike Master Plan includes new bike lanes on Micheltorena St between State and Castillo. This important connection has been in the city's plans since the 70's and would finally create a continuous and safe bike lane for kids, children and families. People riding bikes need an east-west route that is direct, safe and can be constructed within the next 3 years. Despite the benefits of this project, it is at risk for being removed from the final version of the bike plan.

Show our elected officials that you support bike lanes on Micheltorena St. between State and Castillo by signing our petition.

Do you have thoughts, comments, or suggestions about this project? We want to hear from you! Email: eve@sbbike.org

	Name	Date
1	Eve Sanford	2/11/2016
2	Joey Juhasz-Lukomski	2/11/2016
3	Cecil Esquivel	2/11/2016
4	steve conner	2/11/2016
5	Charlie Cohn	2/11/2016
6	marjon souza	2/11/2016
7	Claude Dorais	2/11/2016
8	Laurie Lehman	2/11/2016
9	Tracey Strobel	2/11/2016
10	Alan Kuhn	2/11/2016
11	Emily Jackson	2/11/2016
12	Jacqueline Kemp	2/11/2016
13	Chelsea Duffy	2/11/2016
14	Desmond Ramirez	2/11/2016
15	Alexander Zlotnik	2/11/2016
16	Jamey Wagner	2/11/2016
17	Lori Travis	2/11/2016
18	Jorge Matos	2/11/2016
19	Emilio Rossi	2/11/2016
20	Jeff Shelton	2/11/2016
21	Kathi King	2/11/2016
22	Alexandra Forbes-Thierjung	2/11/2016
23	Ann Micka	2/11/2016
24	Ben Seeley	2/11/2016
25	Sherri Quipp	2/11/2016
26	Ian Schechter	2/11/2016

27	Jamie Afflerbach	2/11/2016
28	Mark Morey	2/11/2016
29	Jim Balter	2/11/2016
30	Jane Faulkner	2/11/2016
31	Martin Robertson	2/11/2016
32	Rachel Davis	2/11/2016
33	La Shara Cordero	2/11/2016
34	Anna Clarke	2/11/2016
35	Kelly Johnson	2/11/2016
36	Cade Harris	2/11/2016
37	Nancy eckert	2/11/2016
38	Charles Abadie	2/11/2016
39	Mary Bucholtz	2/11/2016
40	Alex Regan	2/11/2016
41	Shad Springer	2/11/2016
42	Stephen Bryne	2/11/2016
43	Sara Lafia	2/11/2016
44	Joel Landau	2/11/2016
45	Robin Young	2/11/2016
46	Joy Davis	2/11/2016
47	Julie Lopp	2/11/2016
48	Paul Crow	2/11/2016
49	Kim Miller	2/11/2016
50	Andrew Riley	2/11/2016
51	Ken Saxon	2/11/2016
52	John Bochino	2/11/2016
53	Riley Hubbell	2/11/2016
54	Sharon Fitzpatrick	2/11/2016
55	Nancy Mulholland	2/11/2016
56	Lesley Gonzalez	2/11/2016
57	Nathan Salmon	2/11/2016
58	John T. Gerig	2/11/2016
59	Kyle Nickel	2/11/2016
60	David Campbell	2/11/2016
61	Jon McCammond	2/11/2016
62	Sarah Craig	2/11/2016
63	heather Williams	2/11/2016
64	Jim Heaton	2/11/2016
65	Benjamin Rappoport	2/11/2016
66	Julia Thompson	2/11/2016
67	Paolo Gardinali	2/11/2016
68	David Scott	2/11/2016
69	Ben Crop	2/11/2016
70	David Turpin	2/11/2016
71	Douglas Thrift	2/11/2016
72	Mark Sapp	2/11/2016
73	John Reeve	2/11/2016

74	Howard Booth	2/11/2016
75	Jon Jablonski	2/11/2016
76	Lisa Hahnel	2/11/2016
77	Bree VanDeKamp	2/11/2016
78	Crystal Bae	2/11/2016
79	Mark Heintz	2/11/2016
80	Marin Sigurdson	2/11/2016
81	Shannon Miller	2/11/2016
82	Dennis Thompson	2/11/2016
83	Kelly Knowles	2/11/2016
84	James Baglia	2/11/2016
85	Diana La Riva	2/11/2016
86	Rachel Petty	2/11/2016
87	Angie Bell	2/12/2016
88	Tyler Clavelle	2/12/2016
89	Rachael Blake	2/12/2016
90	carolyn givens	2/12/2016
91	Andrew Hall	2/12/2016
92	Akari Yamamura	2/12/2016
93	Michael Iza	2/12/2016
94	Bryan Wong	2/12/2016
95	Sam Ferguson	2/12/2016
96	Todd Canfield	2/12/2016
97	Barton Woolery	2/12/2016
98	Craig Prater	2/12/2016
99	Elisabeth Esposito	2/12/2016
100	Erin Carroll	2/12/2016
101	Candice Perez	2/12/2016
102	Nancy Golden	2/12/2016
103	Yvette Keller	2/12/2016
104	Erik Stassinis	2/12/2016
105	Christine Bourgeois	2/12/2016
106	michelle rainville	2/12/2016
107	Evan Brown	2/12/2016
108	Ted Bergstrom	2/12/2016
109	ken yamamoto	2/12/2016
110	Michael Tong	2/12/2016
111	Kimberly Sven-Brown	2/12/2016
112	Barry Remis	2/12/2016
113	Brian Epstein	2/12/2016
114	rich appelbaum	2/12/2016
115	Channing Hammond	2/12/2016
116	Julia Lowell	2/12/2016
117	Paul Suding	2/12/2016
118	catherine mullin	2/12/2016
119	Doris Phinney	2/12/2016
120	Heather Rose	2/12/2016

121	Rem Laan	2/12/2016
122	Ken Palley	2/12/2016
123	Julian Palmisano	2/12/2016
124	Lizzie Gorman	2/12/2016
125	Melissa Cunningham	2/12/2016
126	Tana Kincaid	2/12/2016
127	Jonathan Gray	2/12/2016
128	Claudia Mazzotti	2/12/2016
129	ric grandcolas	2/12/2016
130	Tammi Gritters	2/12/2016
131	Rita Newhouse Czegledi	2/12/2016
132	Lisa McCann	2/12/2016
133	Kathy Guzman	2/12/2016
134	Dan livingston	2/12/2016
135	Nicholas Lee	2/12/2016
136	John Hintzen	2/12/2016
137	Maya Shoemaker	2/12/2016
138	Susan Amison	2/12/2016
139	Dannique Aalbu	2/12/2016
140	Jeffrey Stern	2/12/2016
141	Cynthia Stahl	2/12/2016
142	Rodrigo Uribe	2/12/2016
143	Jennifer Scouras	2/12/2016
144	Paige Roberts	2/12/2016
145	Shawn Duex	2/12/2016
146	Robert Zaratzian	2/12/2016
147	thea altman	2/12/2016
148	Arnie Schildhaus	2/12/2016
149	Leslie Ogden	2/12/2016
150	Christopher Arata	2/12/2016
151	David Novak	2/12/2016
152	Ben Darin	2/12/2016
153	Catherine Moody	2/12/2016
154	tracey willfong	2/12/2016
155	Brian Rossini	2/12/2016
156	Gioia Patla	2/12/2016
157	Gazelle Bird	2/12/2016
158	Rebecca Schaefer	2/12/2016
159	Stephen Otero	2/12/2016
160	David Cleveland	2/12/2016
161	Jen Lemberger	2/12/2016
162	Martin Schneider	2/12/2016
163	Hillary Blackerby	2/12/2016
164	Randy Fritz	2/12/2016
165	Olivia Walling	2/12/2016
166	Steve Hodges	2/12/2016
167	Tina Topalian	2/12/2016

168	Christina Dotson	2/12/2016
169	Kelsey Maloney	2/12/2016
170	George Horning	2/12/2016
171	Craig Smith	2/12/2016
172	Laura Canfield	2/12/2016
173	Mia Jimenez	2/12/2016
174	Angelica Diaz	2/12/2016
175	Jeff Appareti	2/12/2016
176	Wayne Beckman	2/12/2016
177	Corey White	2/12/2016
178	Amy Frithsen	2/12/2016
179	Tricia Middleton	2/12/2016
180	Stephanie McAleer	2/12/2016
181	Melissa Fontaine	2/12/2016
182	Baird King	2/12/2016
183	Lori Collins	2/12/2016
184	Jean Stultz	2/12/2016
185	Phil Gallant	2/12/2016
186	Gary & Kate Belanger	2/12/2016
187	Matthew Straka	2/12/2016
188	John Fitzgerald	2/12/2016
189	Philip Friden	2/12/2016
190	Cody O'Reilly	2/12/2016
191	Jsohua Morten	2/12/2016
192	Ray Vega	2/12/2016
193	Brian Markman	2/12/2016
194	Raymond Vo	2/12/2016
195	Brian Thomas	2/12/2016
196	Dawn Mitcham	2/12/2016
197	David Rockey	2/12/2016
198	Frazer Hazlett	2/12/2016
199	Ellyn Cole	2/12/2016
200	William Tracy	2/12/2016
201	Ali Chamas	2/12/2016
202	Gregory Lamb	2/12/2016
203	kathleen weber	2/12/2016
204	Warner Anderson	2/12/2016
205	Megan Spears	2/12/2016
206	Gillian Grant	2/12/2016
207	Aniela Rodes	2/12/2016
208	J C	2/13/2016
209	Chloe Mendoza	2/13/2016
210	Jake Cohen	2/13/2016
211	Rowan Peake	2/13/2016
212	saffy algarazi	2/13/2016
213	Colin Loustalot	2/13/2016
214	Terri Sheridan	2/13/2016

215	Paul Carroll	2/13/2016
216	Ben Gately	2/13/2016
217	Nelson Monge	2/13/2016
218	Dennis Allen	2/13/2016
219	Eric Boessenecker	2/13/2016
220	Gustavo Esquivel	2/13/2016
221	Diego Graham	2/13/2016
222	Anita Bandrowski	2/13/2016
223	Crystal Ho	2/13/2016
224	Ron Burd	2/13/2016
225	Alan Reynoso	2/13/2016
226	Xochitl Pacheco	2/13/2016
227	Christina Jaramillo	2/13/2016
228	Sadie Kimball	2/13/2016
229	Ryan Barnes	2/13/2016
230	Christie Macias	2/13/2016
231	Thomas Riordan	2/13/2016
232	Don Rodolfo	2/13/2016
233	James Landau	2/14/2016
234	Alexander Torres	2/14/2016
235	Cathy Armstrong	2/14/2016
236	Donn Longstreet	2/14/2016
237	Louis Spaventa	2/15/2016
238	Joanna Kaufman	2/15/2016
239	Alex Bumpers	2/15/2016
240	Yelyzaveta Tashkevych	2/15/2016
241	Ian Vidalin	2/15/2016
242	Judith Shelling	2/15/2016
243	Calvin Lin	2/15/2016
244	David Feldman	2/15/2016
245	Megan Robertson	2/15/2016
246	Erin Hanan	2/15/2016
247	Cameron Gray	2/15/2016
248	Nick Davis	2/15/2016
249	Omari and Aileen Fullchange	2/16/2016
250	Wilson Hubbell	2/16/2016
251	Alexander Conrad	2/16/2016
252	Garrison Carter	2/16/2016
253	Matt Swider	2/16/2016
254	Jack Gallagher	2/16/2016
255	Karen Field	2/16/2016
256	Amy Steinfeld	2/16/2016
257	Paul Moreno	2/16/2016
258	Melissa Herzog	2/16/2016
259	Erika Lindemann	2/16/2016
260	Steve Cook	2/17/2016
261	Mark Edwards	2/17/2016

262	Andrew Hill	2/17/2016
263	Jason File	2/17/2016
264	Jennifer rawlings	2/17/2016
265	Debbie Castanha	2/17/2016
266	LÃ³rien Davy	2/17/2016
267	Larry Bickford	2/17/2016
268	Angela Chu	2/17/2016
269	Greg Trainor	2/17/2016
270	Alexander Favacho	2/17/2016
271	Cameron Clark	2/17/2016
272	Borys Kolasa	2/17/2016
273	Emma Howard	2/17/2016
274	Natalia Kolasa	2/17/2016
275	Betty Segui Wenzel	2/17/2016
276	Melissa De Soto	2/17/2016
277	Sally Tannenbaum	2/17/2016
278	Darlene Chirman	2/17/2016
279	Sarah Grant	2/17/2016
280	Morgan Reis	2/17/2016
281	Michael Schmitt	2/17/2016
282	Michael Moise	2/17/2016
283	Katherine McLaughlin	2/17/2016
284	Ellen Carey	2/17/2016
285	Michael Baier	2/17/2016
286	Eva Turenchalk	2/17/2016
287	Robert Price	2/17/2016
288	Ben lakish	2/17/2016
289	Leslie Brtek	2/17/2016
290	Jeff Rawlings	2/17/2016
291	Pamela Post	2/17/2016
292	Charlotte Gould	2/17/2016
293	Demis John	2/17/2016
294	Stuart Law	2/17/2016
295	Olivia Gleser	2/17/2016
296	Nolan Lamb	2/17/2016
297	Martin Leyva	2/17/2016
298	Cassandra Ensberg	2/17/2016
299	Nan Bedford	2/17/2016
300	sean harris	2/17/2016
301	Jeff Ross	2/17/2016
302	Don Lubach	2/17/2016
303	Frank Paolino	2/17/2016
304	Grant Horibe	2/17/2016
305	Michael Sheffler	2/17/2016
306	Courtney Dietz	2/17/2016
307	Mark Bradley	2/17/2016
308	Per Hoel	2/17/2016

From: Stephanie Poole [REDACTED]
Sent: Monday, February 22, 2016 11:30 AM
To: Schneider, Helene; White, Harwood "Bendy" A.; Hart, Gregg; Hotchkiss, Frank; Dominguez, Jason; Rowse, Randy; Murillo, Cathy
Cc: Brown, Peter
Subject: Bicycle Master Plan

Dear Mayor and City Council Members,

I am a resident of Santa Barbara Westside and I fully support the City Council's adoption of the proposed Bicycle Master Plan – especially the West Micheltorena Street green Class II section. I participated in the neighborhood planning sessions as well as several neighborhood meetings. I think that the proposed bike route will create a safer and more widely used route from one of our City's oldest and highest volume bike commuting neighborhoods. We bought a house on the Westside precisely so we could be close to work and downtown. I firmly believe that many more people and families will bike to school and work if Micheltorena St were safer to traverse.

Although I feel sympathy for the people who live on Micheltorena St., they do not 'own' the right to the street parking in front of their buildings. I live on a street with a school where the parking is highly impacted by teachers/parents daily during the school year, but we don't consider the spaces in front of our house 'ours'. There should be adequate parking on the property one owns, and if not, then it should be corrected to meet the current Zoning standards. I would be in favor of the City allowing Zoning Modifications to the owners of these properties to create additional on-site parking where necessary or desired. I'm sure there are other creative ideas for ameliorating the inconvenience of a few for the great benefit of many Westside neighbors.

I know it is a tough choice to make in the face of so much discontent. I am sure there are many more Westsiders and bike commuters who think this a no-brainer great idea and think they don't need to attend a Hearing just to AGREE with this plan. It would be a real shame to miss out on an opportunity to really shape the future of this town in a powerful way. This plan is bold and it will demand strong City Council support to implement it creatively and with compassion. Please support and vote for the Bicycle Master Plan implementation on Tuesday.

Thank you for your consideration,

Stephanie Poole

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www.avast.com

From: holly starley [REDACTED]
Sent: Saturday, February 20, 2016 4:46 PM
To: Schneider, Helene; Murillo, Cathy; Rowse, Randy; Hart, Gregg; Francisco, Dale; White, Harwood "Bendy" A.; hotchkiss@santabarbaraca.gov; Dominguez, Jason
Cc: Brown, Peter; Dayton, Rob
Subject: Bike Master Plan - please approve a strong BMP and a bike route along Micheltorena

Dear Mayor Helene Schneider and City Council members,

My name is Holly Starley. I'm a freelance writer, and I often write for the Santa Barbara Bicycle Coalition. Today, I'm writing on my own behalf, as a community member. I'm writing to lend my support to the proposed Bike Master Plan and, specifically, to a bike route along Micheltorena.

First, thank you and thank you, city planners, for all your hard work and careful consideration thus far.

I believe that a strong, connected bike lane is an *all-of-us-for-all-of-us* thing. I know it can somehow get painted as an "us-versus-them" thing, which is really too bad. I also know you guys have heard some opposition, particularly from business owners along Micheltorena, and I feel for you. It's hard to meet everyone's needs. Let me tell you why I believe we can all work together to meet the needs of the entire community and why I strongly support a strong, connected bike route throughout the city, one that includes a lane on Micheltorena. Let me also share how we may allay business owners's concerns. (Contrary to what some may believe, we bicycling advocates do love local businesses and want them to thrive; we're not out to hurt them!)

Bike lanes are about **social equity**. Many Santa Barbarans travel by bicycle—to jobs, schools, and local businesses—for economic reasons. Micheltorena is the *only* available route from the West Side. (As you know, Sola would require installation of traffic signals/millions of dollars the city doesn't have.) As you also know, our city's transportation element vows to provide safe, equal routes for all road users; a Micheltorena bike lane has been planned since 1970.

Bike lanes improve **safety**. Studies show over and over that all road users (people in cars and people in bikes) are safer when bike lanes are installed. Our public roads should be designed with the safety of everyone in mind.

Enabling more people to choose to ride bicycles means **less traffic congestion and pollution**. Many people find that biking has a **positive health impact, physically and emotionally**. Designing public spaces in a way

that enables people to improve their physical and mental health is pretty awesome. Happier, healthier individuals mean happier, healthier communities. These are benefits for our community as a whole—for everyone, in the long term.

As for business owners’ concerns, particularly those along Micheltorena: Business owners want clients to park close to their businesses. You all know that the proposed lane converts 125 parking spaces and that, within *one* block of those spaces, city staff found 300 spaces available midday. Let’s also do some additional mitigation to make more parking spaces available and support our local businesses. I’m asking you as our city’s decision makers to look into options like adding loading zones/handicap spaces on adjacent streets; purchasing or otherwise facilitating the use of existing, empty lots; enforcing parking zoning and improperly used spaces intended as parking; and encouraging business owners to do what they can do to provide parking for their patrons and clients.

Please know that having a business on a street that is a thoroughfare for *all* commuters in the community—people on bikes and in cars and on foot—is a good thing for businesses. Businesses will be visible. The street will be full of people traveling at a slower pace. Businesses will be more accessible to a greater swath of the community. (Think lower State Street.) As studies on the effects on businesses of replacing car parking with biking thoroughfares are fairly new, they are few. However, those that have been conducted have all shown that businesses were not affected negatively as some business owners had feared. In fact, in a Seattle study, business revenue along the affected area increased. (A mathematical equation goes into why that happens, and the effect, of course, depends on the type of business/clientele in question. But the point is that, when bike lanes are installed wisely, with everyone’s concerns being taken into account, the outcome for *everyone*—people with businesses and on bikes and in cars—is a net positive.) Please know this and try and share it with business owners when they talk to you about their concerns.

Please also know/look into all the details when business owners raise concerns. My understanding is that a group in one particular building on Micheltorena (between State and Chapala)—which has at most 7 offices—is representing itself as 40 business owners. Those 40 split their time in the offices. So let’s be clear about how many clients need parking at one time. That building has a number of parking spaces in back. Perhaps those business owners might be willing to designate one of them for their disabled clients.

In conclusion, the roads in front of our homes and businesses are public spaces. We must, together, ensure public space benefits *all*. That’s why, as a stalwart advocate for equally safe, equally accessible bike routes, I also advocate for parking mitigation and the hearing of everyone’s concerns. Please help guide the upcoming discussion (including the one scheduled for Tuesday evening) in a way that ensures we all work together as a community to find community-oriented solutions for everyone.

And please approve a strong Bike Master Plan, whose goals aim to connect our entire city with bike lanes, providing equally safe and accessible routes for all. Please include in that plan a bike route for Micheltorena, as planners looking into an west-east connector route since 1970 have consistently found it the best option.

Thank you again for your time and hard work.

Sincerely yours,

Holly Starley

From: Jack Ucciferri [REDACTED]

Sent: Monday, February 22, 2016 2:26 PM

To: Schneider, Helene; Dominguez, Jason; White, Harwood "Bendy" A.; Murillo, Cathy; Applegate, Deborah; Hotchkiss, Frank; Rowse, Randy; Francisco, Dale

Subject: Fwd: DRAFT FOR YOUR REVIEW: Please make bike share a Priority 1 project in the BMP. Bike Share enjoys widespread support throughout our community and could be relatively easily implemented by 2020.

The reasons for implementing a bike-share program are often centered on goals of increasing cycling, reducing congestion, improving air quality, and offering residents an active mobility option. **Bike-share has two key advantages when compared to other transportation projects: implementation costs are comparatively low and the timeline is short.** It is possible to plan and implement a system in one mayoral term (i.e., two to four years), which means that benefits to the public accrue more immediately than in most transportation projects.

- Institute for Planning and Development Policy

[Bike-Share Planning Guide, Section 1.1](#)

Esteemed Mayor and City Council:

I write to you in support of the BMP as currently written, with one seemingly minor but ultimately quite significant modification. **Please support making Bike Share a Priority 1 project** (off the ground by 2020). The current draft of the BMP relegates bike share to Priority 2 (scheduled for implementation by 2025).

It would be a prudent use of staff time to begin submitting grants toward funding this exciting project which enjoys significant support in our community. While I have not solicited official letters of support from local institutions, I can say that individuals in positions of leadership with SBCC, UCSB, the Downtown Organization, Visit Santa Barbara, the Transportation and Circulation Committee, the Chamber of Commerce, and Paseo Nuevo have all expressed support for the idea of having a bike share program in our community.

For the past several months, I have been studying bike share systems around the world in order to better understand what it would take to

successfully

implement

such a

program in Santa Barbara. My research - including conversations with planners who have implemented such systems in cities much larger than ours - indicates that we could have a bike share system in our community relatively soon, if only we are able to muster the leadership and organization to move forward.

This weekend I went to participated in a workshop facilitated by the various parties responsible for planning/implementing [Santa Monica's new and already successful bike share program](#).

At this workshop I was given access to a list of grants that would fund the Capex of a bike share program and even the applications that Santa Monica submitted (shhh, it's a secret). Our neighbour in the South boasts similar demographics and is eager to help us. They are extremely bullish about how successful such a program could be in our community with relatively little effort and on a relatively short timeline. Why put off until 2025 what could be down by 2018? Let's do this!

I have yet to reach out our great Transportation Division staff about the work that is happening doing on bike share behind the scenes because I didn't think the project was ripe enough to bother them with yet, but now I write to you now after realizing that the current BMP might not provide them clear enough direction that this project is worthy of pursuit in the relatively near term.

Thank you for all of your hard work and please join me in me in supporting upgrading bike share from a Priority 2 to a Priority 1 project in BMP.

Sincerely,

~Jack

Ucciferri

Project Coordinator, SB Bike Share

From: Edward France [REDACTED]
Sent: Thursday, February 18, 2016 11:51 AM
To: Schneider, Helene; Hart, Gregg; White, Harwood "Bendy" A.; Hotchkiss, Frank; Rowse, Randy; Dominguez, Jason; Murillo, Cathy
Cc: Casey, Paul; Bjork, Rebecca; Toth, Christopher J; Dayton, Rob; Brown, Peter
Subject: Petition to affirm the Bicycle Master Plan Westside Connection on Micheltorena

.....On Behalf of our 1,276 paid members.....

City of Santa Barbara

Madame Mayor and City Council,

The 2016 Bicycle Master Plan is a major step forward for this community in building a functional and complete bikeway network that will increase safety, stimulate more bicycling, and reduce demand on constrained downtown parking and congested intersections. Don't just take my word for it: Listen to the over two thousand people who lent their voice to a dynamic, iterative process that has minimized costs and impacts to other road users while achieving a blueprint for a complete bikeway network.

Consistent with the 1st Bikeway Master Plan in the 70's and the BMP from 1998, Micheltorena has again been identified as the only way to adequately serve the Westside west of 101 with a bike route. Counter to some uninformed assertions, there is no single contiguous bike lane from West of 101 to the Downtown Core. The current state is unsafe and completely inconsistent with the City's General Plan.

West of 101 is home not only to many interested potential bicycle commuters, but the highest proportion of bicycle dependent, low income bicycle commuters. These individuals do not have access to a car and bicycling is their only reliable means of crossing the 101 to get to work. We have a responsibility to serve this most vulnerable commuting group in the South Coast.

These are the reasons that a safe, connected, Micheltorena crossing has been on the plans, consistently, since the 1970s. This is why Planning Commission twice affirmed the need for this exact crossing. Many have proposed simple sounding alternatives to serve this critical connection. Without going into too much detail, observation that no such alternative has been pursued in 40 years and that hours of Planning Commission hearings couldn't find a viable alternative clearly show: Micheltorena is the only way to go.

To finally build the first safe connection to the Westside, will require a simple trade off. 4 blocks of parking will be restriped as bike lanes. The roadway that once held just under 100 parking spaces will be dedicated to serving a few hundred daily cyclists - a number likely to grow to over 1,000 cyclists - and would likely free up well over 100 needed on-street parking spaces on the Westside. In addition the City will release some 200 parking spaces that have been used for 'part-time' bikeways that have not worked well. So, in all, the impact to 4 blocks of parking Micheltorena will be more than offset throughout the Eastside, Westside and Downtown. These are the type of decisions that require real leadership. This is one key decision that is being asked of City Council February 23rd.

The Micheltorena connection to the Westside has been identified as part of the spine of the bikeway network, it serves an immense need and is the only way for riders on the Westside to safely cross the 101 divide. Please join these 331 constituents in supporting the bicycle master plan and the critical connection with green lanes over Micheltorena.

Thank you for your leadership on this important issue,

Ed France, Executive Director

Santa Barbara Bicycle Coalition

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Ed France

Executive Director

Santa Barbara Bicycle Coalition

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SBBIKE.org

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