

A grayscale photograph of three cyclists riding away from the camera on a residential street. The cyclist on the left wears a plaid shirt and a helmet. The middle cyclist wears a white t-shirt with 'nia' and 'LINE UP' printed on the back, and a helmet. The cyclist on the right wears a dark t-shirt and a helmet. The street is lined with parked cars and trees. A large teal circle is overlaid in the center, containing the number '8' and the text 'MAKING IT HAPPEN'.

8

**MAKING IT  
HAPPEN**

## MAKING IT HAPPEN

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

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

Each project was given a score of 0 to 3 for each of the following five categories: 1) potential for safety enhancement, 2) connectivity/gap closure, 3) potential impact on auto traffic, 4) bikeway quality, and 5) community input. Safety enhancement was calculated using the number of reported bicycle-related traffic collisions, giving higher scores to segments where a bikeway improvement might have the greatest potential to reduce collisions. Connectivity/gap closure looked at how many existing bicycle facilities

the new segments would touch, thereby adding connections and closing gaps in the network. Traffic impact was studied with the City's traffic model at the citywide level and at key intersections. The model can only study bike projects where a vehicle lane is removed or converted to one-way operation. Therefore, this analysis was only applicable to a few projects. Of these corridors, segments with lower potential traffic impacts received higher scores. Bikeway types were quantified based on level of comfort for the bike rider. Bikeways where there is less bicyclist-motorist interaction received higher scores. Finally, scores based on community input received at the neighborhood summits were tallied.

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



## BMP Implementation Summary

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

Begin Implementation by 2020 - Phase 1	CAPITAL: INFRASTRUCTURE	Total Cost Estimate	PROGRAMS: EDUCATION AND ENFORCEMENT	Total Cost Estimate
	State Street Green Lanes (Phase 1)	\$303,120	1.3.6: Safe Routes to School	\$30,000*
	Cota/Haley Green Lanes	\$700,000	1.4.1: Enhance Police Enforcement	\$500,000*
	Canon Perdido Street Enhanced Route	\$36,000	1.3.5: Sharrows and Share the Road	\$50,000
	Alisos Street Bike Boulevard	\$500,000	1.3.5: Public Service Announcements	\$50,000
	Cabrillo/De La Vina Road Diet	\$262,440	3.1.4: Public Bike Share	\$3,000,000
	Ortega Street Bike Lanes	\$123,360		
	Loma Alta Drive Enhanced Route	\$40,200		
	Montecito/Castillo Intersection	TBD		
	Cabrillo Enhanced Route	\$12,600		
	Westside Enhanced Route (Including Rancheria)	\$80,730		

**KEY METRICS OF SUCCESS**

Increase the number of people bicycling to work to 10% of all commuters from the 2014 figure of 6.1%.

Reduce bicycle-related collisions by 25% from the 2014 figure of 1,050 collisions over a 10-year period.

Begin Implementation by 2025 - Phase 2	CAPITAL: INFRASTRUCTURE	Total Cost Estimate	PROGRAMS: EDUCATION AND ENFORCEMENT	Total Cost Estimate
	Las Positas Buffered Bike Lane	\$63,900	1.3.6: Safe Routes to School	\$30,000*
	State Street Phase 2 (also referred to as the Chapala/De La Vina Green Lanes)	\$166,050	1.4.1: Enhance Police Enforcement	\$500,000*
	Cliff Drive Class II Gap Closure Lanes	\$319,090	1.3.1: Bicycle Traffic School Programs	\$100,000
	Chino Street Bike Boulevard	\$500,000	2.1.6: School Coordination	\$10,000
	Anapamu Street Enhanced Route	\$70,200		
	Foothill Enhanced Route	\$119,400		
	Shoreline Drive Class I Bike Path	\$420,000		
	Bath/Castillo Couplet Extension	\$53,900		
	Traffic Signal Bike Detection (SR 225)	\$105,000		
	Cabrillo/Los Patos Intersection Improvements	TBD		

**KEY METRICS OF SUCCESS**

Increase the number of people bicycling to work to 13% of all commuters from the 2014 figure of 6.1%.

Reduce bicycle-related collisions by 50% from the 2014 figure of 1,050 collisions over a 10-year period.

Achieve League of American Bicyclist Gold Status

	Canada Enhanced Route	\$31,800		
	Sola Bike Boulevard	\$3,000,000		

Begin Implementation by 2030 - Phase 3	CAPITAL INFRASTRUCTURE	Total Cost Estimate	EDUCATION AND ENFORCEMENT PROGRAMS	Total Cost Estimate
	State Street Phase 3 (Mission-154)	\$8,000,000	1.3.6: Safe Routes to School	\$30,000*
	State St to Modoc Rd Class I Bike Path	\$15,000,000	1.4.1: Enhance Police Enforcement	\$500,000*
	Pershing Park Path	\$240,700		
	Castillo/US 101/Haley Crossing	\$700,000		
	Milpas Street Enhanced Route	\$30,000		
	Pueblo/Oak Park/Junipero Enhanced Route	\$100,320		
	State/Calle Real/154 Enhanced Intersection	TBD		
	Cliff Drive Bike Path	\$15,000,000		
	Eucalyptus/Chino/Mission Enhanced Route	\$28,800		
	Anapamu Intersection Enhancements	\$50,000		
	Highway 192 Class II Lanes (Foothill Rd)	\$2,000,000		
	Cabrillo Bike Path	\$288,000		
	Hollister Buffered Bike Lanes	\$51,000		

#### KEY METRICS OF SUCCESS

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

Eliminate bicycle-related collisions

\* Indicates annual cost

Note: All cost estimates are in 2015 dollars