



RECOMMENDED BICYCLE PROJECTS

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This Chapter provides more information regarding the top recommended facilities from the larger bicycle network facilities map (shown in Chapter 4). Each bicycle facility detailed in this chapter was a direct outcome of the community outreach process and high-level screening with the Santa Barbara City Traffic Engineer and transportation planners. The facilities contained in this chapter have also been prioritized, based on cost-benefit and qualitative analysis. A matrix summarizing each of the bicycle facilities is included, detailing a project description, location of the recommended facility, mileage, timing, and a high-level cost estimate. Additional projects with detailed narratives also provide more information about the top-recommended bicycle facilities. Each cut sheet that follows focuses on a single facility. A brief description of the

recommended bicycle facility is included, along with a description of how the project relates to established community-driven goals, and a detailed explanation of the benefits and design considerations of the proposed facility.

Five of the community driven projects require funding and coordination with the California Department of Transportation (Caltrans). These projects include intersection improvements at: 101/Anapamu, Las Positas/Cliff Drive, Castillo/101/Haley, Calle Real/154, and Montecito/Castillo. The top priority among these coordination efforts is a high quality crossing on Castillo Street under the 101 Freeway.



Recommended Bicycle Facilities

Note: The costs shown below are estimates based on planning-level costing and length of facility

Project Number	PROJECT	PROJECT DESCRIPTION	LOCATION	LENGTH	COST
1	State Street Green Lanes Phase 1	Create uniform bikeway widths and add pavement coloring (green lanes) to existing bike lanes on State Street between Mission St and Stearns Wharf	State (Stearns Wharf-Mission)	1.94 mi	\$303,120
2	Cota Street / Haley Street Green Lanes*	Add pavement coloring (green lanes) to existing Haley bike lanes and create Cota bike lanes with colored pavement. Add bike path on Cota St between Salsipuedes St and Nopal St	Cota (Alisos-Castillo) Haley (Alisos-De La Vina)	2.59 mi	\$700,000
3	Canon Perdido Street Enhanced Route	Add green-backed sharrows to close the gap between Santa Barbara St and Castillo St	Canon Perdido (Santa Barbara-Castillo)	0.60 mi	\$36,000
4	Alisos Street Bike Boulevard*	Create a bicycle boulevard along Alisos St	Alisos (Cacique-Canon Perdido) Canon Perdido (Milpas-Alisos)	1.17 mi	\$500,000
5	Cabrillo Boulevard / De La Vina Street Road Diets	Cabrillo: Green-backed sharrows, bike lane, and bike path (see map) De La Vina: Green bike lane between Padre and Calle Palo Colorado and a Class II lane between Carrillo and Haley	Cabrillo (Milpas-Los Patos) De La Vina (Constance-Padre) De La Vina (Carrillo-Haley)	2.02 mi	\$262,440
6	Ortega Street Bike Lanes*	Addition of a mix of green-backed sharrows and bike lanes. See map.	Ortega (Castillo-Quarantina)	1.07 mi	\$123,360
7	Loma Alta Drive Enhanced Route	Add green-backed sharrows along route	Loma Alta (Canon Perdido-Cliff)	0.67 mi	\$40,200
8	Montecito Street / Castillo Street Intersection Improvements	Enhanced intersection treatment at Montecito/Castillo Crossing	Enhancements TBD	At Intersection	TBD
9	Cabrillo Enhanced Route	Add green-backed sharrows along route between Castillo and Milpas Streets	Cabrillo (Castillo-Milpas)	.42 mi	\$12,600
10	Westside Enhanced Route (Including Rancheria Street)	Add green-backed sharrows and Class II lanes along route from Anapamu St to Cliff Dr	San Andres (Anapamu-Canon Perdido); Canon Perdido (San Andres-Wentworth); Wentworth (Canon Perdido-Coronel); Coronel (Wentworth-Rancheria); Rancheria Class II (Coronel-Montecito)	1.27 mi	\$80,730
11	Las Positas Buffered Bike Lane	Add buffer striping along existing bike lane on Las Positas from Modoc to Cliff, and on Cliff from Las Positas to Mesa Lane	Las Positas (Modoc-Cliff) Cliff (Las Positas-Mesa Lane)	2.13 mi	\$63,900
12	State Street Phase 2	Add pavement coloring (green lanes) along De La Vina Street and Chapala Street; connecting Pueblo Street to Calle Palo Colorado. *Note: This phase is partially repeated under project #7 as funding for the De La Vina road diet will be pursued in tandem with the Cabrillo road diet.	De La Vina (Padre-Calle Palo Colorado) Chapala (Mission-Constance) Constance (Chapala-De La Vina) Padre (State-De La Vina)	1.84 mi	\$166,050
13	Cliff Drive Class II Gap Closure Lanes	Bike lanes between Flora Vista Dr and Meigs Rd	Cliff (Flora Vista-Meigs)	0.47 mi	\$319,090
14	Chino Street Bike Boulevard**	Create a bicycle boulevard along Chino St	Chino (Mission-Carrillo)	0.77 mi	\$500,000
15	Anapamu Street Enhanced Route	Add green-backed sharrows along route	Anapamu (Milpas-Chino)	1.17 mi	\$70,200
16	Foothill Enhanced Route	Add green-backed sharrows along the Foothill route and improve Safe Routes to School at La Colina Rd and Primavera Rd	Meandering route (Calle Real-Alamar)	1.99 mi	\$119,400
17	Shoreline Drive Class I Bike Path	Add bike path along Shoreline Dr beginning on the west end of Leadbetter Beach parking lot to Harbor Way	Shoreline (Leadbetter Beach parking lot -Harbor Way)	.35 mi	\$420,000
18	Bath Street /Castillo Street Couplet Extension	Extension of existing Bath and Castillo couplet system between Los Olivos St and Mission St. Add green-backed sharrows between Pueblo and Los Olivos. Add contraflow lane on Castillo between Pedregosa St and Mission St	Bath & Castillo (Los Olivos-Pueblo) Oak Park Lane (Pueblo-Bath) Castillo Contraflow (Pedregosa-Mission)	0.79 mi	\$53,900

Recommended Bicycle Facilities

Project Number	PROJECT	PROJECT DESCRIPTION	LOCATION	LENGTH	COST
19	Traffic Signal Bicycle Detection	Add bicycle detection on Former SR 225	Former SR 225 (Las Positas and Cliff Drive)	4.50 mi	\$105,000
20	Cabrillo Boulevard / Los Patos Way Intersection Improvements	Enhanced intersection treatment at Cabrillo Boulevard/Los Patos Way	Enhancements TBD	TBD	TBD
21	Canada Enhanced Route	Enhanced route connecting Cacique to Old Coast Hwy	Canada (Cacique-Pitos) Pitos (Canada-Park Place) Park Place (Pitos-Old Coast Hwy)	0.53 mi	\$31,800
22	Sola Street Bike Boulevard**	Create a bike boulevard along Sola Street and then on Alta Vista to connect to Santa Barbara High School. Add contra-flow lane on Castillo. Add green lanes on Micheltorena from Castillo to San Andres and green-backed sharrows from San Andres to Clearview	Sola (Castillo-Alta Vista) Alta Vista (Sola-Anapamu) Castillo (Micheltorena-Sola) Micheltorena (Clearview-Castillo)	2.10 mi	\$3,000,000
23	State Street Phase 3	Add pavement coloring (green lanes) along State Street between Mission and Calle Real and add bike lanes between Constance and De La Vina (necessitates intersection modifications)	State (Mission-Calle Real)	3.2 mi	\$8,000,000
24	State Street to Modoc Road Class I Bike Path	Add bike path along Las Positas Rd (Municipal Golf Course Property) and behind Adams Elementary School.	Las Positas (Adams School-State) Additional segment is along unnamed streets. See map.	1.27 mi	\$15,000,000
25	Pershing Park Path	Bike path through Pershing Park, connecting Montecito to Cliff Drive	Pershing Park Path (Rancheria-top of horseshoe in existing path)	.20mi	\$240,700
26	Castillo Street / US 101 / Haley Street Crossing	Enhanced under-crossing treatment at Castillo/US 101/Haley Crossing	Enhancements TBD (requires roadway widening)	0.25 mi	\$700,000
27	Milpas Street Enhanced Route	Add green-backed sharrows along Milpas St. Add a class II facility between Cota and Haley.	Milpas (Cota-Quinientos)	0.50 mi	\$30,000
28	Pueblo Street / Oak Park Lane / Junipero Street / Calle Real Enhanced Route	Add green-backed sharrows along route, and add class II bike lanes along Calle Real	Pueblo (State-Oak Park) Oak Park (Pueblo-Junipero) Junipero (Oak Park-Calle Rl) Calle Real (Junipero-Las Positas)	1.14 mi	\$100,320
29	State Street / Calle Real / Route 154 Intersection	Enhanced Crossing Treatment at State St/Calle Real Crossing	Enhancements TBD	At intersection	TBD
30	Cliff Drive Bike Path	Add a Class I bike path along Cliff Dr between Hendry's Beach and Rancheria Street	Cliff (Hendry's Beach-Castillo)	3.00 mi	\$15,000,000
31	Eucalyptus Avenue / Chino Street / Mission Street Enhanced Route	Add green-backed sharrows along route	Eucalyptus (Chino-Modoc) Chino St (Eucalyptus-Mission) Mission (Chino-Modoc)	0.48 mi	\$28,800
32	Anapamu Intersection Enhancements	Enhance intersection at Anapamu and San Andres	Enhancements TBD (Anapamu and San Andres)	At intersection	\$50,000
33	Highway 192 Class II Lanes (Foothill Road)	Class II bicycle lanes along Foothill Rd (requires Caltrans lead and funding)	Foothill (Mission Canyon and Highway 154)	TBD	\$2,000,000
34	Cabrillo Bike Path	Bike path along Cabrillo to connect to Old Coast Highway	Cabrillo (Los Patos-Old Coast Hwy)	0.24 mi	\$288,000
35	Hollister Buffered Bike Lanes	Add bike lanes along Hollister Ave near the Santa Barbara Airport	Hollister (Los Carneros-Fairview)	1.70 mi	\$51,000

* The following projects have been packaged together by the City to apply for 2016 ATP grant funding: Ortega Bike Lanes, Cota Street Green Lanes, Haley Green Lanes, and Alisos Bike Boulevard

** The following projects have been packaged together by the City to apply for 2016 ATP grant funding: Chino Bike Boulevard, Micheltorena Green Lanes, and Sola Bike Boulevard

How Does Each Facility Proposed Respond to the Community Takeaways?

PROJECT	ENHANCE SAFETY FOR ALL ROAD USERS	CLOSE THE GAPS IN THE NETWORK	IMPROVE EXISTING FACILITIES	CREATE STRONG EAST / WEST CONNECTORS	BETTER CONNECTIONS TO SCHOOLS	ENHANCE SAFETY AT INTERSECTIONS	IMPROVE CONNECTIONS ACROSS 101 FREEWAY
State Street Green Lanes, Phase 1	X	X	X			X	
Cota Street / Haley Street Green Lanes	X		X	X	X		
Canon Perdido Street Enhanced Route	X	X		X	X		
Alisos Street Bike Boulevard	X				X	X	
Cabrillo/De La Vina Road Diets	X	X	X	X			
Ortega Street Bike Lanes	X			X	X		
Loma Alta Enhanced Route	X	X			X		
Montecito/Castillo Intersection Improvements	X	X			X	X	
Cabrillo Enhanced Route	X		X	X			
Westside Enhanced Route	X	X			X		
Las Positas Buffered Bike Lane	X		X				
State Street Phase 2*	X	X	X				
Cliff Drive Class II Gap Closure Lanes	X	X		X	X		
Chino Street Bike Boulevard	X	X				X	
Anapamu Street Enhanced Route	X		X	X	X		X
Foothill Enhanced Route	X	X			X	X	
Shoreline Drive Class I Bike Path	X	X	X		X		
Bath/Castillo Couplet Extension	X	X	X				
Traffic Signal Bicycle Detection	X		X			X	
Cabrillo Blvd/Los Patos Intersection Improvements	X		X			X	
Canada Enhanced Route	X	X		X			
Sola Bike Boulevard	X	X	X	X	X	X	X
State Street Phase 3	X	X	X	X			
State Street to Modoc Road Class I Bike Path	X				X		X
Pershing Park Path	X	X					
Castillo/US 101/Haley Crossing	X		X			X	X
Milpas Street Enhanced Route	X		X				
Pueblo/Oak Park Lane/Junipero Enhanced Route	X	X		X			X
State/Calle Real/154 Enhanced Intersection	X					X	
Cliff Drive Bike Path	X	X	X	X	X		
Eucalyptus/Chino/Mission Enhanced Route	X	X			X	X	
Anapamu Intersection Enhancements	X					X	
Highway 192 Class II Lanes (Foothill Road)	X	X	X	X			
Cabrillo Bike Path	X	X				X	X
Hollister Buffered Bike Lanes	X		X	X			

HIGHLIGHTED FACILITY

STATE STREET GREEN LANES PHASE 1

(STEARNS WHARF – MISSION)

Description of Segment

Phase 1: State Street serves as a north/south spine through Santa Barbara, connecting the Uptown, Downtown, Funk Zone, and West Beach neighborhoods. The State Street project involves adding pavement coloring to the existing bicycle lanes along State between Mission Street and Stearns Wharf.

Phase 2: Following Phase 1, green bike lanes may be added along De La Vina Street and Chapala Street, connecting the State Street green lanes between Padre Street and Calle Palo Colorado (see map).

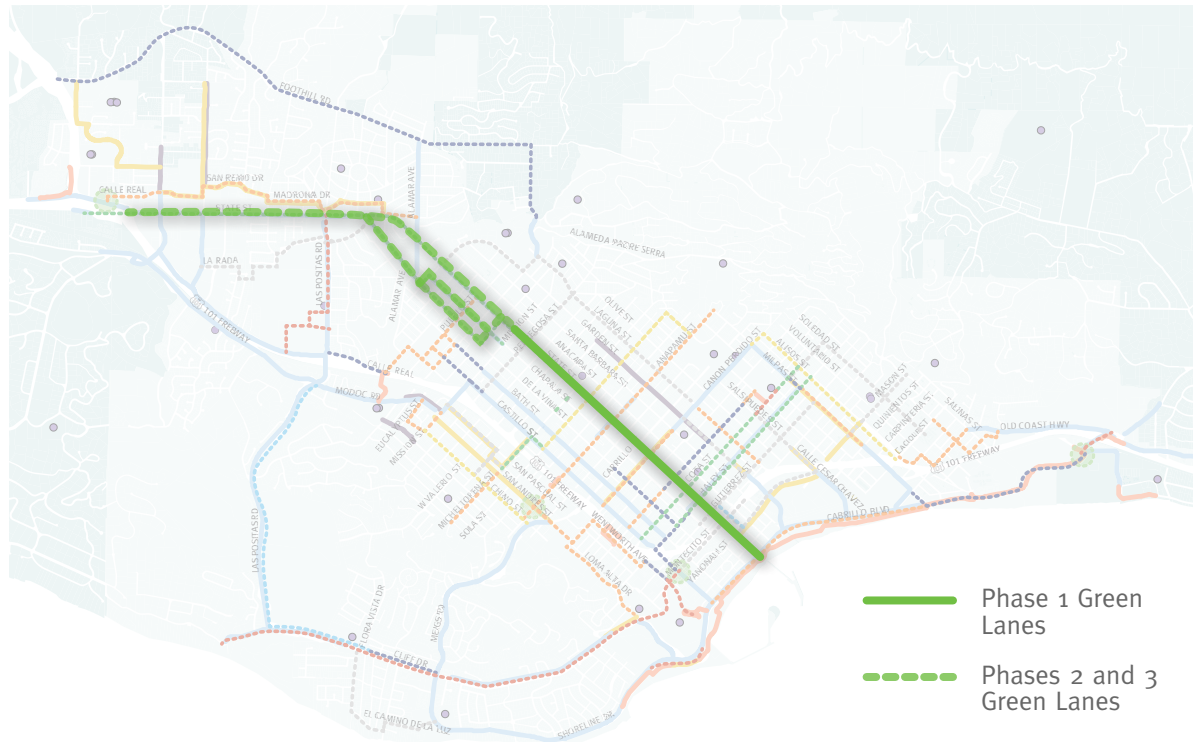
Phase 3: In the future, new bike lanes may also be added along State Street between Constance Avenue and Calle Palo Colorado, and connect green lanes all the way to the city limits at Highway 154.

Benefits of Segment

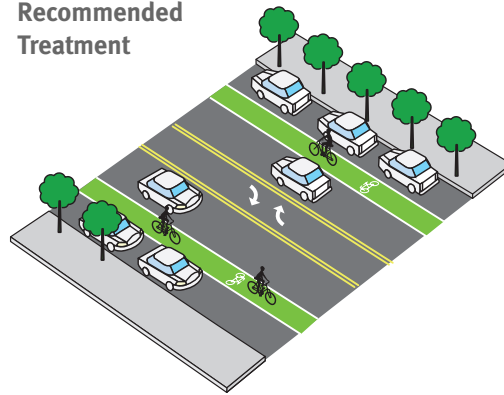
Colored lane pavement adds visibility and enhances safety of bike lanes.

Response to Community

The project improves existing facilities, an important goal as requested by the community. Given the centrality of State Street, a colored bicycle facility would benefit both locals and tourists alike.



Recommended Treatment



Quick Facts: State Street Green Lanes (Phase 1)

Total Mileage	1.94 miles (Phase 1)
Key Connections	North/South Downtown and Mesa connection (Phase 1)
Cost Estimate	\$303,120 (Phase 1)
Gap Closure	No

HIGHLIGHTED FACILITY

COTA STREET / HALEY STREET GREEN LANES

Description of Segment

The Cota Street project entails converting one parking lane on Cota Street to a westbound bicycle lane. The parking removal is between Salsipuedes and Santa Barbara Street (4 blocks on one side of the street). Phase 1 of the Cota Street project includes the creation of Class II lanes between Salsipuedes and Chapala, with sharrows connecting to Alisos and Castillo Streets. Phase 2 is a protected bikeway between Nopal Street and Salsipuedes Street. The segment envisioned would span from Alisos Street to Castillo Street. This project would require continued community outreach and removal of approximately 35 parking spaces.

Two improvements are recommended along Haley Street. The existing Haley Street bike lanes will be colored to increase visibility. Coupled with the recommended Cota Street bicycle facility, Cota Street and Haley Street will act as a couplet facility.

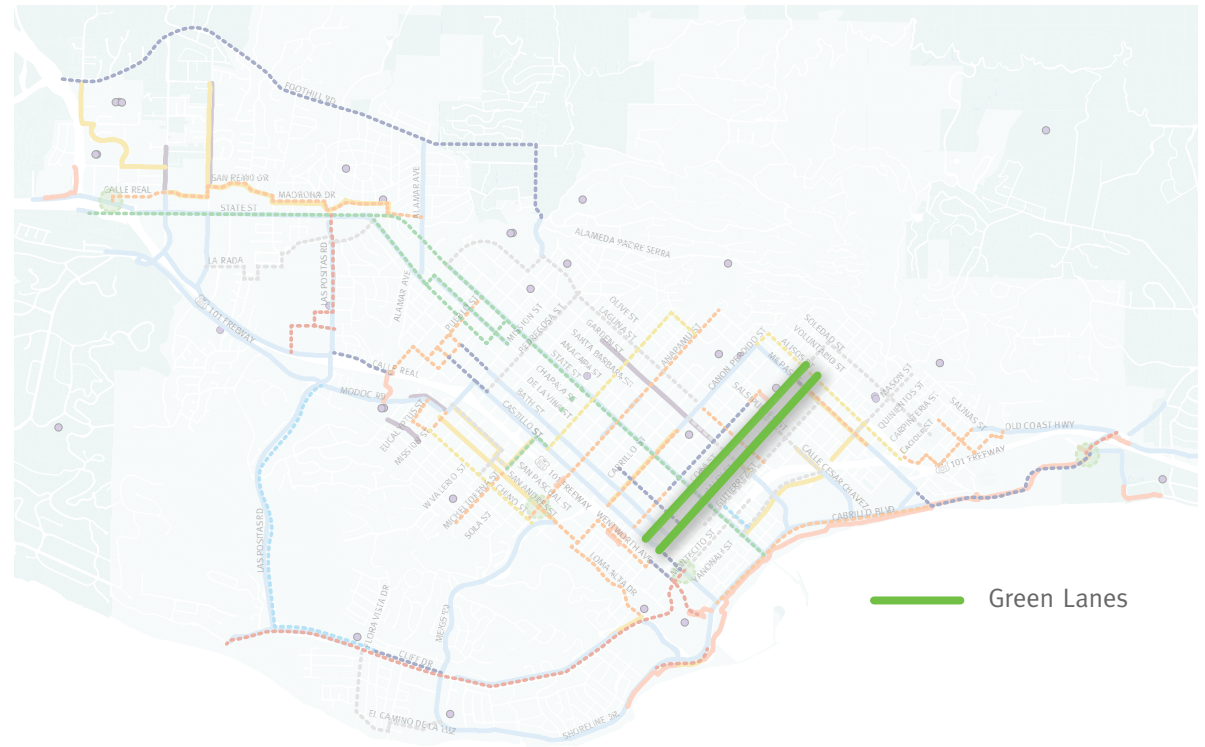
Also recommended for Haley Street is an extension of the bicycle lane from De La Vina to Chapala, removing approximately 6 parking spaces.

Benefits of Segment

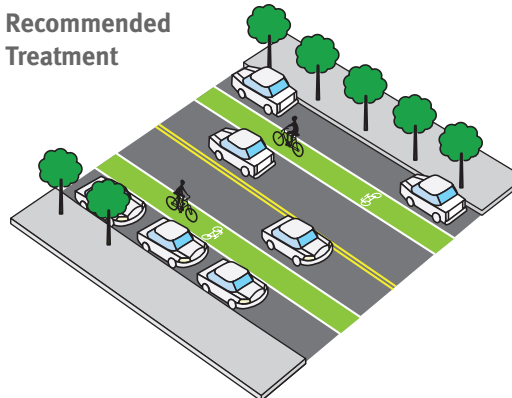
Currently, the Haley Street bike lane only provides a connection for eastbound travelers. Westbound travelers do not have a dedicated bicycle facility, and Cota Street would provide a dedicated route for these western movements. Additionally, adding a bicycle facility would enhance connections for those riding to or from Santa Barbara Junior High School, which is located at the intersection of Cota Street and Quarantina Street.

Response to Community

The Cota/Haley Street project would enhance safety for all road users, create a strong east/west route, and would better connect to schools, and future planned bicycle facilities on the Eastside.



Recommended Treatment



Quick Facts: Cota/Haley Streets Green Lanes

Total Mileage	2.59 miles
Key Connections	Connects Downtown and Eastside neighborhoods
Cost Estimate	\$700,000
Gap Closure	Yes

HIGHLIGHTED FACILITY

CANON PERDIDO STREET
ENHANCED ROUTE

Description of Segment

The Canon Perdido project includes green-backed shared lane markings from Santa Barbara Street and Castillo Street. This enhanced route would increase east/west connections for the Downtown and Eastside neighborhoods.

Benefits of Segment

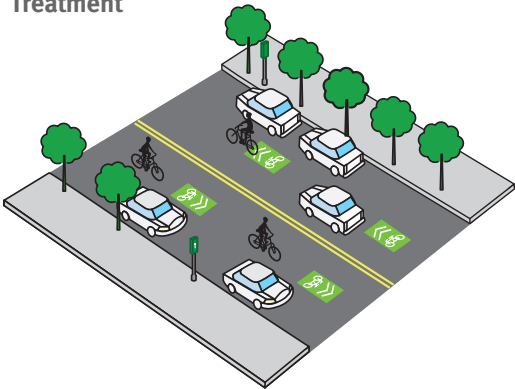
The Canon Perdido street project will connect the Westside, Downtown, and Eastside neighborhoods. By closing a gap between Santa Barbara Street and Castillo Street, the Canon Perdido project will connect to other facilities such as the State Street green lanes and the existing Bath/Castillo couplet.

Response to Community

During the public outreach process, community members requested increased east-west access through Santa Barbara, along with heightened visibility for cyclists.



Recommended
Treatment



Quick Facts: Canon Perdido Street Enhanced Route	
Total Mileage	0.60 miles
Key Connections	Connects Westside, Downtown & Eastside Neighborhoods
Cost Estimate	\$36,000
Gap Closure	Yes

HIGHLIGHTED FACILITY

SOLA STREET BIKE BOULEVARD

(CASTILLO - ALTA VISTA)

MICHELTORENA (CLEARVIEW - CASTILLO)

Description of Segment

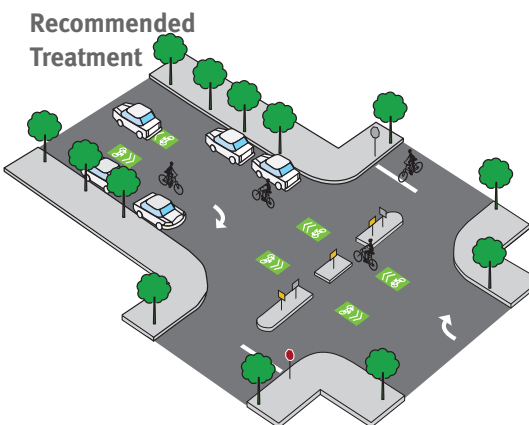
This project recommends green-backed shared lane markings, signage, and traffic safety improvements along Sola Street to create a bike boulevard between Castillo Street and Alta Vista Road. New traffic signals and diverters should be installed along Sola Street. The Sola Street Bike Boulevard would also link to the recommended Micheltorena bridge green lanes, via a contra-flow green lane on Castillo Street. The Micheltorena bridge green lanes should connect Castillo Street to San Andres Street, and green-backed sharrows should link San Andres Street to Clearview Road.

Benefits of Segment

The installation of a bike boulevard along Sola Street and a Micheltorena connection would provide a continuous and safe east-west passage for those on bicycle, while also connecting to Santa Barbara High School.

Response to Community

This project came out of direct conversations with the community, who desired an east-west crosstown connection. The community outreach process introduced the Sola Street Bike Boulevard concept as an alternative to the Micheltorena Green Lane project.



Quick Facts: Micheltorena Street Green Lanes and Enhanced Route

Total Mileage	2.10 miles
Key Connections	Connects Downtown Neighborhood Spine Network and Santa Barbara High School
Cost Estimate	\$3,000,000
Gap Closure	Yes

WESTSIDE ENHANCED ROUTE

Description of Segment

The Westside enhanced route project recommends the addition of green-backed sharrows in the Westside neighborhood, creating a route between Anapamu and Cliff Drive. Specifically, the project recommends green-backed sharrows on the following streets: San Andres between Anapamu and Canon Perdido; Canon Perdido between San Andres and Wentworth; Wentworth between Canon Perdido and Coronel; Coronel between Wentworth and Rancheria. Rancheria Class II between Coronel and Cliff are also recommended to connect and complete the route.

Benefits of Segment

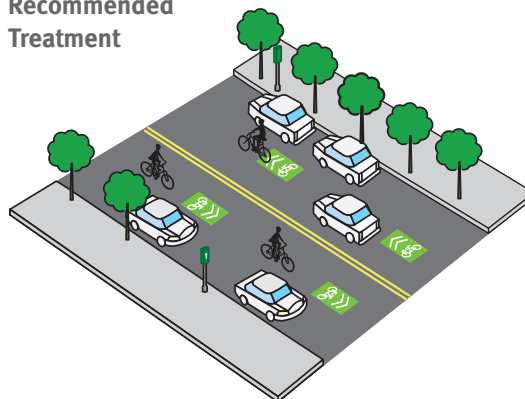
The Westside enhanced route will close gaps in the existing network, better connect users to SBCC, and will enhance safety for all road users.

Response to Community

Throughout the community outreach process, many community members voiced that the Santa Barbara bicycle network would benefit from a route that directly connected the Westside to the Mesa and to SBCC.



Recommended Treatment



Quick Facts: Westside Enhanced Route

Total Mileage

1.27 miles

Key Connections

Connects Westside & Mesa Neighborhoods

Cost Estimate

\$80,730

Yes

ORTEGA STREET BIKE LANES

Description of Segment

The Ortega Street project recommends a west to east Class II one-way bike lane between Chapala Street and Salsipuedes Street, and green-backed sharrows between Castillo Street and Chapala Street. The project would serve as a complimentary route to the Cota/Haley Street green lanes, and would better connect Downtown and the Eastside neighborhoods. This segment of Ortega Street is one of the few streets with enough width to add a Class II bike lane without on-street parking removal.

Benefits of Segment

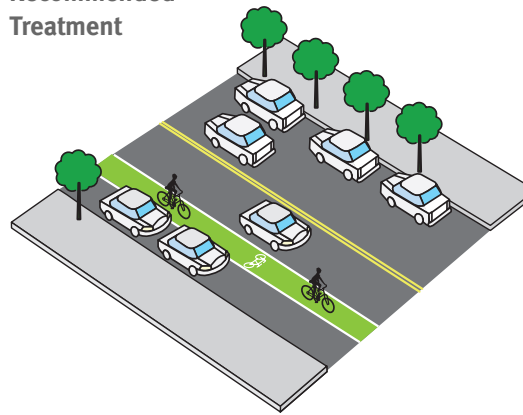
The segment offers an eastbound route for cross-town travelers. The Ortega Street project also connects to Santa Barbara High School and to the Us-101 pedestrian bridge to the Westside.

Response to Community

Many community members discussed the need to enhance 101-crossings. While this project does not directly influence a crossing, it improves a connection to/from a key 101 pedestrian/bicyclist bridge. The Ortega Street project would improve connections from the Westside to Downtown and the Eastside neighborhood.



Recommended Treatment



Quick Facts: Ortega Street Bike Lanes

Total Mileage	1.07 miles
Key Connections	Connects Eastside and Downtown Neighborhoods
Cost Estimate	\$123,360
Gap Closure	No

CABRILLO BOULEVARD / DE LA VINA ROAD DIETS

Description of Segment

The De La Vina Street project recommends a bicycle lane on De La Vina Street (see State Street Phase 2) between Constance Street and Padre Street and between Carrillo Street and Haley Street. The De La Vina Street project would require a road diet. The segment of De La Vina between Mission Street and Carrillo Street is an important automobile arterial and should remain two lanes.

Similarly, the Cabrillo Boulevard project involves a road diet in the westbound direction of Cabrillo (from two to one travel lanes) in order to add a bike lane along Cabrillo Boulevard between Los Patos Way and Milpas Street. A longer term project involves widening along the existing railroad underpass, and includes a new Union Pacific railroad bridge.

Benefits of Segment

The De La Vina Street project would provide a safe, and direct connection to the enhanced bicycle facilities on State Street, as well as connecting to Haley Street.

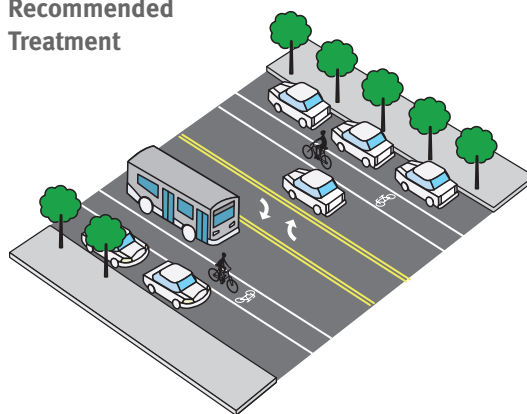
Alternatively, the Cabrillo Boulevard project would close a gap in the regional network, as this road serves as the entrance to the City of Santa Barbara.

Response to Community

The community requested that the SB BMP heighten existing facilities, and close gaps in the network.



Recommended Treatment



Cabrillo Boulevard (After Road Diet)

Quick Facts: Cabrillo Street /De La Vina Street Road Diet

Total Mileage	2.02 miles
Key Connections	Connects Downtown & Eastside Neighborhoods
Cost Estimate	\$262,440
Gap Closure	Yes

ALISOS STREET BIKE BOULEVARD

Description of Segment

This project recommends green-backed shared lane markings, signage, and traffic safety improvements along Alisos Street to create a bike boulevard. It is proposed that stop signs be installed at all cross streets along Alisos, providing a continuous, safe passage on Alisos Street for those on bicycle. Bicyclists would share the full travel lane with vehicles. A diverter is also recommended along this route, encouraging motorists to use different through-paths of travel.

Benefits of Segment

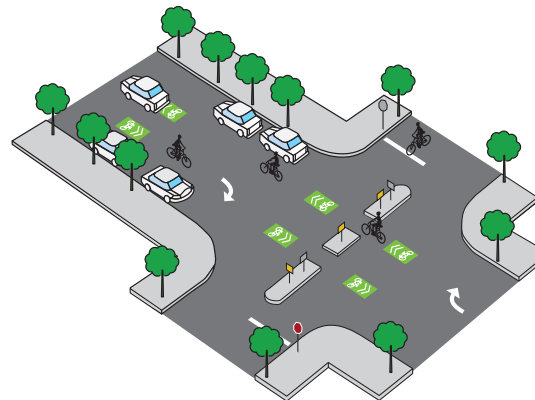
Currently, many bicyclists are sharing Milpas Street with motorists. With the provision of a bicycle boulevard one block to the east, bicyclists may choose to take this slower-speed, lower-traffic volume route. The bicycle boulevard along Alisos Street also provides a connection to Franklin Elementary School.

Response to Community

This project stems from the 2013 Eastside Neighborhood Transportation Management Plan, and experienced broad neighborhood support. Residents were invited to ride along the route and try out the recommended improvements during a “temporary pop-up installation” of the Alisos Street Bicycle Boulevard during CycleMAYnia in May 2015. The community responded positively to the recommended changes, and has rallied for the project’s inclusion in the 2016 SB BMP.



Recommended Treatment



Quick Facts: Alisos Street Bike Boulevard

Total Mileage	1.17 miles
Key Connections	Connects Eastside Neighborhood
Cost Estimate	\$500,000
Gap Closure	No