



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** May 24, 2022

**TO:** Mayor and Councilmembers

**FROM:** Public Works Downtown Division, Public Works Department

**SUBJECT:** 2022 Bicycle Master Plan Update And Addendum

### **RECOMMENDATION:**

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

### **DISCUSSION:**

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

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

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

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

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

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

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

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

#### **NEXT STEPS:**

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

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

#### **BUDGET/FINANCIAL INFORMATION:**

The proposed action has no financial impact on the City.

**SUSTAINABILITY IMPACT:**

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

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

**PREPARED BY:** Jessica W. Grant, Interim Public Works Downtown Manager/SLF/em

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

**APPROVED BY:** City Administrator's Office