

## **4.7 SUENO BICYCLE BOULEVARD: PROJECT SPECIFIC IMPACT ANALYSIS**

### **4.7.1 PROJECT OVERVIEW**

#### **Project Location**

Sueno Road is a two-lane residential street running east to west in central Isla Vista, beginning in the east at Camino Corto and ending in the west at Camino Pescadero. To the north lies Abrego Road and to the south, Pasado Road. The Sueno Bicycle Boulevard is proposed to extend from the beginning of the 6600 block to the end of the 6700 block. (See Figure 4.7-1)

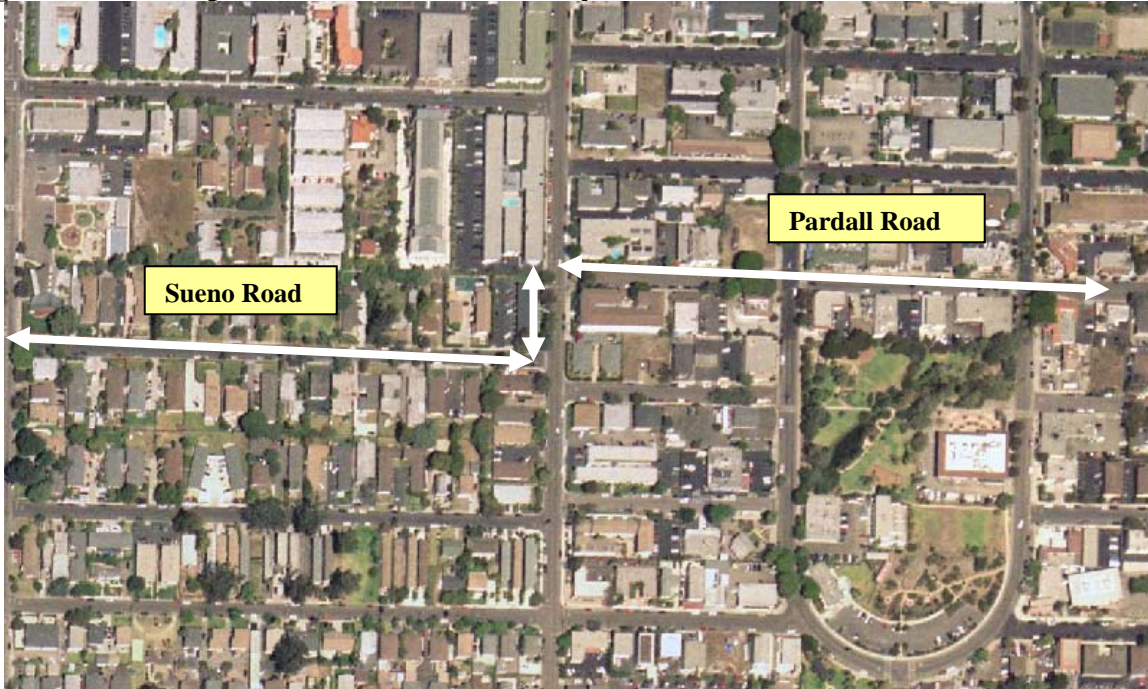
#### **Environmental Setting**

Sueno Road is a well-traveled road in the middle of Isla Vista that is approximately 34 feet wide with on-street parking on both sides of the street. The existing ADT on Sueno Road is approximately 1,100 vehicles per day. Based on its central location, many pedestrians, cyclists and motorists utilize this street to access various points in Isla Vista and UCSB. The addition of sidewalks and street trees has been prioritized for Sueno Road. Completion of sidewalks will significantly improve pedestrian conditions and will allow additional space for cyclists and motorists to share.

The western end of Sueno Road provides a connection to Pardall Road by way of Camino Pescadero. Barriers to motorized vehicles have been installed on both ends of Pardall Road and provide cyclists with a direct route to access the bike paths on the UCSB Main Campus.

#### **Project Description**

The IVMP proposes implementing a bicycle boulevard along the 6700 and 6600 blocks of Sueno Road with an extension along Camino Pescadero, and ultimately linking to Pardall Road.

**Figure 4.7-1: Proposed location of Sueno Bicycle Boulevard**

A bicycle boulevard, sometimes called a bicycle priority street, is a street where all types of vehicles are allowed, but the roadway is modified as needed to enhance bicycle safety and convenience. Typically these modifications will also calm traffic and improve pedestrian safety. Streets are typically designed to limit motor vehicle traffic, and increase motorist awareness of other travel modes.

Implementation of the Sueno Bicycle Boulevard involves the use of special painting, signage and physical improvements. Because this road is heavily traveled by bicyclists, the intent of these improvements is to signal the presence of bicyclists to motorists driving along the street and to provide a major west-east bike travel corridor from Isla Vista neighborhoods to the downtown area and UCSB Main Campus.

A cyclist-friendly connection from the proposed Sueno Bicycle Boulevard to Pardall Road is important in creating a cohesive travel corridor from western Isla Vista to UCSB. Some options for traversing Camino Pescadero include, but are not limited to: a raised, lighted crosswalk or a multi-direction counter-flow bicycle path on one side of the street.

According to the City of Berkeley's Bicycle Boulevard Design Tools and Guidelines<sup>1</sup>, the purpose of a bicycle boulevard is to improve bicycle safety and circulation by having or creating one or more of the following conditions:

- Low traffic volumes.
- Discourage non-local motor vehicle traffic.

<sup>1</sup> Bicycle Boulevard Design Tools and Guidelines, City of Berkeley Planning and Development Department & Wilbur Smith Associates, April 2000.

- Free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible.
- Traffic control to help bicycles cross major streets.
- A distinctive look or ambiance such that bicyclists become aware of the existence of the bicycle boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

The City of Berkeley used the following criteria to select roadways that would serve as suitable bicycle boulevards:

- Local street or low-volume collector.
- Not a transit or truck route.
- Very little commercial frontage.
- Within 3 miles of a major or a high-traffic collector street.
- Spaced between 1 to 2 miles from another bicycle boulevard.
- Reasonably continuous.
- Few jogs with main segments at least 0.5 mile long.
- Traffic signals at major intersections are potentially feasible.
- Access to major destinations.
- Connections to routes in neighboring cities.

Sueno Road meets most of these criteria items, except that the route is less than 0.5 miles. However, when connected with Pardall Road, the bikeway will extend for more than 0.70 miles, at which point it connects to the UCSB bikeway network.

Given the current heavy on-street parking demands on Sueno Road, separation of bicycles from the travel lane may not be feasible. A potential striping plan that could be applied to the Sueno Road bicycle boulevard could feature pavement markings detailing the roadway as a bicycle boulevard. In order to maintain the on-street parking areas, vehicles and bicyclists would need to share the travel lanes. Bicyclists and vehicles share the road presently, but implementation of the bicycle boulevard improvements would alert vehicles to the presence of bicyclists. Figure 4.7-2 demonstrates an example of typical bicycle boulevard pavement marking.

**Figure 4.7-2: Examples of Bicycle Boulevard Pavement Markings**



The Sueno Road bicycle boulevard could also include traffic calming measures at intersections to discourage cut-through traffic

#### **4.7.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Project-specific and/or programmatic impacts to the following resources were identified during environmental review of the proposed project. Please refer to individual resource sections, located in Section 4, for comprehensive information regarding environmental setting, regulatory framework, and thresholds of significance.

##### **Aesthetics/Visual Resources**

No impacts to aesthetic/visual resources are anticipated to occur.

##### **Agricultural Resources**

There are no program or project specific impacts to agricultural resources given that there are no agricultural resources in the Isla Vista community.

##### **Air Quality**

###### **Setting**

The Sueno Bicycle Boulevard would involve physical improvements such as painting, signage, and traffic calming devices (i.e., bump outs, speed tables, etc.) designed to improve bicycle safety and convenience along two blocks of Sueno Road. The project would create minor ROG and NOX emissions associated with painting and the installation of traffic calming devices.

### Impacts

**Program Impacts:** Impacts **AIR-1:** Short-term PM10 construction emissions and **AIR-2:** Short-term construction related ozone precursor emissions, listed in Section 4.3, are anticipated to result from development of this catalyst project.

There are no project specific impacts anticipated for this resource area.

### **Biological Resources**

No impacts to biological resources are anticipated to occur.

### **Cultural/Historic Resources**

No impacts to cultural/historic resources are anticipated to occur.

### **Geologic Hazards**

No impacts to geologic resources are anticipated to occur.

### **Hazards and Hazardous Materials**

No impacts due to hazards/hazardous materials are anticipated to occur.

### **Hydrology and Water Quality**

No impacts to water quality are anticipated to occur.

### **Land Use and Population/Housing**

No land use/population and housing impacts are anticipated to occur.

### **Noise**

**Program Impacts:** Impacts **NSE-1:** Temporary construction-related noise could impact surrounding noise sensitive land uses, listed in Section 4.9, is anticipated to result from development of this catalyst project.

The following **project-specific** impact is also anticipated:

#### **Impact SBB-NSE-1: Traffic Calming Devices.**

Upon completion of this project, the installation of traffic calming devices could reduce ambient noise levels as automobile traffic and speed is reduced on the roadway. This would be considered a *beneficial impact* of the project (*Class IV*)

**Parks, Open Space and Recreation**

No impacts to parks, open space, and recreation are anticipated to occur.

**Public Service and Utilities**

No impacts to public services are anticipated to occur.

**Traffic and Circulation**

No impacts to traffic and circulation are anticipated to occur.