

Intersection Analysis

Map of Intersection Connection Types



Prevalence of North-South Traffic Controls on Primary N-S Roads

Primary north-south road	3-leg intersections			4-leg intersections			All intersections		
	# N-S controls	Total int.	% N-S controls	# N-S controls	Total int.	% N-S controls	# N-S controls	Total int.	% N-S controls
Camino Corto	3	6	50%	1	3	33%	4	9	44%
Camino del Sur	2	4	50%	4	6	67%	6	10	60%
Camino Pescadero	4	13	31%	2	3	67%	6	16	38%
Embarcadero del Mar	1	4	25%	3	7	43%	4	11	36%
Embarcadero del Norte	1	4	25%	3	7	43%	4	11	36%
Total	11	31	35%	13	26	50%	24	57	42%

Roadway Measurements and Methodology

The following dimensions of public right-of-way and roads are approximate and are not survey-grade boundary measurements. Right-of-way widths were taken in Geographic Information System (GIS) software using County of Santa Barbara parcel data. Curb-to-curb road widths were measured in GIS using high-resolution (6-inch spatial resolution imagery) from August 2021. Widths were taken at a location that appeared visually representative of the road segment or block, though the width of a right-of-way can vary within a block.

Measurement error associated with these methods are one to two feet, likely more, and error is not consistent among all measurements. Due to this error and uncertainty, these measurements are not represented here in maps or tables. While these measurements will be used to identify possibilities for restructuring circulation and mobility in Isla Vista, construction of this Plan's recommendations resulting from these measurements will need to be based on survey-grade boundary measurements.

Width of North-South Rights-of-Way and Roads

- North-south rights-of-way in Isla Vista range from approximately 35 to 77 feet. The most common minimum and maximum right-of-way widths per north-south block is 50 feet. Regardless of total width, the width of rights-of-way along most north-to-south blocks is consistent, meaning there is minimal change in width from end-to-end; the difference between maximum and minimum width is zero or close to zero.
- For north-south roads in Isla Vista, developed curb-to-curb road widths range from approximately 30 to 40 feet. The most common curb-to-curb width of north-south roads is 40 feet, and widths are largely consistent within blocks. Slight changes in widths within blocks of up to 7 feet in a few places are the result of curb extensions (corner "bulbouts") and only cover a short length of road.
- The difference in approximate widths between the north-south rights-of-way and curb-to-curb roads range from 0 to 42 feet, with most being 20 feet or less. In most cases, this right-of-way outside of the curb-to-curb developed road width is encroached on by private development, even where a sidewalk exists.

Width of East-West Rights-of-Way and Roads

- East-west rights-of-way in Isla Vista range from approximately 32 to 65 feet wide. There is a range of common widths for east-west rights-of-way, ranging from 45 feet to 55 feet wide. As with north-to-south rights-of-way, there is minimal change in right-of-way width within a block. For most, the difference between the maximum and minimum widths of the right-of-way is zero or close to zero.
- For east-west roads in Isla Vista, developed curb-to-curb road widths range from approximately 20 to 40 feet. The most common road east-to-west road widths fall within one of two categories: narrow (30 to 33 feet wide) or wide (38 to 40 feet wide). Changes in width up to 15 feet in a few places are the result of curb extensions (corner "bulbouts") and only cover a short length of road, such as the west side of the intersection of Pardall and Embarcadero del Mar.

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- Only four blocks have maximum curb-to-curb width of less than 30 feet; of these four blocks, Pardall is the only one that provides a through-connection for all transportation modes.
- The most common difference between east-west right-of-way and curb-to-curb road width is 17 feet and values range from 0 to 42 feet. 80% of blocks have a difference of 20 feet or less, and 40% have a difference of 6 to 15 feet.

In most cases, this right-of-way outside of the curb-to-curb developed road width is encroached on by private development, even where a sidewalk exists.

Land Use and Zoning Data

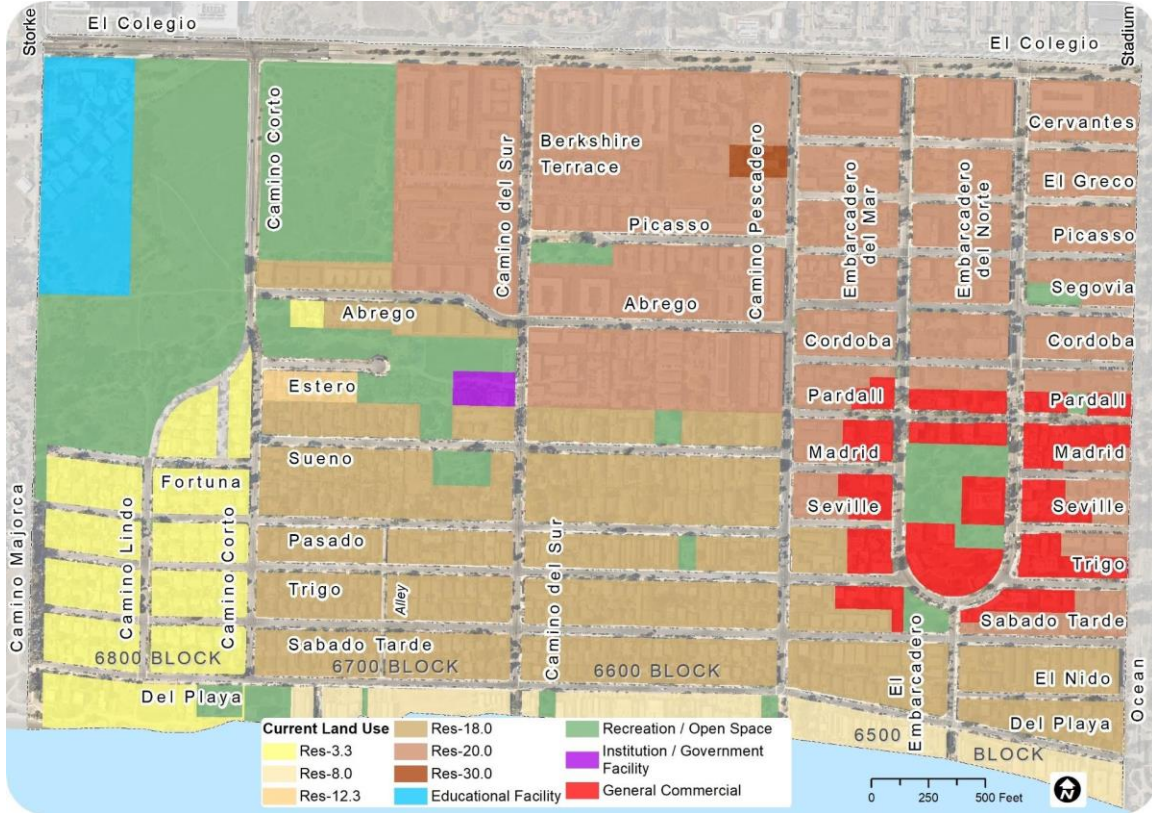
Current land use and zoning in Isla Vista, excluding public right-of-way (primarily roads and sidewalks)

Land Use	Acres	% of total
RES-3.3	22.1	8.1%
RES-8.0	19.0	6.9%
RES-12.3	1.3	0.5%
RES-18.0	65.2	23.8%
RES-20.0	88.7	32.4%
RES-30.0	0.8	0.3%
Educational Facility	9.6	3.5%
Recreation/Open Space	51.1	18.7%
Institution/Government Facility	0.9	0.3%
General Commercial	14.9	5.4%
Total	273.6	100.0%
Zoning	Acres	% of total
Single-family residential	22.1	8.1%
Two-family residential	1.3	0.5%
Medium-density student residential	84.2	30.8%
High-density student residential	89.5	32.7%
Design residential	9.6	3.5%
Professional and Institutional	0.9	0.3%
Recreation	51.1	18.7%
Retail commercial	14.9	5.4%
Total	273.6	100%

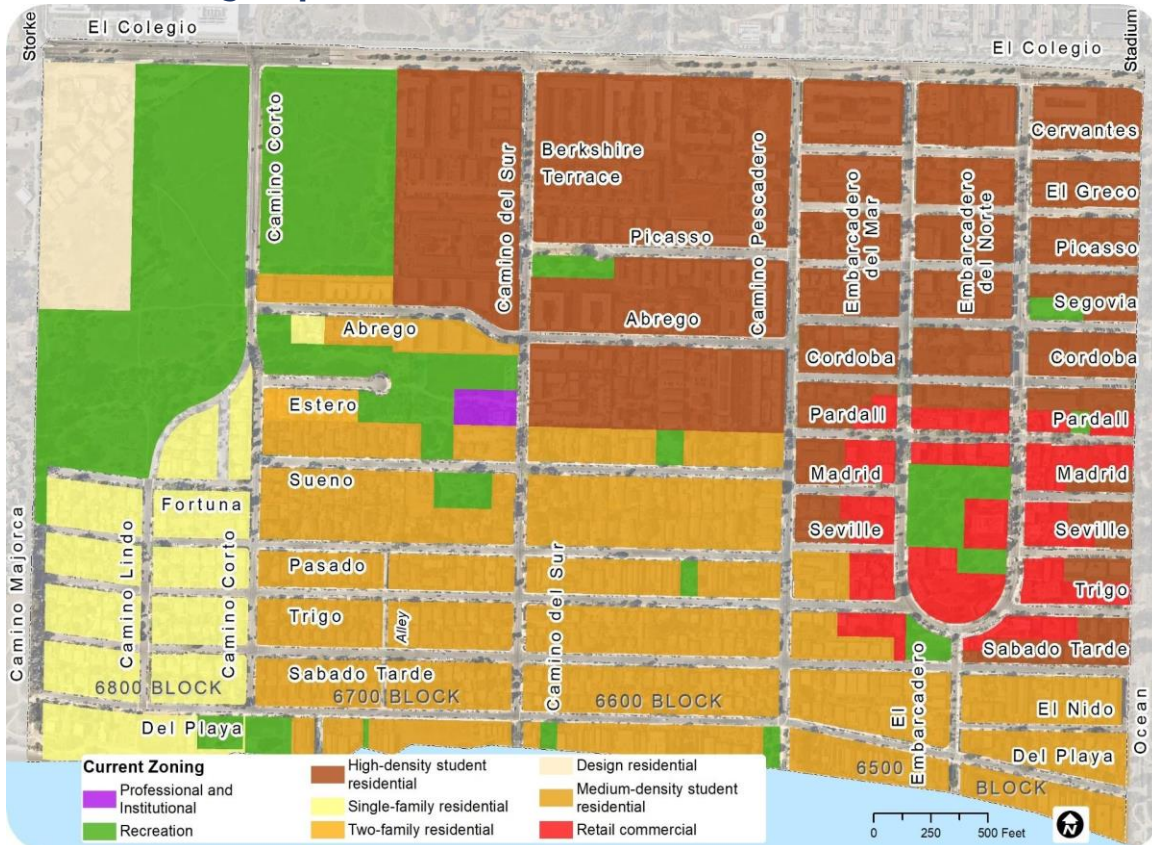
* Disclaimer: Does not account for public right-of-way, which is primarily used for roads and sidewalks.

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Current Land Use Map



Current Zoning Map



Community Outreach Summary

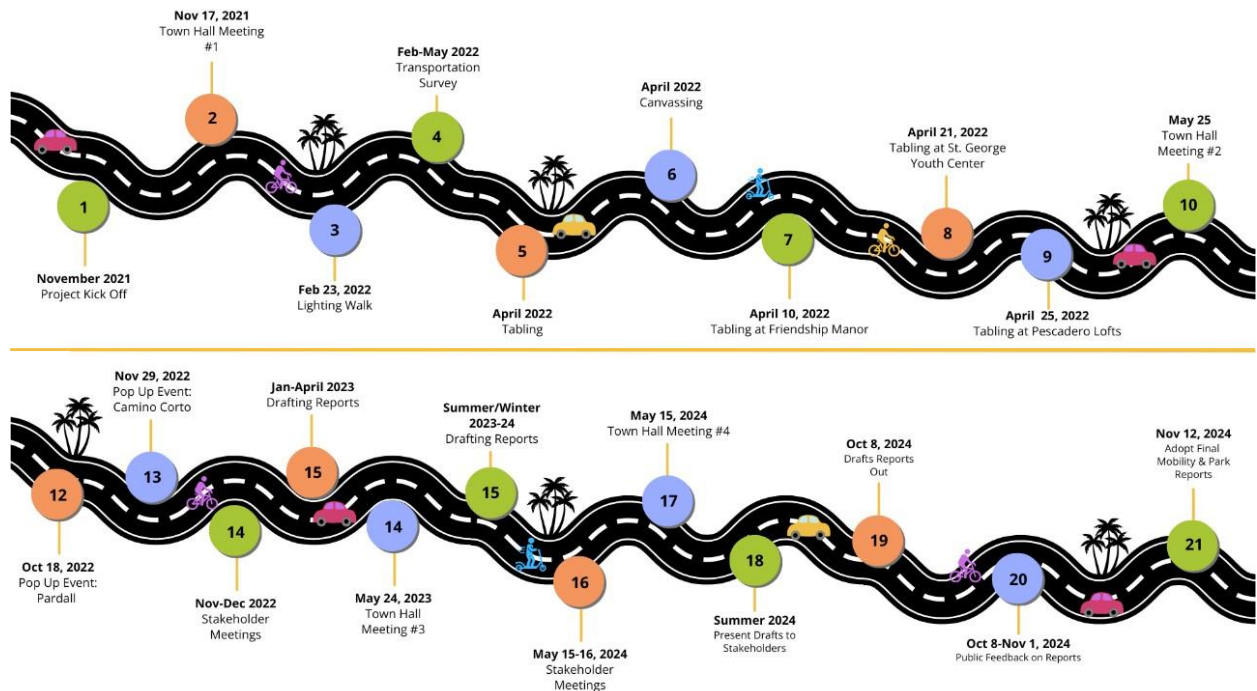
Community and Stakeholder Input

While many of the same concerns, challenges, and solutions were voiced across different public outreach events and activities, it is important to document what was heard through each outreach method for reference. The following section provides an activity description and feedback summary for each public outreach activity conducted throughout the planning process.

Figure D1. Photo of Outreach Event



Figure D2. Timeline of Outreach Activities



Town Hall Meetings

Town Hall Meeting #1

A virtual town hall meeting was held on November 17, 2021, to introduce community members to the project and provide an open forum for input. The discussion focused on bus access and frequency, parking, as well as sidewalk issues and safety for bicyclists.

Consistent themes and topics were discussed by participants, including:

- Walking: Participants expressed a desire for a complete sidewalk network with wider sidewalks and improved pedestrian infrastructure for a more enjoyable pedestrian experience.
- ADA Accessibility: Participants expressed a need for signage to and on the UCSB campus; improved sidewalk connectivity, widening, and repairing; and an instructional video for how to board the bus with a wheelchair or mobility aid device.
- Bicycling: Participants expressed a desire for improved bicycle infrastructure, such as protected bicycle lanes, as well as bicycle education to improve bicycle etiquette and cultivate a safe bicycle culture.
- Bus System: Participants expressed a desire for more frequent and expanded bus service, more direct bus routes to popular destinations, and the addition of new bus routes.
- Driving & Parking: Participants expressed a desire to reduce the need for and presence of cars in Isla Vista by improving alternative transportation options and providing long-term car storage in or around Isla Vista. Additionally, participants expressed discomfort sharing the road with other forms of transportation.
- Regional Travel: Participants expressed a desire for better options to connect students to departure spots for Amtrak, SB Airbus, and the SB Airport.

Figure D3. Town Hall Meeting



Town Hall Meeting #2

An in-person town hall meeting was held at the Isla Vista Community Center on May 25, 2022. The meeting provided a short presentation on the existing mobility conditions in Isla Vista before attendees participated in facilitator-led table discussions on several topics in groups of five to ten people. Group discussions covered the following travel modes: pedestrian and ADA, bicycle, scooter and skateboard, and bus. Interpretation was provided in Spanish, Mandarin, and American Sign Language.

Consistent issues were discussed by participants, and potential solutions were identified, including:

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Pedestrian and ADA Accessibility

- Issues: Uneven and disconnected sidewalks, lack of marked crosswalks, lack of stop signs at offset 3-leg (“T”) intersections and north-south streets, poor lighting, objects blocking the sidewalks, and collisions between bicyclists and pedestrians on sidewalks.
- Potential Solutions: Install crosswalks with audible crossing notifications and flashing lights when pedestrians are crossing, increase sidewalk width, remove sidewalk barriers, connect sidewalk gaps on Fortuna Lane and near Embarcadero del Mar and Trigo Road intersection, install wayfinding signage, install stop signs at offset 3-leg “T” intersections, and use bright paint on sidewalks in front of building entrances (especially in front of the retirement community, Friendship Manor) to warn passing travelers of pedestrians.

Bicycling

- Issues: Bicyclists ride too fast and do not obey the rules of the road, collisions between bicyclists and pedestrians, lack of safe and secure bicycle parking, bicyclists riding on the sidewalk on the south side of El Colegio Road, and delivery vehicles park in bicycle lanes.
- Potential Solutions: Install bicycle signals at intersections, improve pavement condition along El Colegio Road, install a two-way bicycle lane on the south side of El Colegio Road, install more bicycle lanes throughout Isla Vista, and add “No Parking” signs along bicycle lanes.

Scooters and Skateboards

- Issues: Scooters are littered everywhere, scooters go too fast and ride against the flow of traffic, lack of secure skateboard parking outside of businesses, and lack of safe routes for skateboards.
- Potential Solutions: Install docking stations and/or additional parking corrals for scooters, provide safe lanes for skateboards and scooters, improve sidewalk condition, provide guidance or signage for appropriate sidewalk use by scooters and skateboarders, and provide parking solutions for skateboards.

Bus System

- Issues: Buses headed to UCSB are often full, evening bus service is infrequent and unreliable, lack of morning bus routes, lack of seating, shade, and comfort at bus stops, lack of bus stops south of Abrego Road and west of Camino Pescadero, and bicycle racks on buses are often full.
- Potential Solutions: More frequent bus service during peak use, provide direct bus routes to popular destinations, add bus stops throughout the residential areas of Isla Vista, provide better seating, shade, and lighting at bus stops, and increase bicycle rack capacity on buses and/or allow bicycles on buses.

Town Hall Meeting #3

A town hall meeting was held at the Isla Vista Community Center on May 24, 2023. Participants were presented with potential mobility solutions and given the opportunity to ask questions and provide feedback. Feedback from this meeting helped inform the final set of recommendations presented in Chapter 4. Interpretation was provided in Spanish, Mandarin, and American Sign Language.

Participants shared input on a number of topics, including:

Walking and ADA Accessibility: Participants mentioned uneven and cracked sidewalks, pedestrians walking in the middle of the road, and poor sight lines at the intersection of Sabado Tarde Road and Camino Pescadero as key issues affecting walkability and accessibility in Isla Vista. When asked why pedestrians do not use sidewalks in Isla Vista, participants said because the middle of the street is better lit than the sidewalks, sidewalks are often obstructed by vehicles and scooters, sidewalks stop abruptly, sidewalks are cracked and bumpy, and some simply find it more enjoyable to walk in the street.

Participants were generally supportive of more sidewalks, but also expressed the need for better enforcement to keep parked vehicles from blocking access. In addition to sidewalk improvements, participants expressed the need for more marked crosswalks with better visibility throughout Isla Vista, particularly near Isla Vista Elementary. Several specific intersections and desired improvements were also mentioned during the meeting and integrated into the Plan's recommendations.

Bicycling: Participants expressed the need for more bicycle safety training, separated bicycle lanes, and more bicycle racks on Pardall Road. Participants also expressed an interest in roundabouts at some Isla Vista intersections and contra-flow bicycle lanes. However, participants were concerned about how converting two-way streets to one-way streets would impact street width.

Scooters and Skateboards: Participants expressed the need for more scooter parking stations/corrals and stronger parking enforcement, especially near major roads leading to campus (i.e., El Colegio Road, Stadium Road, and Pardall Road). Most participants favored geofencing and scooter parking corrals as solutions. However, participants suggested that property and business owners should be consulted before locating a corral outside of their establishment. Participants also said that scooters are a safety hazard and that speeds should be reduced.

Figure D4. Example of Sidewalk Obstruction



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Bus System: Participants expressed a desire for more frequent, reliable, and direct bus service. More direct bus service and/or micro-transit options were desired to the following locations: Trader Joe's, Target, Amtrak stations, and Santa Barbara Airport. Participants would also like to see more bus stop amenities, such as shade, benches, and bicycle racks, particularly at Los Carneros Road, El Colegio Road, and Embarcadero del Mar stops. New bus routes into Isla Vista were desired on the wider streets, such as Trigo Road. When presented with the idea of a bus-only lane on El Colegio Road, some participants were concerned about potential traffic congestion and bicycle safety issues.

Driving & Parking: Participants expressed a need for more four-way stop signs at intersections, stronger enforcement of illegally parked vehicles, car share programs for long-distance travel, and public parking lots and structures. Participants suggested the following location-specific solutions: restricting delivery truck parking on Pardall Road to reduce lane obstruction; making Del Playa Road more pedestrian and bicycle-oriented; and installing traffic calming measures along Los Carneros Road as it approaches El Colegio Road. Participants were generally supportive of a traffic signal at the intersection of Pardall Road and Embarcadero del Mar from a driving perspective, but some were unsure if bicyclists would obey the signal.

Other:

- Most participants favored the idea of making Del Playa Road and Sabado Tarde Road one-way roads with a contra-flow bicycle lane. Many participants also liked the idea of closing Del Playa Road to vehicular traffic entirely to create a pedestrian and bicycle-only street.
- Most participants supported restricting Pardall Road to pedestrians and bicycles only.
- Participants expressed a need for better bicycle facilities and/or other solutions in front of Friendship Manor to reduce collisions and safety hazards between residents and passing bicyclists.

Townhall Meeting #4

On May 15, 2024, a final Town Hall was held at the Isla Vista Community Center to gather public feedback and prioritize recommendations. The event addressed parking and mobility updates, featuring a presentation on the top five conditions and needs for each mode of mobility. Participants received worksheets and packets with descriptions and visuals of proposed infrastructure improvements, services within and connecting Isla Vista, and policy changes. IVCS staff and the consulting team were available to answer questions and collect the completed worksheets for analysis. An online version of the materials was also distributed to stakeholders unable to attend, ensuring they could provide feedback.

Based on the 60 responses received, the community prioritized the following:

Policy: Participants were most interested in improving safety for both scooter and bike users by clearly designating bike lanes for scooter use, prohibiting parking along these lanes, and enforcing these rules. They wanted measures to slow down vehicle and scooter speeds, including reducing speed limits, setting scooter speed caps, and enhancing enforcement through signs, cameras, and sobriety checks for scooter riders at night. Additionally, participants prioritized pedestrian-friendly infrastructure by advocating for longer crossing

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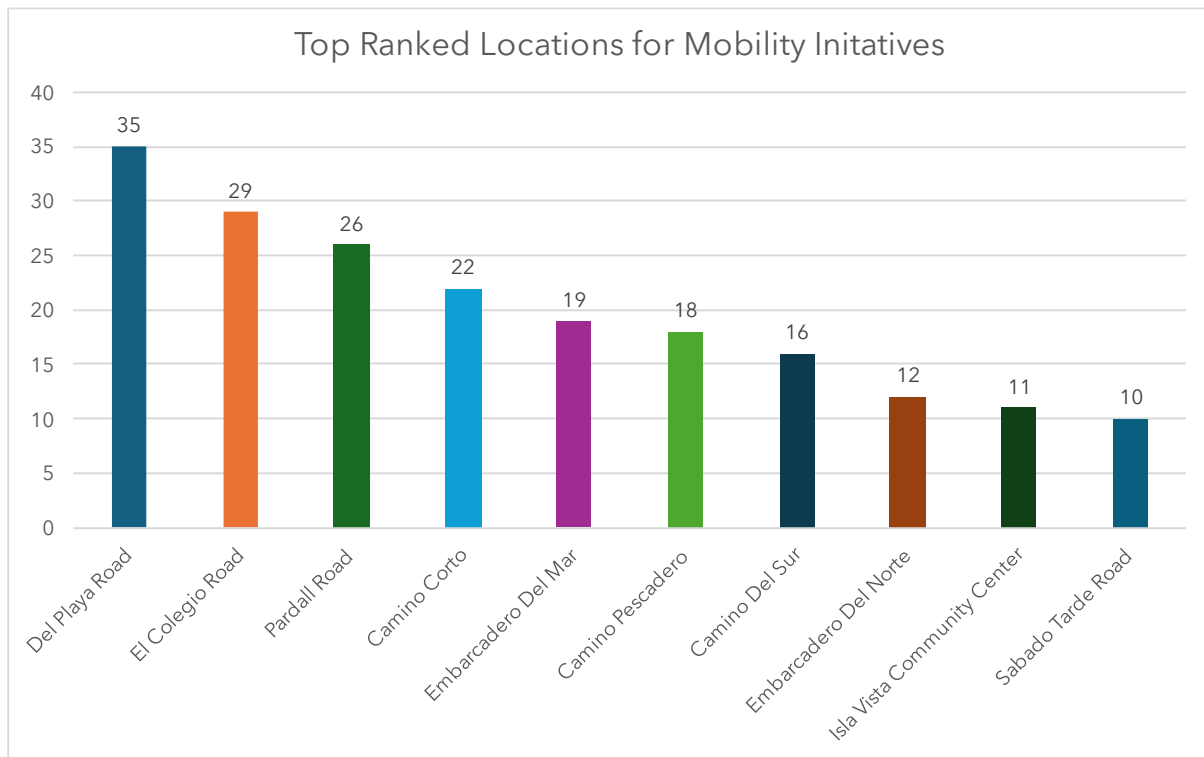
times at intersections and restricting delivery truck parking along specific roads to designated loading zones.

Services Connecting Isla Vista: Participants were most interested in enhancing transit options by starting "The Wave" microtransit service to provide direct connections between key commercial and transit areas in Goleta and Isla Vista. They wanted more frequent evening and late-night bus services, particularly to downtown Santa Barbara, as well as extended hours for MTD Line 15x to run into the evening. Participants also prioritized increasing the capacity of bicycle racks on buses to support multimodal travel.

Services Within Isla Vista: Participants were interested in improving transportation options and accessibility, including more frequent buses to UCSB during peak times, an IV circulator shuttle, and increased morning service across routes. They wanted enhanced safety and etiquette measures, such as more frequent patrols by non-law enforcement staff, cycling safety programs with local partnerships, and improved micromobility guidelines for scooter and skateboard users. Additionally, participants prioritized better infrastructure for ADA access at bus stops, increased bike clean-ups, and improved scooter parking practices through geofencing by scooter-sharing companies.

Infrastructure: Participants voted on the top 10 locations to prioritize infrastructure improvements for. The locations and the number of votes it received are below:

Figure D5. Top 10 Locations for Infrastructure Improvements



Within these locations, respondents also had an opportunity to rank which initiatives were most important to them. The top changes requested were typically related to traffic and circulation, such as converting roads to one-way vehicle lanes and introducing bike lane enhancements.

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These were followed by sidewalk, lighting, and ADA improvements. Bicycle and micromobility parking would typically rank the lowest on the list of improvements per location.

Stakeholder Meetings

A total of 14 stakeholder meetings and interviews were held and included representatives from the groups and organizations listed below. Additionally, 10 stakeholder meetings and interviews were held in May 2024. Please note that these groups were asked to complete the same packets and worksheets that were given at Town Hall #4.

Community-based Organizations	Housing Organizations and Long-Term Residents
<ul style="list-style-type: none"> • Independent Living Resource Center • Surfrider Santa Barbara • Isla Vista Food Co-op • Isla Vista Recreation and Park District • Santa Barbara Student Housing Cooperative • UCSB Community Housing Services 	<ul style="list-style-type: none"> • Housing Authority of the County of Santa Barbara • Friendship Manor • Pescadero Lofts • Long-time Isla Vista residents • Tropicana Gardens
Transportation Organizations	UCSB Faculty, Staff and Groups
<ul style="list-style-type: none"> • County of Santa Barbara Planning & Development Department • County of Santa Barbara Public Works Department • County of Santa Barbara Sustainability Division • City of Goleta • Santa Barbara County Association of Governments • Santa Barbara Metropolitan Transit District • MOVE Santa Barbara County (formerly SBBIKE+COAST) 	<ul style="list-style-type: none"> • KCSB radio station • UCSB Student Life • UCSB Associated Students • Various departments, including Campus Planning and Design, Civic and Community Engagement, Student Life, Campus Sustainability Department, University & Community Housing
Law Enforcement and Emergency Response Organizations	Other Organizations and Groups
<ul style="list-style-type: none"> • Isla Vista Foot Patrol (Santa Barbara County Sheriff) • UC Santa Barbara Police Department • Santa Barbara County Fire Department 	<ul style="list-style-type: none"> • Isla Vista Youth Projects • St. George Youth Center • Students (short-term IV residents) • Local businesses

Overall, the most common topics discussed by stakeholders were:

- **Walking and ADA Accessibility:** Stakeholders expressed the desire for a complete sidewalk system as well as more stop signs, curb ramps, street lighting, and improved crosswalks. Stakeholders suggested the following solutions: crosswalks with audible crossing notifications and/or flashing lights when pedestrians are crossing; increased sidewalk width, removal of sidewalk barriers, and connection of sidewalk gaps; and the installation of more street lighting, especially at Pardall Tunnel.

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- **Bicycling:** Stakeholders expressed concerns regarding bicyclists riding and parking in the wrong areas and suggested bicycle safety education and designated lanes for each travel mode as solutions.
- **Scooters and Skateboards:** Stakeholders shared frustrations with scooters and skateboarders riding too fast, as well as scooters littering the sidewalks. Stakeholders expressed a desire for scooter parking corrals to provide designated areas for scooter parking.
- **Bus System:** Stakeholders expressed a need for more frequent bus service, extended late-night bus service, additional bus stops near markets and housing in Isla Vista, and improved signage to indicate ADA-accessible buses.
- **Vehicles:** Stakeholders shared issues for drivers in Isla Vista, including the lack of parking; parked cars blocking driveways; narrow streets; and an overall stressful driving experience. Stakeholders expressed a need for a more organized parking system through the use of permitting and/or enforcement.

Community-based Organizations

Isla Vista is home to several long-standing local businesses, cooperatives, and resource centers that serve the community. These entities are pillars of the community and are well-attuned to its mobility challenges, needs, and opportunities. Meetings were held with representatives from the Independent Living Resource Center, Isla Vista Food Co-op, Isla Vista Recreation and Park District, Santa Barbara Student Housing Cooperative, and UCSB Community Housing Services.

Stakeholders shared the following challenges and opportunities for mobility in Isla Vista:

Bus:

- Bicycle storage on buses is limited and often full, which forces riders to wait until the next bus.
- A contactless payment system for riding the bus would allow riders to pay without needing cash.
- A centralized bus stop or “hub” in the middle of Isla Vista with a large map of all other bus stops in the area would be a helpful addition to the bus system, as well as additional bus stops near grocery stores and housing.
- People with disabilities typically ride the bus. However, improvements are needed to make riding the bus more accessible and easier for mobility aid device users.
- Buses could be made more accessible to persons with disabilities by providing signage at bus stops indicating if a bus stop is accessible, providing informational signage explaining how to board the bus with a mobility aid device, and adding a filter to the MTD app to filter for ADA accessible bus stops.

Bicycle:

- For many, traveling by bicycle is a primary mode of transportation and is often the most efficient way to travel through Isla Vista.

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- Traveling by bicycle, scooter, or skateboard in Isla Vista is dangerous due to the lack of designated bicycle paths and disregard for the rules of the road, especially stop signs.
- More signage and education are needed to encourage proper bicycle etiquette and the rules of the road.
- Designated lanes to provide separation between different travel modes (i.e., cars, bicycles, pedestrians, etc.).
- Bicycle safety is terrible at intersections, especially at offset 3-leg intersections and driveways.
- Bicycle boxes, like the ones piloted on Pardall Road, would be a great safety improvement in Isla Vista.

Walking and ADA:

- Many Isla Vista residents enjoy being able to walk to many destinations, and some even see walking in the street as part of the culture.
- The disconnected sidewalk system presents challenges for pedestrians and mobility aid users.
- Pedestrians often assume that they are visible to other road users, but parked cars and dim street lighting make it challenging to see pedestrians before they step into the street.

Scooters:

- Scooter parking could be located on parkway strips (the grass strip on a road edge of sidewalks), on wide sidewalks, at vehicle diverters (e.g., Pardall Road and Picasso Road), and at dead ends.
- Scooter parking corrals should be sited in areas that do not block access to a destination. For example, scooter corrals in front of parks currently block park maintenance vehicles from accessing parks.

Driving:

- For many, driving is seen as an important mode of transportation because it is how students can travel home to visit family.
- Driving in Isla Vista can be stressful, especially if you are not a resident.
- Car-sharing programs may help Isla Vista residents feel more comfortable without owning a personal vehicle.

Parking:

- Parking in Isla Vista is heavily impacted, which forces drivers to spend extra time driving around looking for a spot or to park far from their destination, which is difficult for those with disabilities or injuries.
- The high cost of parking on the UCSB campus may cause students and employees to park in Isla Vista, exacerbating parking issues.
- The lack of parking is a challenge and barrier for some employees who work in Isla Vista. A low or no-cost public parking lot is needed in downtown Isla Vista.

Delivery Vehicles:

- Better planning is needed for local businesses, including delivery vehicles, which double-park and cause other road users to go around them.
- Some stakeholders shared that the mornings were the ideal time for deliveries.

Intersections:

- Stakeholders shared that crossing Pardall Road in a vehicle is extremely dangerous and were supportive of making Pardall Road a vehicle-free zone.
- More traffic lights at intersections could help reduce conflict between vehicles, pedestrians, and bicyclists.

Housing Organizations and Long-Term Residents

Although students make up a majority of the residential population in Isla Vista, there are other important segments of the community with specific needs and concerns. A focus group was convened to gather representatives of housing-related organizations, such as the Housing Authority of the County of Santa Barbara (HASBARCo), Pescadero Lofts, and Friendship Manor, as well as long-time residents, to discuss mobility issues from the perspective of non-student and long-term community members.

The HASBARCo connects persons of extremely and very low incomes with housing and housing resources. Pescadero Lofts is a 33-unit development in Isla Vista that provides housing for formerly homeless individuals and is owned and operated by HASBARCo. Friendship Manor is a non-profit retirement community in Isla Vista. In addition to these housing organizations, many long-time residents have called Isla Vista home for decades. Together, these stakeholders have unique and valuable perspectives on mobility issues in Isla Vista.

Conversation Spotlight: Friendship Manor Resident

What do you like most about getting around Isla Vista now?

- Isla Vista is not car-friendly, but can be pedestrian-friendly in places.

What transportation mode is most important to you?

- I use an electric wheelchair in Isla Vista and take the bus or drive to get outside of Isla Vista.

What is your experience on the bus like?

- Bus drivers are pretty good about lowering the bus for wheelchair users. Most students respect the seating reserved for ADA users.

What improvements would you like to see in Isla Vista?

- A senior zone needs to be implemented in front of Friendship Manor, as required by law.

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- Signage along El Colegio Road that warns about driveways emptying into the street would help a lot as many people are afraid of turning out of their driveways because people are speeding past.
- Another problem is the bike lane - people ride the wrong way all the time in the bike lane on the south side of El Colegio Road. There should be signage warning cars of bicyclists on the road since El Colegio Road is not where most people expect bicyclists in the road around here. When they're not going the wrong way on the road, they are on the sidewalk. I don't know how to stop this, but at least put bright warning stripes and signage along the sidewalk in front of building entrances.
- A lot of people at Friendship Manor do not feel safe leaving to go outside because other people are rushing around and not paying attention to the slower, more cautious drivers and pedestrians out there. We're cautious because we have to be - it's not safe.

Conversation Spotlight: Long-term Isla Vista Residents

What do you like most about getting around Isla Vista now?

- Nothing, really. I want to be able to drive to and from my house without running over anyone. It's a great place to walk when there is room to walk, but there are hardly any sidewalks and the streets are full of parked cars. It's a great place to ride bikes considering the weather and overall atmosphere, but there isn't room for everyone.

What transportation mode is most important to your commute? In one or two sentences, what issues do you experience with that mode?

- Resident 1: I'm old. It's harder for me to walk to bus stops, so I need to be able to get to and from my house with my car. It's hard to drive because the streets are lined with parked cars and there are crowds of people walking down the middle of the street, and so many bikes and scooters and skateboards weaving in between.
- Resident 2: I walk to things nearby, and for most other things I drive. I used to take the bus, but only downtown. I avoid Camino Pescadero because there are no bike lanes. I used the Gaucho Grocery Shuttle program in its pilot phase, but it doesn't run anymore.

What is your experience with parking in Isla Vista?

- Parked cars are a visual blight.
- The huge number of cars per household. Some people have 12 cars per household but only have one parked in the driveway.
- Landlords use garages for housing instead of parking, which spills the cars into the street. Drivers are pretty good about lowering the bus for wheelchair users. Most students respect the seating reserved for ADA users.

Can you describe any problems that you experience with bicyclists, scooters, or skateboarders?

- Scooters are always left in the street, and it's hard to get around scooters while driving.

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What transportation or safety improvements would you like to see in Isla Vista?

- Mode Separation
- Mixing all the transportation modes is not safe. There should be a demarcation of where all the modes should be.
One-way streets could work, especially on Pardall.
- Parking
- Make it harder for people to bring cars by implementing a parking permit program and limiting parking spaces.
- Enforce illegal parking.
- Street Improvements
- Build more sidewalks
- Education and Signage
- Education for everyone - especially students - about bike and pedestrian safety.
- "Share the road" signs

Housing Authority of the County of Santa Barbara & Pescadero Lofts

Common Transportation Modes for Residents

- Bicycling is the primary mode of transportation for Pescadero Lofts residents.
- Residents will take the bus to travel downtown.

Major Concerns about Mobility in Isla Vista

- Bicycle Parking
 - Bicycle theft is an issue in Isla Vista. Pescadero Lofts has a large bicycle room that is only accessible to tenants and staff, but other housing complexes do not have secure bicycle parking.
 - Abandoned bicycles take up limited space in public bicycle racks.
- Bicycle Safety
 - Bicyclists do not pay attention to vehicles.
- Vehicle Parking
 - People park along red curbs, which results in vehicles blocking curb ramps, driveways, and emergency vehicle access.
 - Short-term parking is hard to find in Isla Vista, so it is common to see vehicles parked along red curbs for short errands. Short-term 15-minute parking spots would be helpful.

Ideas for Improving Mobility in Isla Vista

- Secure Bicycle Parking
 - Indoor bicycle lockers, like the ones in downtown Santa Barbara, could prevent bicycle theft.
- Mode Separation
 - There is a need to separate bikes and cars in Isla Vista.

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- One-way roads may be a solution to make more room for bicycle lanes, vehicle lanes, and vehicle parking.
- Road Maintenance:
 - The pavement needs to be fixed on El Colegio Road from Stadium Road to Ocean Road.

Law Enforcement and Emergency Services Organizations

Law enforcement in Isla Vista falls under the purview of the Santa Barbara County Sheriff's Office, which operates the Isla Vista Foot Patrol Station on the 6500 block of Trigo Road. Isla Vista Foot Patrol (IVFP) is unique in that deputies and officers patrol primarily on foot or bicycle due to the compact and densely populated nature of Isla Vista. With roughly 60% of patrols occurring on foot, IVFP officers are finely attuned to mobility issues in Isla Vista, particularly as they relate to safety, order, and circulation. Similarly, the UCSB Police Department and the Santa Barbara County Fire Department are also familiar with issues and needs within Isla Vista and can provide insight into emergency prevention and response. The planning team met with representatives of IVFP, UCSB Police Department, and Santa Barbara County Fire Department to better understand key issues identified by IVFP officers who patrol the streets daily.

IVFP, UCSB Police Department, and Santa Barbara County Fire Department identified the following as major transportation issues in Isla Vista:

Vehicle Parking:

- The top transportation issue in Isla Vista is parking which contributes to all other issues.
- Vehicles are often blocked illegally and obstruct driveways, sidewalks, and the flow of traffic, including emergency access for responding fire engines.
- Illegal parking is enforced through citations, which is never received well by those receiving a citation.
- Better education is needed to help community members understand the importance of red curbs and following parking regulations.

Scooter Parking:

- Scooter parking is an issue, but providing scooter parking corrals does not necessarily ensure that people will use them properly.
- If scooter parking corrals are added, a plan for enforcement will be needed.
- Scooter parking could be put at the dead-end roads leading to the UCSB campus, but it would have to be enforced.

Scooter Safety:

- Scooters are one of the biggest safety concerns in Isla Vista, especially for scooter-based delivery services.
- The Santa Barbara County Fire Department now collects scooter accident data.
- Scooter-based delivery services, such as Snag, should require their delivery employees to wear helmets.

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Bicycle and Pedestrian Safety:

- Bicycle safety is a major issue interconnected with other transportation issues.
- Pedestrians rarely walk on the sidewalk, especially late at night.
- At least 75 percent (likely higher) of accidents are not being reported.
- E-bikes were expected to be an issue, but they haven't turned out to be - perhaps because there aren't that many.

Emergency Prevention and Response:

- Speed bumps may reduce the speed of vehicular traffic, but also slow the emergency response time of fire engines.
- An accessible "Sobering Center" would be beneficial due to the high volume of alcohol-related calls.
- Better fencing and educational signage along the coastal bluffs in Isla Vista would help to prevent falls from the cliffs.
- Trash and illegal dumping (i.e., mattresses) on sidewalks and streets slows down emergency response time. Implementing street sweeping every Monday (post-weekend) would help prevent discarded materials from piling up.
- If bollards are used to control access to certain locations and prevent vehicular traffic, they should be designed to be retracted or removed during emergency response.

Transportation Organizations

The planning team met with representatives from various transportation-related stakeholder groups to discuss mobility issues in Isla Vista. Participants included the County of Santa Barbara Public Works and Planning & Development departments, MOVE Santa Barbara County, Santa Barbara County Association of Governments (SBCAG), SB MTD, and UCSB Associated Students. The County of Santa Barbara maintains transportation infrastructure and implements improvements. SB MTD provides bus service to and from Isla Vista. MOVE Santa Barbara County advocates for equitable infrastructure for walking, bicycling, and public transit. SBCAG distributes transportation funds and addresses traffic, housing, air quality, and growth issues. UCSB Associated Students represents student concerns and interests in the community.

What type of transportation or safety issue do you deal with the most within or related to Isla Vista?

- Sidewalks are the main transportation issue in Isla Vista, such as uneven, uplifted sidewalks from tree roots, utility-related sidewalk obstacles, and lack of sidewalks and curb ramps.
- ADA access to bus stops is challenging or non-existent. For example, the stop at Camino Corto and Abrego Road does not allow for a bus to deploy an ADA ramp.
- Scooters block paths of travel because they are often left on curb ramps, sidewalks, and bike lanes.
- At many intersections, parked cars too close to corners block drivers' views, forcing them to pull forward and obstruct crosswalks and bike lanes, causing pedestrians and bicyclists to evade one - or possibly two - cars.

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- Parking is limited throughout Isla Vista, creating challenges that conflict with California Coastal Commission requirements for coastal access.

What transportation or safety improvements would you like to see in or related to Isla Vista?

- Create shared streets where vehicles are slowed through street design, resulting in multiple street-user types traveling at similar speeds.
- Sidewalks on both sides of the street.
- Street-level sidewalks that have vertical separation from other modes using flexposts or bollards.
- Require developers to install sidewalks.
- Residential parking permits.
- Explore the possibility of one-way streets with protected bicycle lanes as a mobility solution.
- Improved transportation options from Isla Vista to Calle Real Marketplace.

What are your thoughts on the possibility of making Pardall Road one-way vehicle traffic only, or possibly completely closed to cars?

- The sections of Pardall Road west of Embarcadero del Mar and east of Embarcadero del Norte likely could not be one-way because of the number of driveways, and the fact that these are dead-end roads.
- If the center section of Pardall Road - from Embarcadero del Mar to Embarcadero del Norte - were closed to vehicles, special access for delivery vehicles would be necessary, such as delivery hours or alley access.

What type of collaboration among your organizations would help address transportation issues in Isla Vista?

- Collaborate with MOVE Santa Barbara County to teach bike safety in schools and through bike shops.
- Collaborate on long-term planning between the County of Santa Barbara and UCSB, including UCSB Associated Students.

UCSB Faculty and Staff

Given the close proximity of the UCSB campus to Isla Vista, many UCSB students, faculty, and staff live in or visit Isla Vista. While students are more likely to live in Isla Vista, faculty and staff live in a wider variety of areas further from the UCSB campus. As a result, faculty and staff tend to have different travel patterns than the student body. The planning team conducted meetings with staff from KCSB and UCSB Student Life to gain an understanding of how mobility in Isla Vista affects UCSB students, faculty, and staff.

What mode of transportation is most important to your commute?

- Faculty and staff mostly drive to work or take the bus.
- Those who drive to work typically park on campus because parking in Isla Vista is so limited.
- Bicycling and skateboarding are major transportation modes for students.

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What is your experience with parking in Isla Vista both on- and off-campus?

- Parking in Isla Vista in the summer is great, but not during the school year.
- Parking on campus is tight too, especially closer to the center of campus, which causes drivers to park in lots on the edge of campus, rather than close to their destinations.

What transportation or safety improvements would you like to see related to Isla Vista?

- Improve transportation options from Isla Vista to Goleta to make it easier and more accessible for residents to get groceries and other items not available in Isla Vista.
- Explore designated bicycle and skateboard lanes.
- Require or encourage bicyclists, skateboarders, and pedestrians to wear lights at night because it is challenging to see people in the street when it is dark.
- Increase vehicle parking capacity in Isla Vista.
- Improve safety in the Pardall Tunnel.
- Increase late-night bus service to and from Isla Vista.

Other Comments:

- For short trips, driving to Isla Vista is not worth the time spent looking for parking. It is easier to get there by any mode other than driving your car.
- Planned 3,500-bed student housing at Mesa Road and Stadium Road will bring a lot of foot and bike traffic into Isla Vista. There needs to be a safe connection between the two.
- Isla Vista has a very relaxed vibe - don't take that away. Some streets in Isla Vista have the opportunity to be a place to "be" rather than a place to "get through" - it would be nice to see some improvements that make "complete streets."

Youth and Family Organizations

Collecting feedback from stakeholders who represent the youth and families of Isla Vista was critical to understanding the diverse needs of community members, especially underrepresented groups. A small focus group meeting was held with representatives from the Isla Vista Youth Project and St. George Youth Center YMCA to better understand mobility issues experienced by youth and families.

Stakeholders shared the following concerns and needs for youth and families in Isla Vista:

Concerns:

- Driving in Isla Vista is a nerve-wracking experience.
- There is a lack of bus stops in Isla Vista.
- Street safety is an issue due to poor lighting and a lack of sidewalks.
- Vehicles are often parked in front of driveways, entrances, and exits to parking areas.

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Needs:

- Street Lighting
 - Improve lighting and streetscape along Camino Corto and Abrego Road, with a focus on the shortcut to Isla Vista Elementary School.
 - Improve dim and spotty street lighting throughout Isla Vista.
 - Improve lighting at crosswalks.
- Bus Service
 - A top priority is to have buses that run more directly to important destinations from Isla Vista, such as the library, schools, parks, and locations north of Highway 101.

Tabling

Multiple times a week, IVCS D tabled at the following locations:

- The UCSB Library courtyard - a central point on campus frequented by UCSB students, faculty, and staff.
- The Isla Vista Food Co-op - a community-owned grocery store frequented by a wide range of Isla Vista residents.

IVCS D also tabled at community and campus events, including:

- Isla Vista Zero Waste Festival - organized by UCSB Associated Students' Zero Waste Committee and held on campus at Storke Plaza. Over 2,000 students attended the event.
- Isla Vista Community Center - various events organized by IVCS D and community partners were held at the Isla Vista Community Center. The number of attendees varied by event, which were capped at 100.
- Isla Vista Volunteer Fair - organized by the Alzheimer's Association and held at the Isla Vista Community Center. Approximately 40 people attended this event.
- Pescadero Lofts - organized by IVCS D and Santa Barbara County Housing Authority. Held in the foyer at Pescadero Lofts, a 33-unit complex in Isla Vista for formerly homeless individuals. IVCS D staff spoke with residents while they attended a Food Drive.
- UCSB Community Affairs Board Expo - organized by the UCSB Associated Students' Community Affairs Board and held on campus at Corwin Pavilion. Several hundred students attended this event.
- Isla Vista Earth Day Festival - organized by the UCSB Associated Students' Environmental Affairs Board and held at Anisq'Oyo Park in Isla Vista. Thousands of people attended this event.

Figure D6. Tabling at the Isla Vista Zero Waste Festival



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- Isla Vista Food Co-op's 50th Anniversary Celebration - organized by the Isla Vista Food Co-op and held at Anisq'Oyo Park in Isla Vista. Hundreds of people attended this event.

To ensure that all populations of Isla Vista were involved in the public outreach process, IVCSO coordinated targeted outreach events to reach specific populations of Isla Vista at the following locations:

- Friendship Manor - a retirement community in Isla Vista
- St. George Youth Center (SGYC) - a non-profit organization that provides care and resources to youth and families in Isla Vista.

In total, IVCSO tabled for over 70 hours at 11 different locations.

Tabling at St. George Youth Center

To reach youth and families in Isla Vista, IVCSO tabled at St. George Youth Center (SGYC) on April 21, 2022. SGYC is a local non-profit that serves Isla Vista and Goleta youth and families by providing a safe and fun, alternative space for teens during after-school hours. IVCSO held a discussion on transportation in Isla Vista with SGYC's Teen Leadership Group during their after-school program.

Common themes discussed by SGYC participants include:

- Issues: Uneven sidewalks, lack of sidewalks, electric scooters parked in walkways, lack of available parking, and feeling unsafe in the presence of cars.
- Potential Solutions: Improve sidewalk conditions, reduce and enforce speed limits, install traffic cameras, create designated parking areas for scooters, provide more parking spaces, create separated bicycle lanes for bicycles and skateboards, increase street lighting, and improve the safety of street crossings for pedestrians.

Tabling at Friendship Manor

To reach older adults and seniors in Isla Vista, IVCSO tabled at Friendship Manor, a local retirement home in Isla Vista that houses over 200 senior residents. The tabling event, which occurred on April 10, 2022, was held in conjunction with a barbeque being held by Friendship Manor for their residents. Participants were invited to share feedback regarding their transportation experiences in Isla Vista.

Figure D7. Tabling at Friendship Manor



Common themes discussed by Friendship Manor participants include:

- ADA Accessibility: Participants expressed a desire for increased beach access for mobility aid users, improved railing on the stairs to Pescadero Beach, and well as improved signage and educational materials for wheelchair and mobility aid users when taking the bus.

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- Walking: Participants expressed a need for more and safer crosswalks throughout Isla Vista, a complete sidewalk system with wider sidewalks and repairs to bumpy and cracked sidewalks, and special crossing signs with flashing lights to alert drivers and bicyclists when people are exiting Friendship Manor.
- Bicycling: Participants expressed several safety concerns about bicyclists going too fast, riding on sidewalks, bicycling against the flow of traffic, and disobeying the rules of the road (i.e., stop signs, traffic lights, etc.). In particular, participants expressed concern about bicycle safety and crashes along El Colegio Road. Additionally, participants expressed the need to improve the bicycle lanes on El Colegio Road, where bicyclists have been observed riding the wrong way on a one-way bicycle path on the south side of El Colegio Road. Participants expressed a desire for a two-way bicycle path on both sides of El Colegio Road to reduce instances of bicyclists going against the flow of traffic.
- Shared Scooters: Participants expressed concerns regarding shared scooter users going too fast and scooters littered everywhere.
- Buses: Participants expressed a desire for more direct bus service closer to homes or destinations as well as more frequent bus service to the Fairview Shopping Center.

Canvassing

Canvassing was a key outreach method, helping IVCS D diversify respondents by making the survey more accessible. Partnering with Isla Vista Youth Projects, IVCS D also hired three Community Outreach Ambassadors to focus on Spanish-speaking residents. In total, over 1,200 doors were knocked on.

Pop-up Events

Sustainable Transportation Pop-up Event

IVCS D held an all-day Sustainable Transportation Pop-up Event on October 18, 2022, on Pardall Road between Embarcadero del Norte and Embarcadero del Mar. The event featured temporary installations of traffic improvements such as Class 3 bicycle route (“sharrows”) along Pardall Road, a marked crosswalk at the intersection of Pardall Road and Embarcadero del Mar, a bicycle box at the intersection of Pardall Road and Embarcadero del Norte, and multiple scooter corrals along Pardall Road.

Participants were invited to take an intercept survey about their experiences and opinions of the temporary traffic improvements. The survey was completed by 121 individuals who experienced the traffic improvements as

Figure D8. Pop-up Event



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they were either walking, using a mobility aid device like a wheelchair, biking, skateboarding, riding a scooter, or driving a car.

Key takeaways from the intercept survey include:

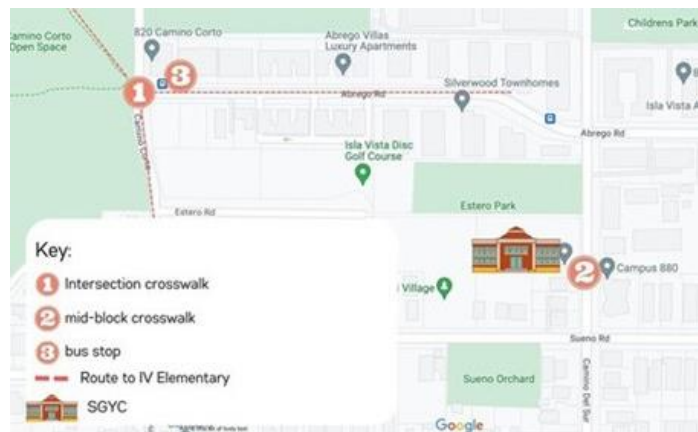
- When asked, “Did this improvement make you feel safer?”
 - 94.6% of pedestrians felt safer in the marked crosswalk.
 - 82.4% of bicyclists felt safer with sharrows in the travel lane.
 - 92.9% of bicyclists felt safer with a bicycle box at the intersection.
- When asked, “Did this improvement increase safety?”, most users across all modes found the traffic improvements to increase safety.
- When asked, “Would you like this improvement to be permanent in this location?”, respondents overwhelmingly agreed on creating permanent improvements along Pardall Road. Only two pedestrians disagreed with this question for all improvements. Two bicyclists – as well as the only driver to provide a survey response – also did not agree that the bicycle box should become permanent.
- When asked “Would you like this improvement to be installed permanently elsewhere in Isla Vista?”, respondents overwhelmingly agreed on making similar improvements permanent elsewhere. Only four pedestrians disagreed with making sharrows permanent elsewhere in Isla Vista. Two pedestrians and one bicyclist disagreed with making marked crosswalks permanent. Four bicyclists and one driver disagreed with making bicycle boxes permanent elsewhere.

Camino Corto Pop-up Event

IVCSD performed extensive outreach to draft the mobility plan, but experienced difficulty reaching families and non-English speakers in Isla Vista. To expand outreach to more families and non-English speakers in Isla Vista, IVCSD conducted targeted outreach by holding a pop-up event at three locations: two along Camino Corto near Estero Park and one at the mid-block crossing on Camino del Sur on November 29, 2022 (Figure D9). This area is home to many non-student residents, including youth, families, and non-English speakers, many of whom commute to Isla Vista Elementary School or St. George Youth Center. The event focused on gathering feedback from families and youth on improving routes to school and other community locations.

IVCSD staff and volunteers engaged with youth, families, and other pedestrians, asking questions about the nearby crosswalk or bus station. Participants could share their input through opinion polls, voting activities, or conversations with staff and volunteers. The top safety concerns from participants at the intersection of Camino Corto and Abrego Road were:

Figure D9. Map of Three Pop-up Locations Along Popular Pedestrian Routes for Youth and Families



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- Vehicles speeding and/or not coming to a complete stop at the intersection.
- Bicyclists riding too fast and/or not stopping for pedestrians that are crossing the intersection.
- Lack of lighting.
- Lack of visibility due to overgrown vegetation.

The top safety improvement solutions from participants at the intersection of Camino Corto and Abrego Road were to:

- Improve crosswalk visibility through the use of art, a pedestrian-activated rapid-flashing beacon, and/or the installation of a diagonal crosswalk.
- Reduce speeding through increased law enforcement at the intersection and/or the installation of a speed-feedback sign to show drivers their speed.
- Improve safety at night through increased street lighting.
- Reduce blind spots for road users through regular vegetation maintenance.

Additionally, the important improvements for bus stops identified were shade structures and art/enrichment.

Figure D10. Photos of Pop-up Event



Online Transportation and Mobility Survey

IVCSD collaborated with KTUA Planning and Landscape Architecture (KTUA) to create a comprehensive Isla Vista Transportation and Mobility Survey (survey) with questions about all forms of transportation within Isla Vista and throughout Santa Barbara County. The survey, available online in English, Spanish, and Mandarin from February 28 to June 13, 2022, was distributed to Isla Vista residents and visitors via social media, tabling at various locations and events, and canvassing, gathering a total of 1,079 responses.

Seventy-five percent of survey respondents were Isla Vista residents with most responses coming from UCSB students (53%). Long-term renters (10%) and SBCC students (8%) were the next largest groups. The survey collected responses on many topics from residents and non-residents, with slightly different questions for each group.

Relevant respondent characteristics and travel behavior include:

- 61 percent of respondents had a personal vehicle with them in Isla Vista (Figure D11)
 - Grocery trips, overall convenience, and frequent hometown trips were the top three reasons for owning a car.
 - Cost-related concerns were the most identified reasons for not owning a car.
- When traveling within Isla Vista and to UCSB, walking, bicycling, and taking the bus were the top transportation modes used (Figure D12).

Figure D11. Do You Have A Personal Vehicle?

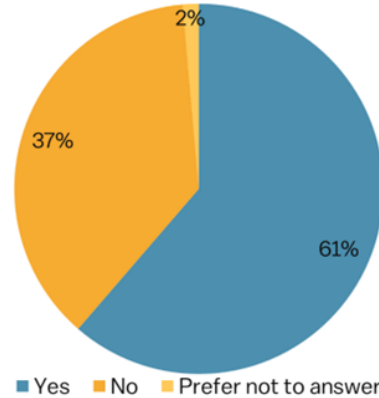
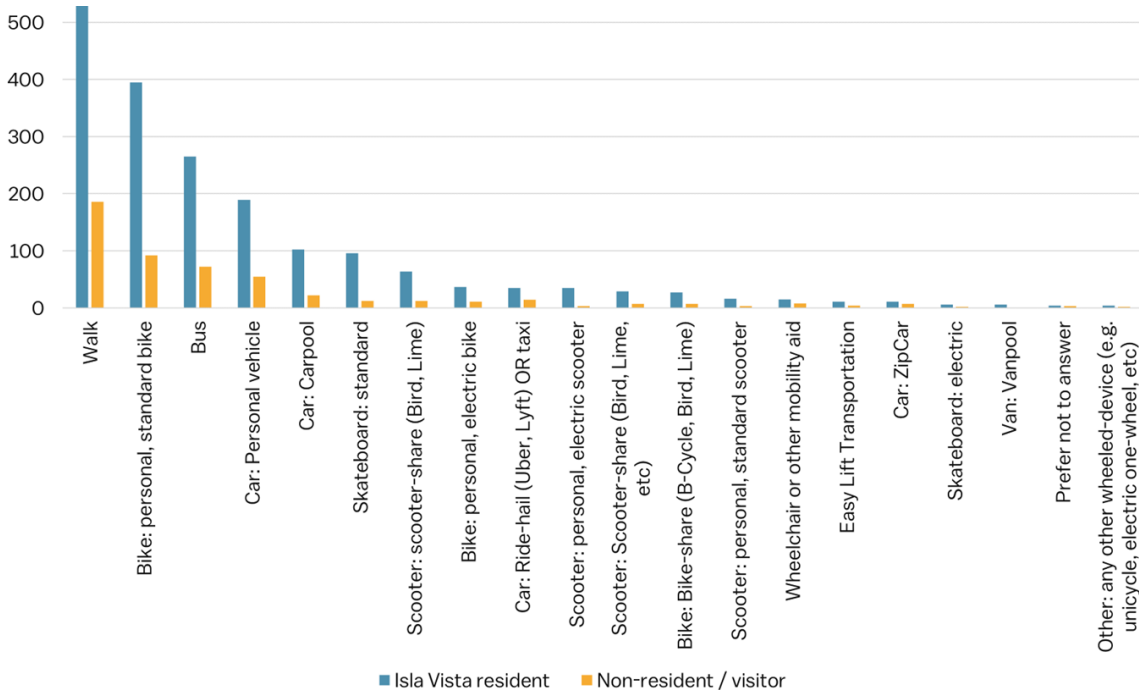


Figure D12. Transportation Modes Used for Internal Trips within Isla Vista



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Figure D14. Transportation Modes Used for External Trips within Santa Barbara County

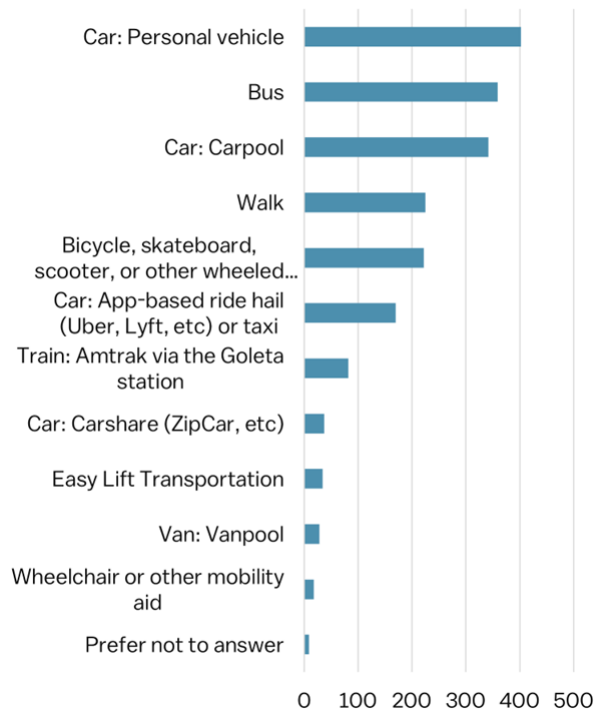
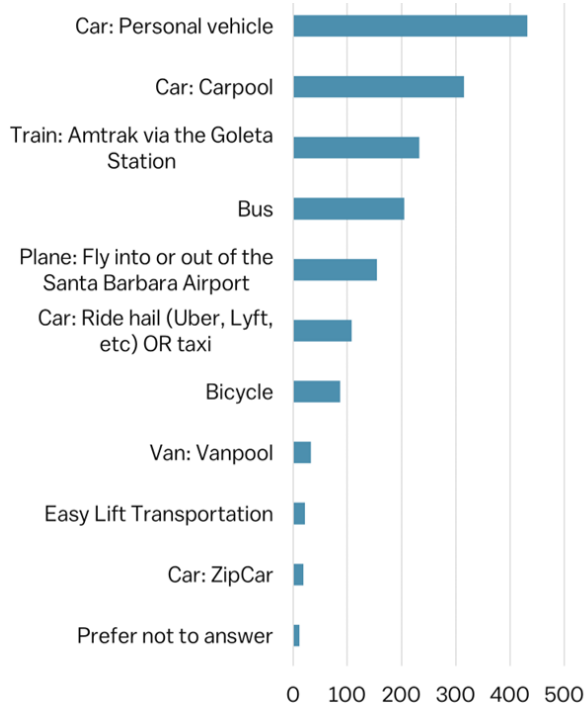


Figure D14. Transportation Modes Used for External Trips Outside of Santa Barbara County



- When traveling from Isla Vista to other locations in Santa Barbara County, personal vehicles, the bus, and carpooling were the most common modes of transportation (Figure D13).
 - The top three areas for grocery shopping were: Camino Real Marketplace, stores in Isla Vista, and Fairview Shopping Center. When shopping at Camino Real Marketplace, most respondents drive personal vehicles, take the bus, or carpool. When shopping at Fairview Shopping Center, most respondents drive personal vehicles or carpool, and some take the bus. When shopping at stores in Isla Vista, most respondents walk or bicycle.
- When traveling from Isla Vista to outside of Santa Barbara County, personal vehicles, carpooling, and Amtrak were the most common modes of transportation (Figure D14).

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The top transportation issues identified by respondents are:

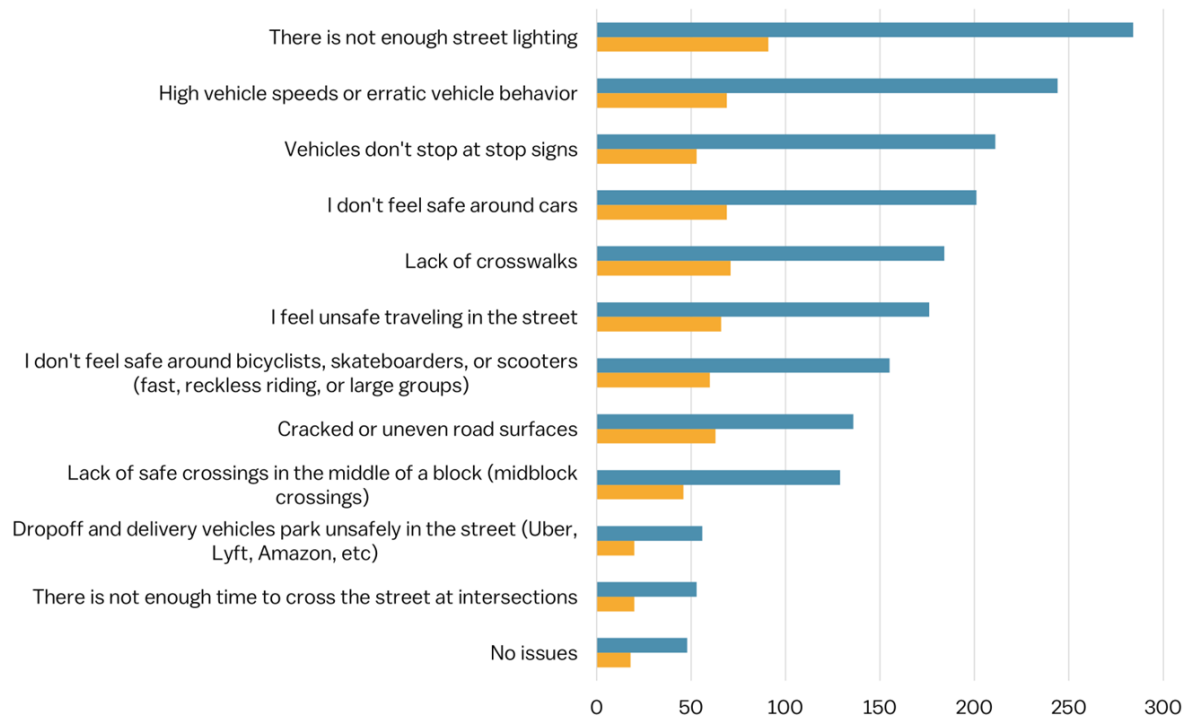
Issues for Pedestrians (Figure D15)

1. Lack of street lighting
2. High vehicle speeds or erratic vehicle behavior
3. Vehicles don't stop at stop signs
4. Feeling unsafe around vehicles
5. Lack of crosswalks

Issues for Users of Mobility Aid Devices (Figure D16)

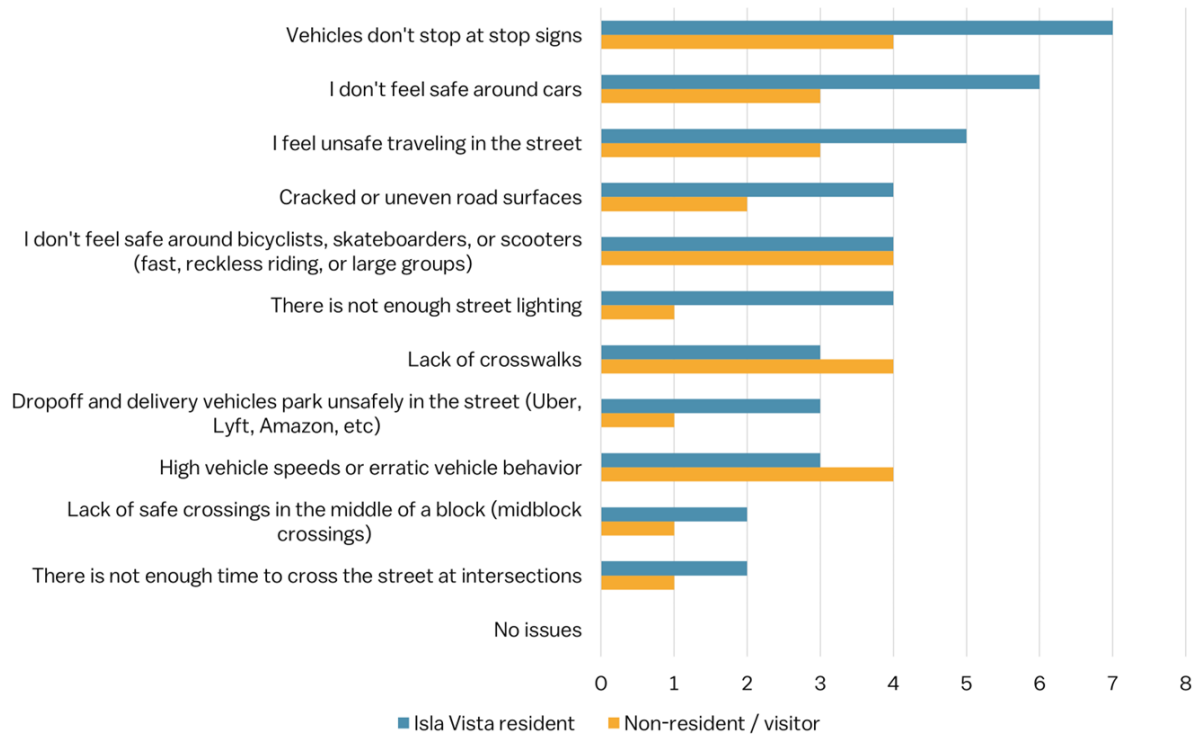
1. Vehicles don't stop at stop signs
2. Feeling unsafe around vehicles
3. Feeling unsafe traveling in the street
4. Cracked or uneven road surfaces
5. Feeling unsafe around bicyclists, skateboarders, or scooters

Figure D15. Safety Issues Identified by Pedestrians



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Figure D16. Safety Issues Identified by Users of Mobility Aid Devices



Issues for Bicyclists (Figure D17)

1. High vehicle speeds or erratic vehicle behavior
2. Feeling unsafe around vehicles
3. Lack of bike lanes or bike paths
4. Poor pavement conditions
5. Vehicles don't stop at stop signs

Issues for Skateboarders and Scooters (Figure D18)

1. High vehicle speeds or erratic vehicle behavior
2. Cracked or uneven road surfaces
3. Feeling unsafe around vehicles
4. Lack of street lighting
5. Vehicles don't stop at stop signs.

Figure D17. Safety Issues Identified by Bicyclists

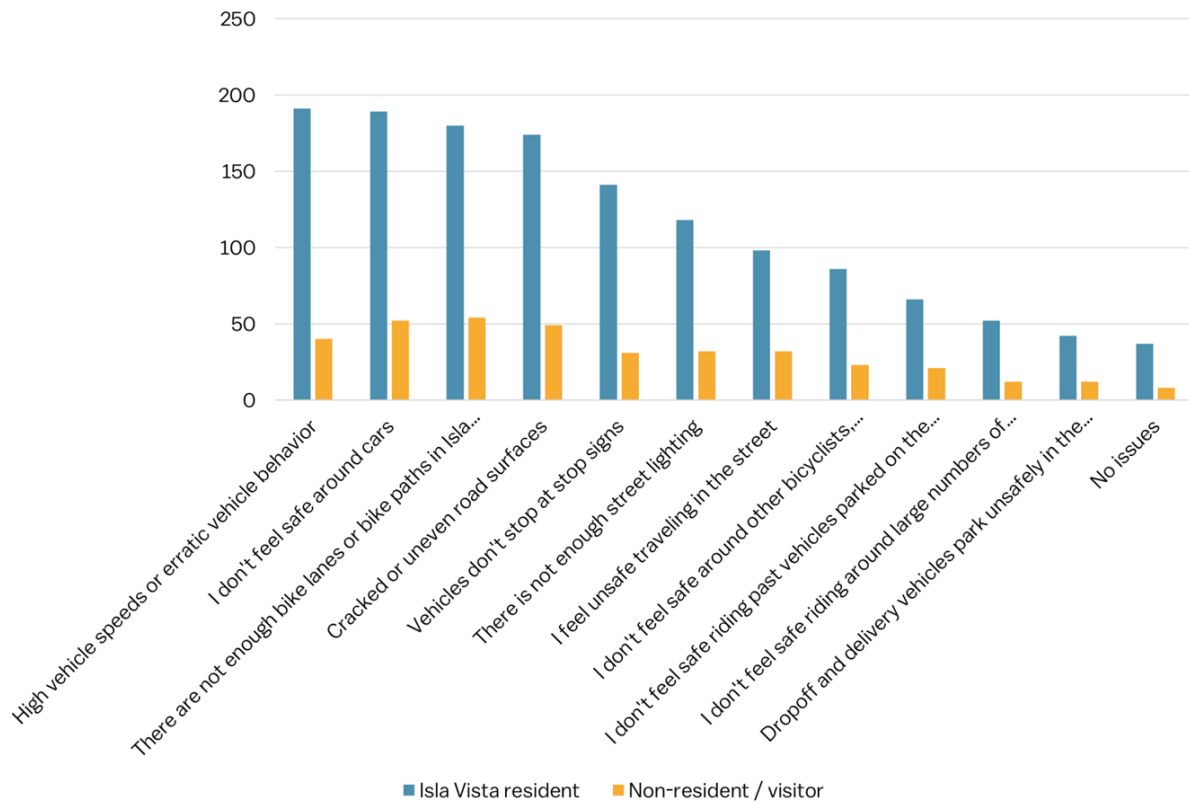
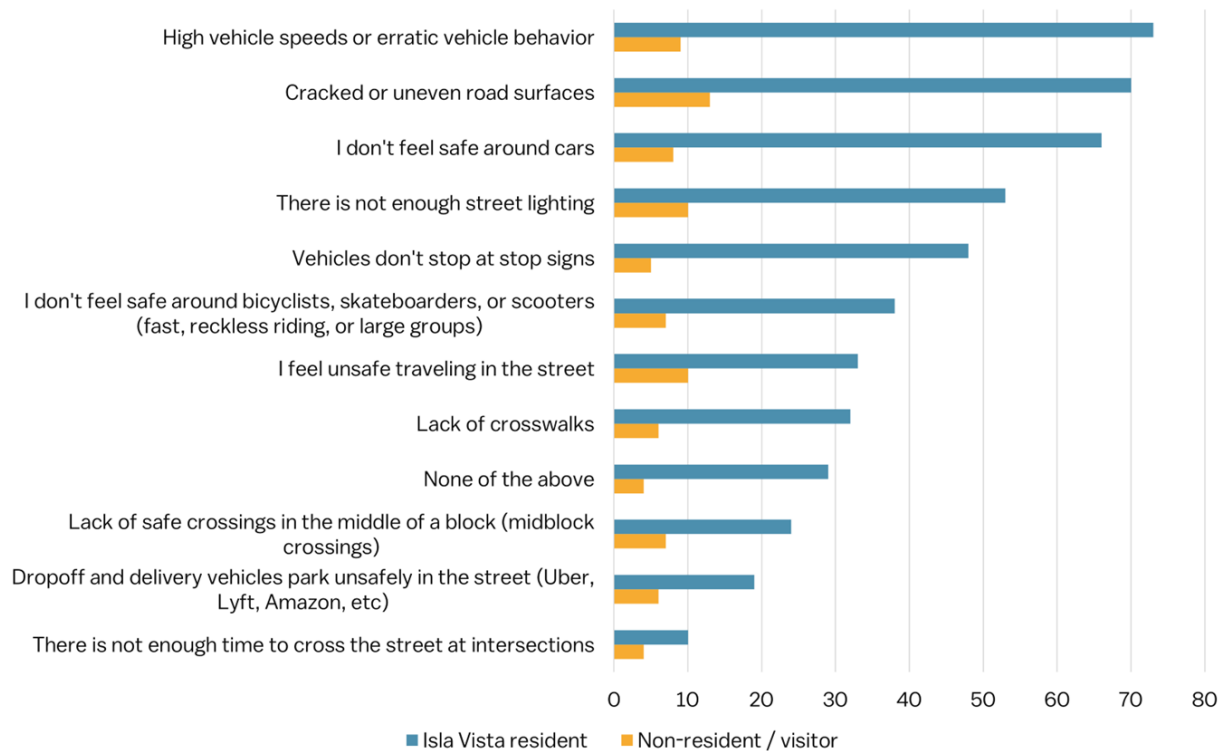


Figure D18. Safety Issues Identified by Skateboarders and Scooter Users



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Issues for Bus Riders (Figure D19)

1. Infrequent bus service
2. Lack of service late early and late in the day
3. Lack of direct bus routes
4. Overfull buses
5. Length of bus rides to reach destination

Issues for Drivers (Figure D20)

1. Other modal users in the street (walkers, bikers, etc.)
2. Lack of on-street parking near destination
3. Parking too close to other vehicles
4. Lack of on-street parking near residents
5. Behavior of other drivers

Figure D19. Issues Experienced with the Local Bus Service in Isla Vista

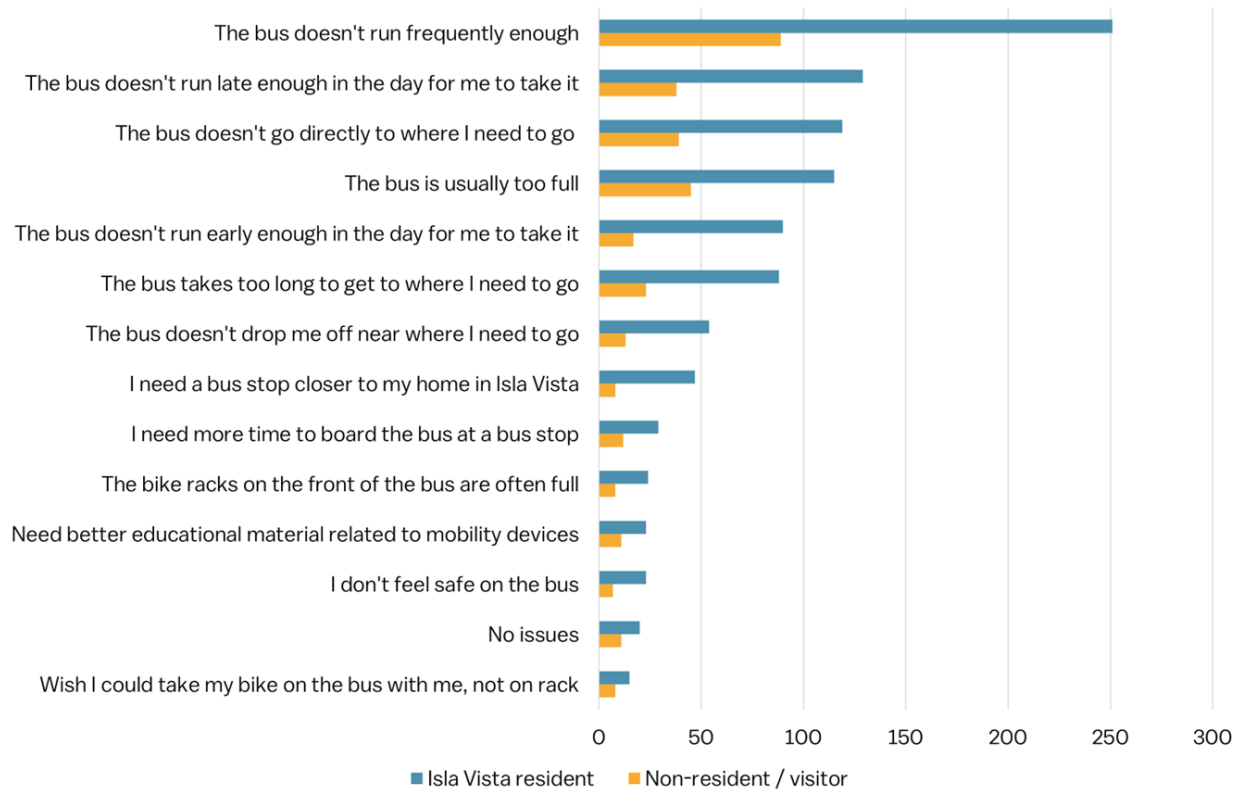
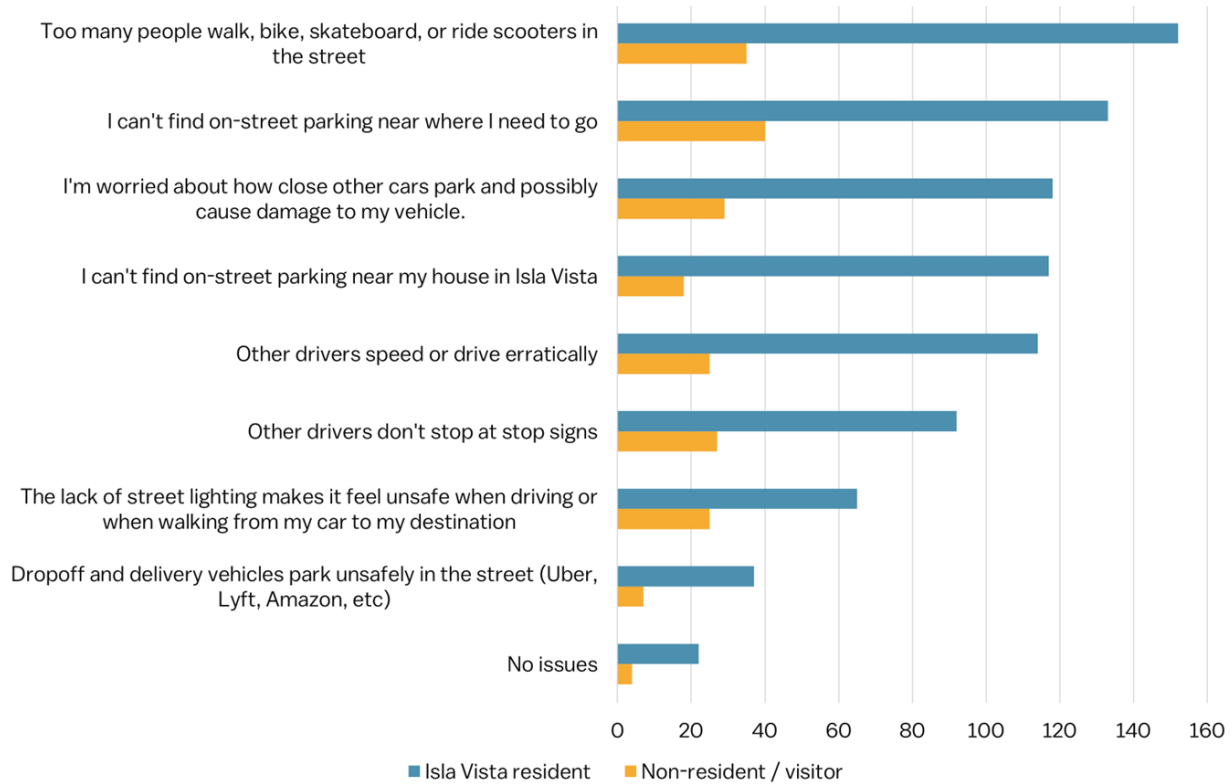


Figure D20. Issues Experienced by Drivers in Isla Vista



A set of survey questions focused on preferred improvements to roadways and paths (Figure D21) and intersections (Figure D22). All survey respondents answered this question set and did not depend on identified modes of travel or on residency in Isla Vista.

Respondents were allowed to select up to four road and path improvements. More sidewalks on both east-west and north-south streets were identified as highly desired roadway and path improvement by Isla Vista residents, as were multi-use paths. Traffic calming (slowing cars down) was also highly desired.

Respondents were allowed to select up to five intersection improvements. Marked crosswalks were identified as the most desired intersection improvement. This is followed by “Flashing lights that warn drivers of pedestrians.” In practice, flashing lights at intersections of midblock crossings can take the form of pavement flashers (lights embedded in the pavement at crosswalks); rectangular rapid-flashing beacon (lights on posts on either side of road, most often 1-2 lane roads), and pedestrian hybrid beacons (lights mounted above the road, like a traffic signal, commonly on roads with more than 2 lanes). These improvements often occur at midblock crossings, which was the third-most common selection.

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Figure D21. Desired Roadway and Path Improvements in Isla Vista

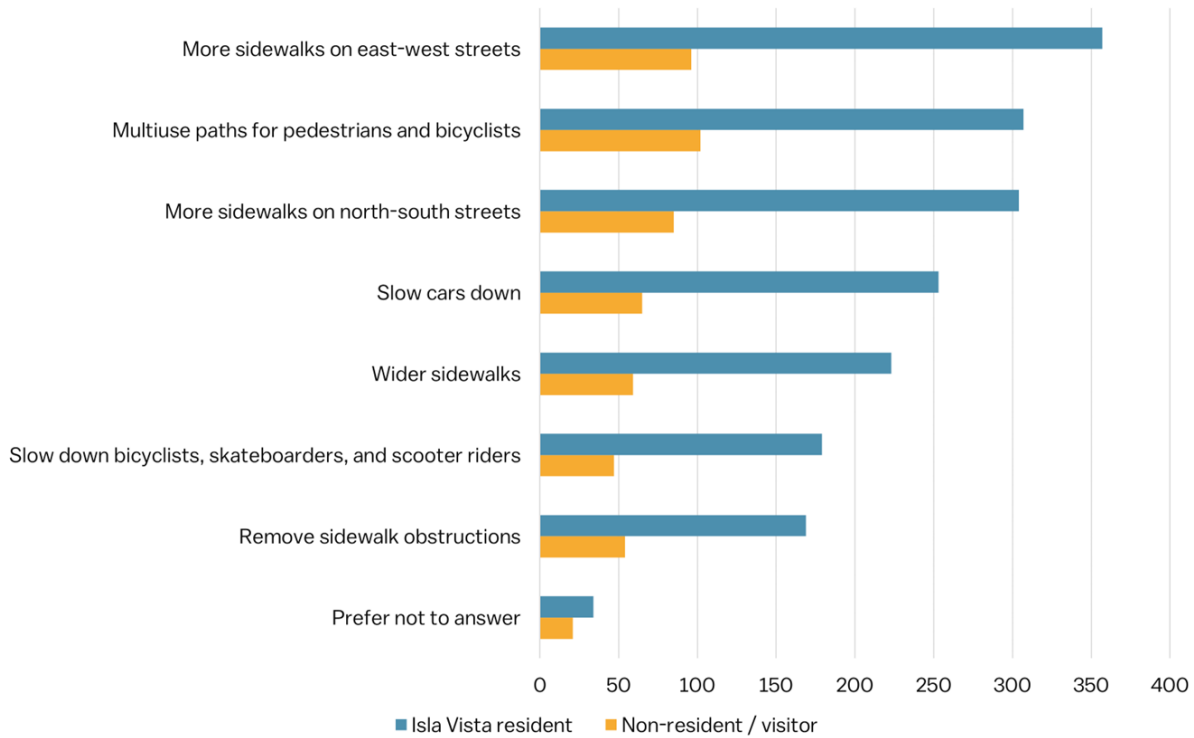
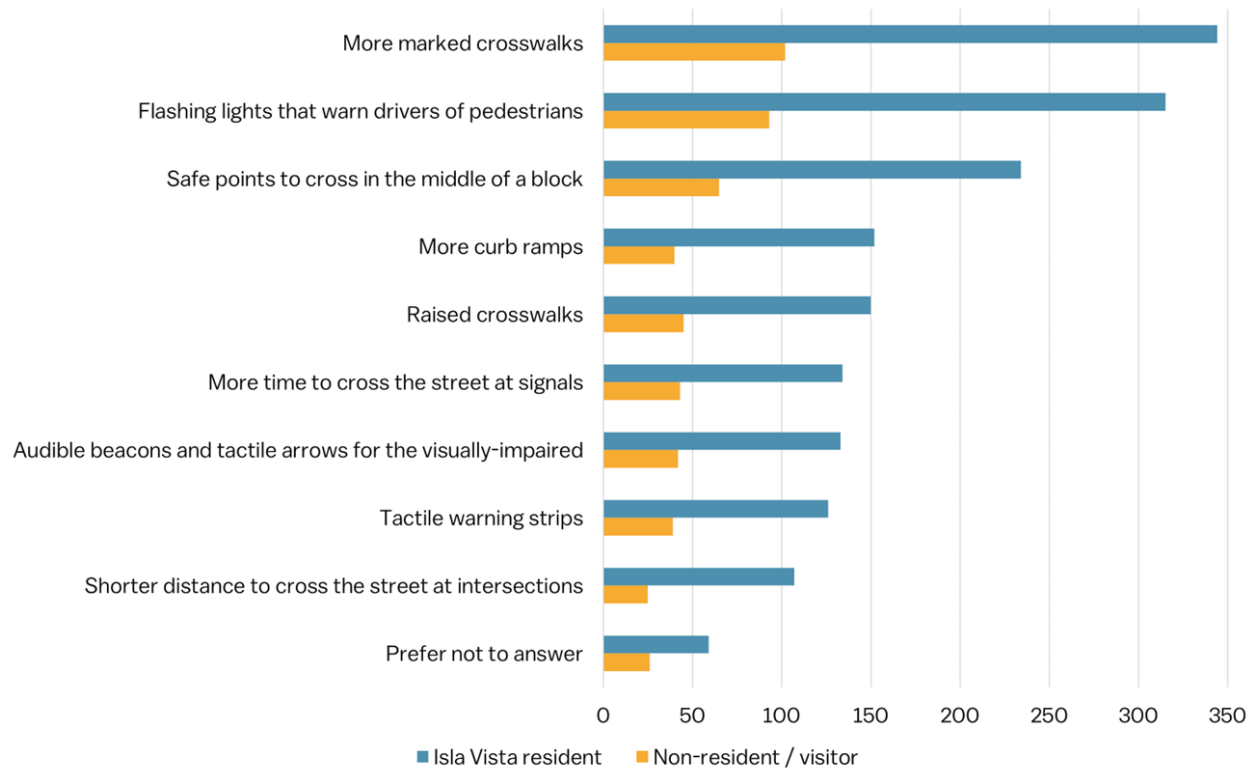


Figure D22. Desired Intersection Improvements in Isla Vista



Other Outreach Methods

In addition to the outreach methods previously listed, two other strategies were used to understand community mobility needs: a Lighting Walk event and the UCSB Reddit thread.

Lighting Walk

IVCSD hosted a Lighting Walk on February 23, 2022, to provide community members and stakeholders with an opportunity to identify areas of Isla Vista that need more lighting or have dim/extinguished streetlights. Approximately 25 attendees participated including students, residents, Santa Barbara County Public Works Department, Isla Vista Foot Patrol, UCSB Police Department, Supervisor Gregg Hart's office, and a number of community partners.

During the lighting walk, participants identified 13 streetlights that were either dimly lit or completely extinguished and in need of repair, and 14 dimly lit areas of Isla Vista that do not currently have street lighting. These issues were reported using IVCSD's SeeClickFix service, a mobile app and issue tracking system which allows users to easily report infrastructure, safety, and beautiful issues. IVCSD is currently working with Santa Barbara County to repair the areas that were identified.

UC Santa Barbara Reddit Thread

IVCSD staff searched the UC Santa Barbara subreddit for posts regarding transportation and mobility issues in Isla Vista. Some of the transportation issues discussed in the UC Santa Barbara subreddit include:

- Cars almost hitting or hitting pedestrians
- Difficulty parking on campus and in Isla Vista
- Difficulty of commuting from UCSB and to LA without a personal vehicle
- Difficulty commuting from San Jose to Santa Barbara taking FlixBus or Amtrak
- A lack of bicycle etiquette and bicycle safety in Isla Vista
- Littered bikeshare bicycles in Isla Vista
- Vandalism of cars in Isla Vista
- The reliability of bus service during the Halloween weekend
- Reliability of the bus system between downtown and Isla Vista

Key Mobility Needs

Common themes emerged from the intensive, year-long public outreach process to solidify a set of key mobility needs. The key mobility needs are categorized by the following travel modes: walking, bicycling, skateboards and scooters, buses, and vehicles. Additionally, specific streets were identified by the public as problem areas within Isla Vista. The key mobility needs identified by community members are summarized in the following figures and have been incorporated into the development of the recommendations provided in Chapter 4.

Key Mobility Needs for Walking and ADA Accessibility

Figure D23. Key Mobility Needs for Pedestrians and Users of Mobility Aid Devices

Common Concerns	Potential Solutions
<i>Issues Identified by Pedestrians and Users of Mobility Aid Devices</i>	
Sidewalks are too narrow, in poor condition, or missing completely	<ul style="list-style-type: none"> • Repair uneven and cracked areas • Widen narrow portions • Install new sidewalks to complete the existing gaps
Sidewalks are often blocked by parked cars, parked scooters, utilities, and landscaping	<ul style="list-style-type: none"> • Remove permanent sidewalk obstructions, where possible • Strengthen enforcement that prohibits vehicles and other obstructions from blocking sidewalks
Lack of stop signs at 3-leg offset ("T") intersections	<ul style="list-style-type: none"> • Install stop signs where appropriate
Lack of marked crosswalks	<ul style="list-style-type: none"> • Improve, enhance, and/or install crosswalks at key intersections • Install RRFBs, flashers, and midblock crossings, where appropriate • Use paint and lighting to better distinguish where sidewalks cross driveways
Lack of curb ramps at intersections	<ul style="list-style-type: none"> • Install curb ramps at appropriate intersections
Lack of street lighting	<ul style="list-style-type: none"> • Improve and install new street lighting in previously identified dark areas of Isla Vista • Install pedestrian-scale lighting at intersections
Erratic vehicle behavior	<ul style="list-style-type: none"> • Enforce rules of the road for vehicles • Educate drivers through improved signage and educational campaigns about road safety • Install speed bumps and other traffic calming measures
Bicycles and vehicles are going too fast	<ul style="list-style-type: none"> • Install speed bumps and other traffic calming measures
Bicycles are not obeying rules of the road (i.e., stop signs, traffic lights, flow of traffic, etc.)	<ul style="list-style-type: none"> • Educate bicyclists on bicycle etiquette and rules of the road through signage, educational campaigns, etc.
Uncomfortable, unattractive, and/or inaccessible pedestrian experience	<ul style="list-style-type: none"> • Install green spaces, landscaped buffers, artistic paths, and wayfinding signage
Lack of ADA accessibility to Isla Vista beaches	<ul style="list-style-type: none"> • Install ADA-accessible platforms and/or paths to beaches in Isla Vista
<i>Issues Caused by Pedestrians and Users of Mobility Aid Devices</i>	
Pedestrians forced to walk in street and obstruct flow of traffic due to disconnected sidewalk system	<ul style="list-style-type: none"> • Install new sidewalks to complete the existing gaps

Key Mobility Needs for Bicycling

Figure D24. Key Mobility Needs for Bicyclists

Common Concerns	Potential Solutions
<i>Issues Identified by Bicyclists</i>	
Erratic driving behavior and vehicles not stopping at stop signs	<ul style="list-style-type: none"> • Enforce rules of the road for vehicles • Educate drivers through improved signage and educational campaigns about road safety • Install speed bumps and other traffic calming measures
Feeling unsafe around vehicles	<ul style="list-style-type: none"> • Enforce rules of the road for vehicles • Educate drivers through improved signage and educational campaigns about road safety • Install speed bumps and other traffic calming measures
Lack of bicycle lanes, paths, secure parking, and amenities	<ul style="list-style-type: none"> • Install new and improved bicycle facilities within Isla Vista, where appropriate • Install new and improved bicycle facility connections outside of Isla Vista, particularly along Storke Road • Install shared bicycle maintenance tool stands in Isla Vista • Facilitate removal of abandoned bicycles taking up space in bicycle racks • Create dispersed bicycle parking areas or lots
Obstructed bicycle lanes	<ul style="list-style-type: none"> • Strengthen enforcement that prohibits vehicles and other obstructions from blocking bicycle lanes
Poor pavement conditions	<ul style="list-style-type: none"> • Improve pavement conditions in problem areas
Lack of bicycle culture and knowledge	<ul style="list-style-type: none"> • Provide bicycle maintenance education opportunities • Educate bicyclists on bicycle etiquette and rules of the road through signage, educational campaigns, etc.
Erratic driving behavior and vehicles not stopping at stop signs	<ul style="list-style-type: none"> • Enforce rules of the road for vehicles • Educate drivers through improved signage and educational campaigns about road safety • Install speed bumps and other traffic calming measures
<i>Issues Caused by Bicyclists</i>	
Bicycles are not obeying rules of the road (i.e., stop signs, traffic lights, flow of traffic, etc.)	<ul style="list-style-type: none"> • Educate bicyclists on bicycle etiquette and rules of the road through signage, educational campaigns, etc.

Key Mobility Needs for Skateboards and Scooters

Figure D25. Key Mobility Needs for Skateboarders and Scooter Users

Common Concerns	Potential Solutions
<i>Issues Identified by Skateboarders and Scooter Users</i>	
<p>Although scooters and skateboarders are not permitted on sidewalks, many prefer sidewalks to streets. Consequently, skateboarders and scooters also express concern regarding cracked/uneven sidewalk surfaces, lack of connected sidewalk network, lack of curb ramps, and blocked sidewalks</p>	<ul style="list-style-type: none"> • Improve sidewalk infrastructure by repairing uneven and cracked areas, widening narrow portions, and installing new sidewalks to complete the existing gaps
<p>Lack of street lighting</p>	<ul style="list-style-type: none"> • Improve and install new street lighting in previously identified dark areas of Isla Vista
<p>Poor pavement conditions</p>	<ul style="list-style-type: none"> • Improve pavement conditions in problem areas
<i>Issues Caused by Skateboarders and Scooter Users</i>	
<p>Illegal scooter parking (i.e., scooters are littered everywhere)</p>	<ul style="list-style-type: none"> • Install docking stations and/or additional parking corrals for scooters • Install skateboard racks for secure skateboard parking
<p>Scooters ride too fast</p>	<ul style="list-style-type: none"> • Educate skateboarders and scooter users on safety measures through education campaigns, signage, etc. • Increase enforcement of speed limits and other rules of the road
<p>Scooter users riding under the influence</p>	<ul style="list-style-type: none"> • Conduct sobriety checks on scooter users • Increase enforcement of rules of the road
<p>Lack of knowledge about rules of the road (i.e., scooters and skateboarders riding on sidewalks)</p>	<ul style="list-style-type: none"> • Educate skateboarders and scooter users on safety measures through education campaigns, signage, etc. • Increase enforcement of speed limits and other rules of the road • Use geofencing to limit areas where scooters are allowed to ride

Key Mobility Needs for the Bus System

Figure D26. Key Mobility Needs for Bus Riders

Common Concerns	Potential Solutions
<i>Issues Identified by Bus Riders</i>	
Buses are infrequent and/or unreliable, especially early in the morning and late at night	<ul style="list-style-type: none"> • Increase frequency and reliability of MTD bus system
Buses are often full, especially buses traveling to UCSB	<ul style="list-style-type: none"> • Increase bus frequency during peak times
Lack of bus stops in residential parts of Isla Vista	<ul style="list-style-type: none"> • Add new bus routes/stops in residential areas of Isla Vista, where appropriate
Lack of direct bus routes with fewer stops to popular destinations	<ul style="list-style-type: none"> • Provide more direct bus or micro-transit routes to major shopping, community, and employment destinations (i.e., Trader Joes, Goleta Library, etc.) • Add more express bus service options, like 12x/24x
Bicycle racks on buses are often full	<ul style="list-style-type: none"> • Increase capacity of bicycle racks on buses and/or change policy to allow bicycles on buses • Provide long-term, covered, secure bicycle parking at bus stops
Lack of seating, shade, lighting, and other amenities at bus stops	<ul style="list-style-type: none"> • Install seating, shade, lighting, bicycle racks, community art, and ADA accessibility instructions at bus stops

Key Mobility Needs for Vehicles

Figure D27. Key Mobility Needs for Drivers

Common Concerns	Potential Solutions
<i>Issues Identified by Drivers</i>	
Car dependence in Isla Vista and associated lack of parking	<ul style="list-style-type: none"> Strengthen alternative transportation options to popular destinations outside of Isla Vista Promote and incentivize alternative modes of transportation Develop long-term parking storage lots in or near Isla Vista to alleviate parking congestion on streets
Sharing the road with bicyclists, pedestrians, scooters, and skateboarders can be challenging	<ul style="list-style-type: none"> Educate road users through improved signage and educational campaigns about road safety Improve enforcement of existing rules of the road Install a signalized intersection at Pardall Road and Embarcadero del Mar
Behavior of other drivers	<ul style="list-style-type: none"> Educate road users through improved signage and educational campaigns about road safety Improve enforcement of existing rules of the road
Bicycles are not obeying rules of the road (i.e., stop signs, traffic lights, flow of traffic, etc.)	<ul style="list-style-type: none"> Educate road users through improved signage and educational campaigns about road safety Improve enforcement of existing rules of the road
Poor sight lines	<ul style="list-style-type: none"> Install red curbs and curb extensions (painted or built) to improve sight lines into intersection, where appropriate Conduct public education on the purpose of red curbs in improving intersection safety
Car theft and vandalism	<ul style="list-style-type: none"> Increased patrols
<i>Issues Caused by Drivers</i>	
Erratic driving behavior	<ul style="list-style-type: none"> Enforce rules of the road for vehicles
Vehicles driving too fast	<ul style="list-style-type: none"> Strengthen enforcement of current speed limit Reduce posted speed limits, where appropriate Install speed bumps and other traffic calming measures Install speed feedback signs
Drivers not stopping at stop signs	<ul style="list-style-type: none"> Enforce rules of the road for vehicles
Overall feelings of discomfort and unsafety around vehicles for pedestrians, bicyclists, skateboarders, and scooter riders	<ul style="list-style-type: none"> Enforce rules of the road for vehicles Educate drivers through improved signage and educational campaigns about road safety

Community-Identified Problem Areas

The areas most referenced by community members as problematic streets were the south side of El Colegio Road, the intersection of Camino Corto and Abrego Road, and Pardall Road. The top community-identified problem areas are summarized in Figure D28..

Figure D28. Community-identified Problem Areas

Common Concerns	Potential Solutions
El Colegio Road (south-side)	
Bicyclists ride against the flow of traffic when traveling west-bound on the south side of El Colegio Road because there is only a one-way bicycle lane going east-bound on the south side of El Colegio Road	<ul style="list-style-type: none"> • Install a two-way bicycle lane on the south side of El Colegio Road, similar to the two-way bicycle lane on the north side of El Colegio Road
Bicyclists ride on the sidewalk on the south side of El Colegio Road due to vehicles parking in the bicycle lane and forcing bicyclists onto the sidewalk	<ul style="list-style-type: none"> • Install a protected bicycle lane on the south side of El Colegio Road to prevent vehicles from obstructing the lane
Camino Corto at Abrego Road	
Drivers and bicyclists going too fast and/or not stopping for pedestrians at the intersection	<ul style="list-style-type: none"> • Increase law enforcement presence at the intersection
Lack of crosswalk visibility	<ul style="list-style-type: none"> • Improve crosswalk visibility through the use of art, pedestrian-activated rapid-flashing beacon, and/or the installation of a diagonal crosswalk • Install a pedestrian scramble • Regularly maintain vegetation around the intersection to reduce blind spots
Lack of street lighting	<ul style="list-style-type: none"> • Increase street lighting
Pardall Road	
Lack of lighting	<ul style="list-style-type: none"> • Improve lighting in and around Pardall Tunnel
Lanes obstructed by delivery trucks	<ul style="list-style-type: none"> • Restrict delivery trucks on Pardall Road to prevent lane obstructions for an extended period of time

Collisions Summary

The following summary utilizes collision data collected by law enforcement and reported to the Statewide Integrated Traffic Records System (SWITRS) and downloaded from the Transportation Injury Mapping System (TIMS) provided by UC Berkeley. The data range is from 2011 to 2021, though 2021 data is incomplete due to lag in the reporting system. 2021 data is displayed but does not represent all reported collisions that year.

Temporal Trends

For the 11-year period, 778 collisions were reported to law enforcement. It is well known that collisions in Isla Vista are often not reported – especially non-injury collisions – so it is assumed that this is an underestimate. Collision totals include auto-auto, auto-pedestrian, auto-bike, and bike-ped collisions. A decrease in collisions in 2020 reflects decreased pandemic travel and UCSB campus pandemic shut-downs. Auto-auto collisions are the most common, followed by auto-bike collisions.

For the 11-year period, the peak in total collisions occurs on Thursday and Friday. Saturday and Monday also have high totals. Most collisions occur during daylight hours, with the peak being between 12:00 PM and 6:00 PM. Early and late evening hours have roughly two-thirds the collisions of this peak, and morning collisions are just less than half the peak. Most pedestrian- and bike-involved collisions occur between 6:00 PM and midnight.

Collision Severity

20% of pedestrian collisions resulted in severe injury, while 37% resulted in less-severe injuries categorized as “other visible.” These two categories account for more than half of pedestrian-related collisions in Isla Vista. A smaller percentage (11%) of biking collisions are severe, though 63% have other visible injuries. These categories make up 74% of bicyclist-involved collisions in Isla Vista. Auto-auto collisions have the lowest percentage (5%) of severe injury, and the lowest rate of other visible injuries. Most auto-auto collisions (55%) report only a complaint of pain.

Collision Hotspots

Pardall Road is a collision hotspot for bicyclists and pedestrians, particularly the intersections with Embarcadero del Mar and Embarcadero del Norte. The intersection of Pardall and Embarcadero del Mar is particularly dangerous for pedestrians. Both intersections have seen severe injury collisions.

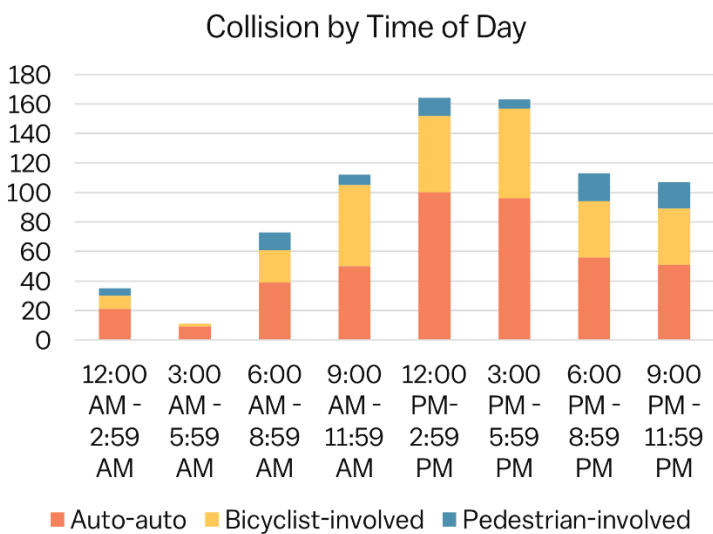
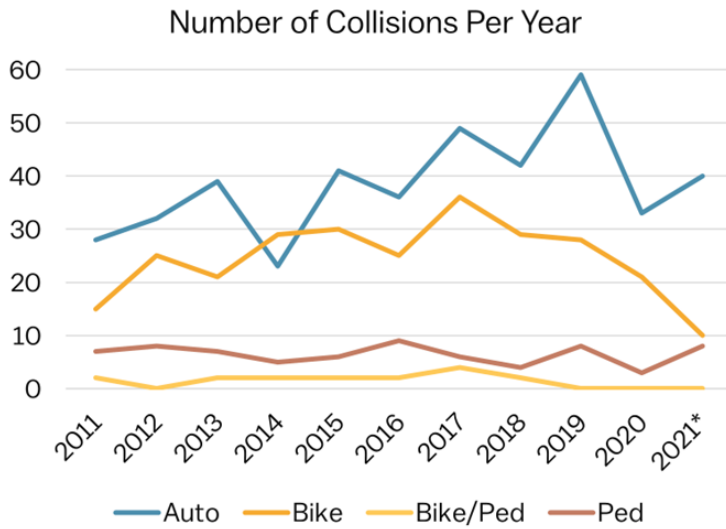
Other dangerous intersections include street intersection Camino Pescadero in offset pairs (Picasso, Segovia and Abrego, Pardall and Sueno, and Madrid and Sueno). These offset intersections make for confusing and dangerous turning movements for all modes, particularly bicyclists traveling east-west who angle across the offset intersection legs. Street parking at these intersections encroaches on the corners, making for poor sightlines in all directions.

Camino del Sur and El Colegio as well as Embarcadero del Norte and El Colegio are collision

hotspots for bikes, possibly for bicyclists crossing between the multi-use path on the north side of El Colegio. In addition, a Class 2 bike lane on El Colegio may not provide enough protection for cyclists given the frequent high vehicle volumes, driveways, intersections, and bus stops.

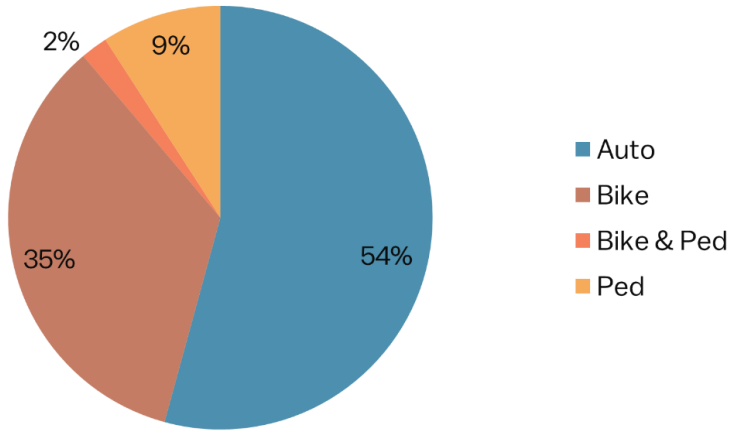
Intersection Danger Points

At three leg-intersections, fewer conflict points may lead to drivers failing to come to a complete stop, in the form of a "California roll." While intersection behavior by drivers in Isla Vista is a danger in its own right, the addition of dense street parking and complex intersection geometries compound the issue. Several pairs of offset 3-leg intersections for cross-streets of Camino Pescadero operate nearly like 4-way intersections, where an east-west through-movement is possible across Camino Pescadero but requires two quick turns. The offset three-leg intersections are so close that the two turns can be taken as one-faster and more dangerous-turn.

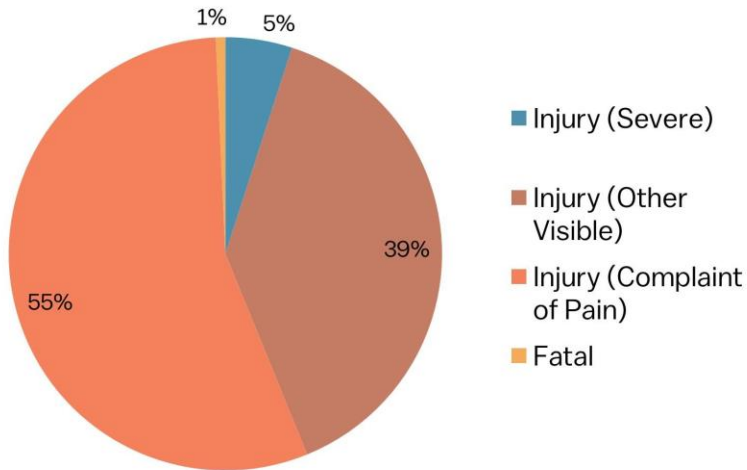


APPENDIX E

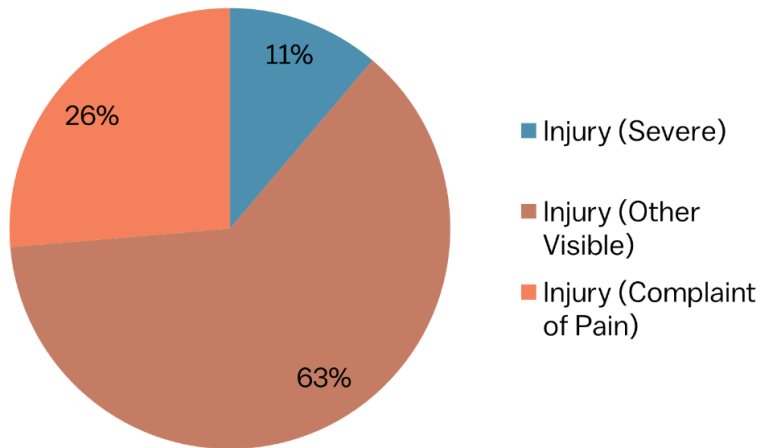
Type of Collision



Severity of Auto Collisions

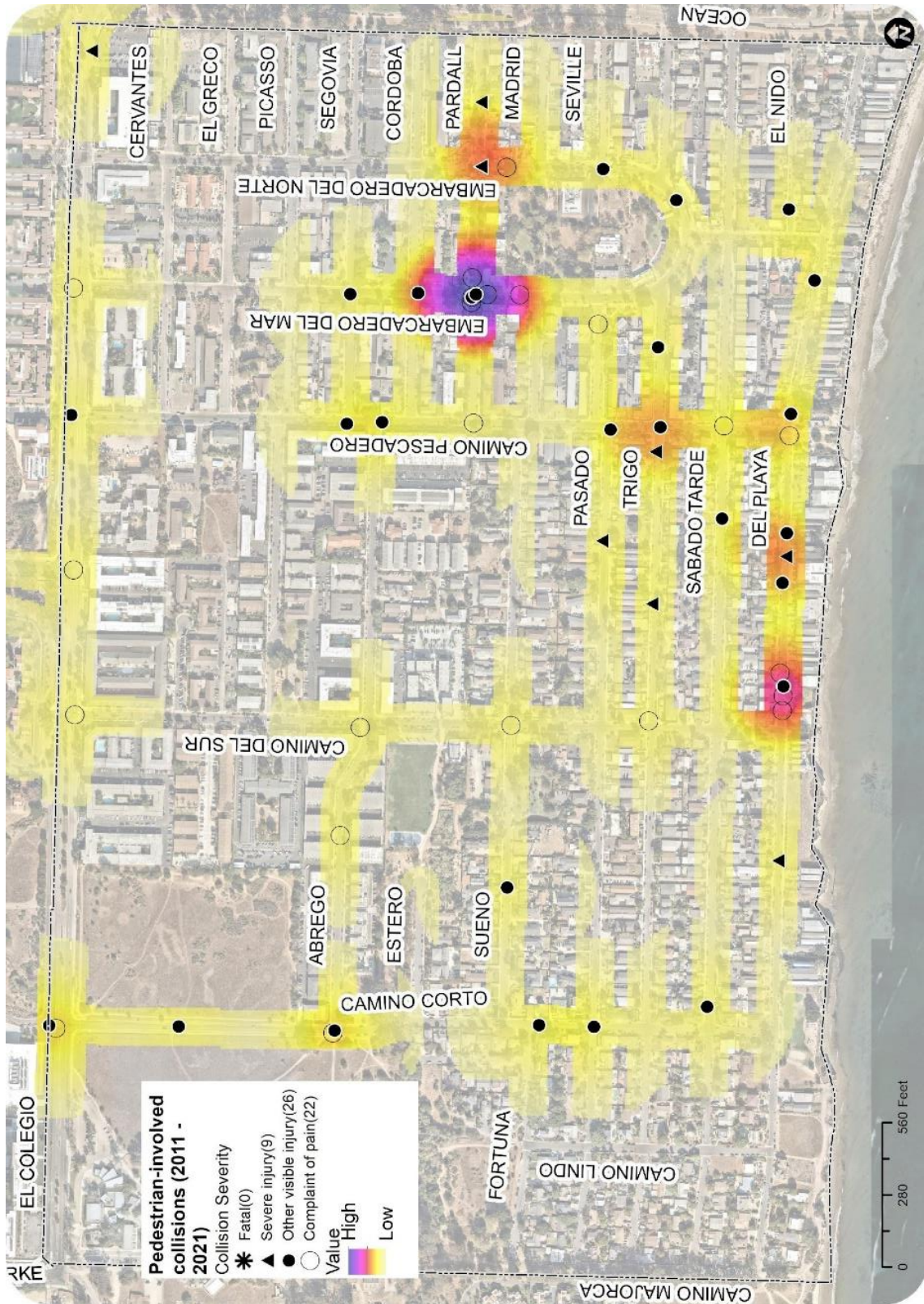


Severity of Biking Collisions

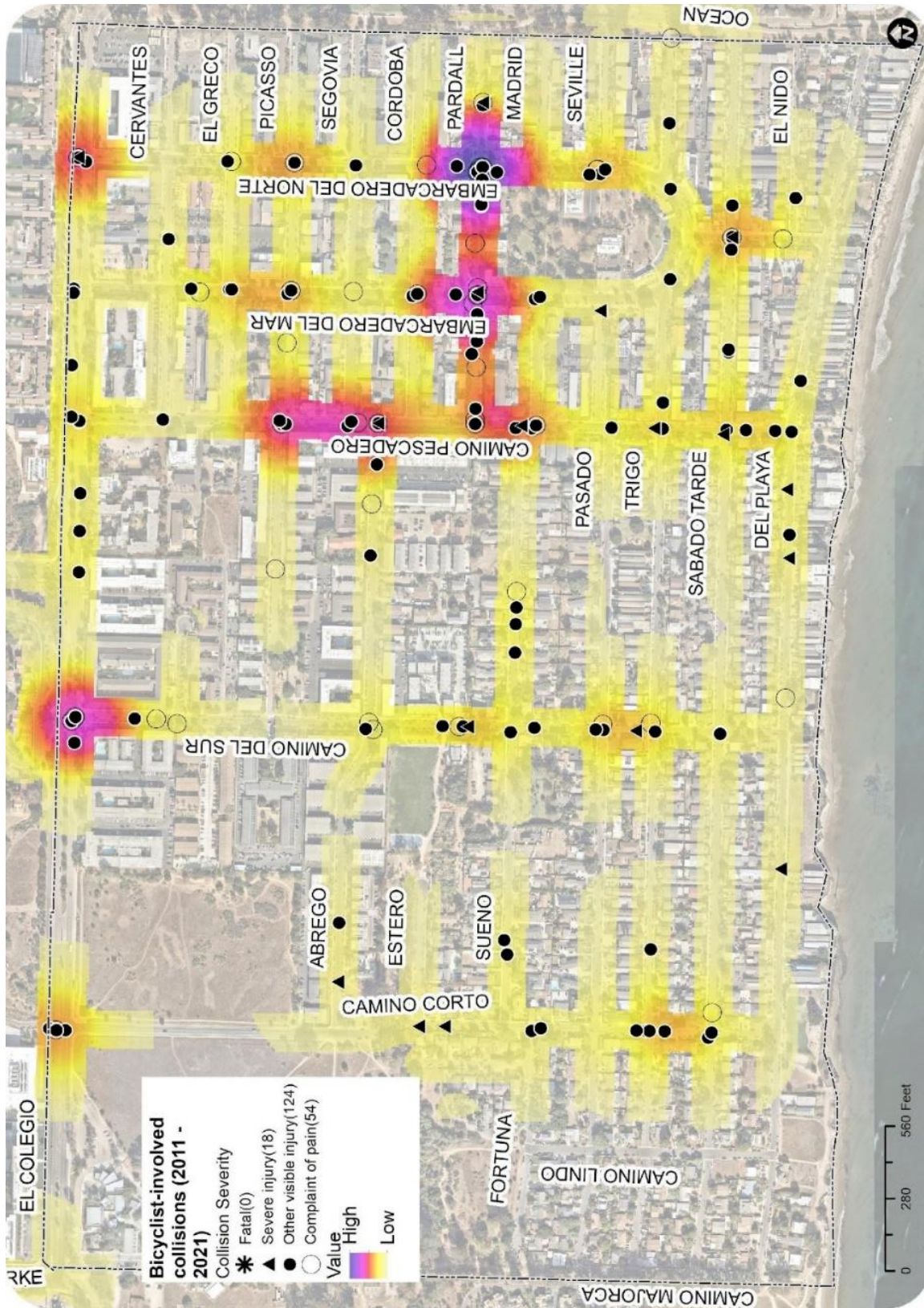


277 Total Collisions

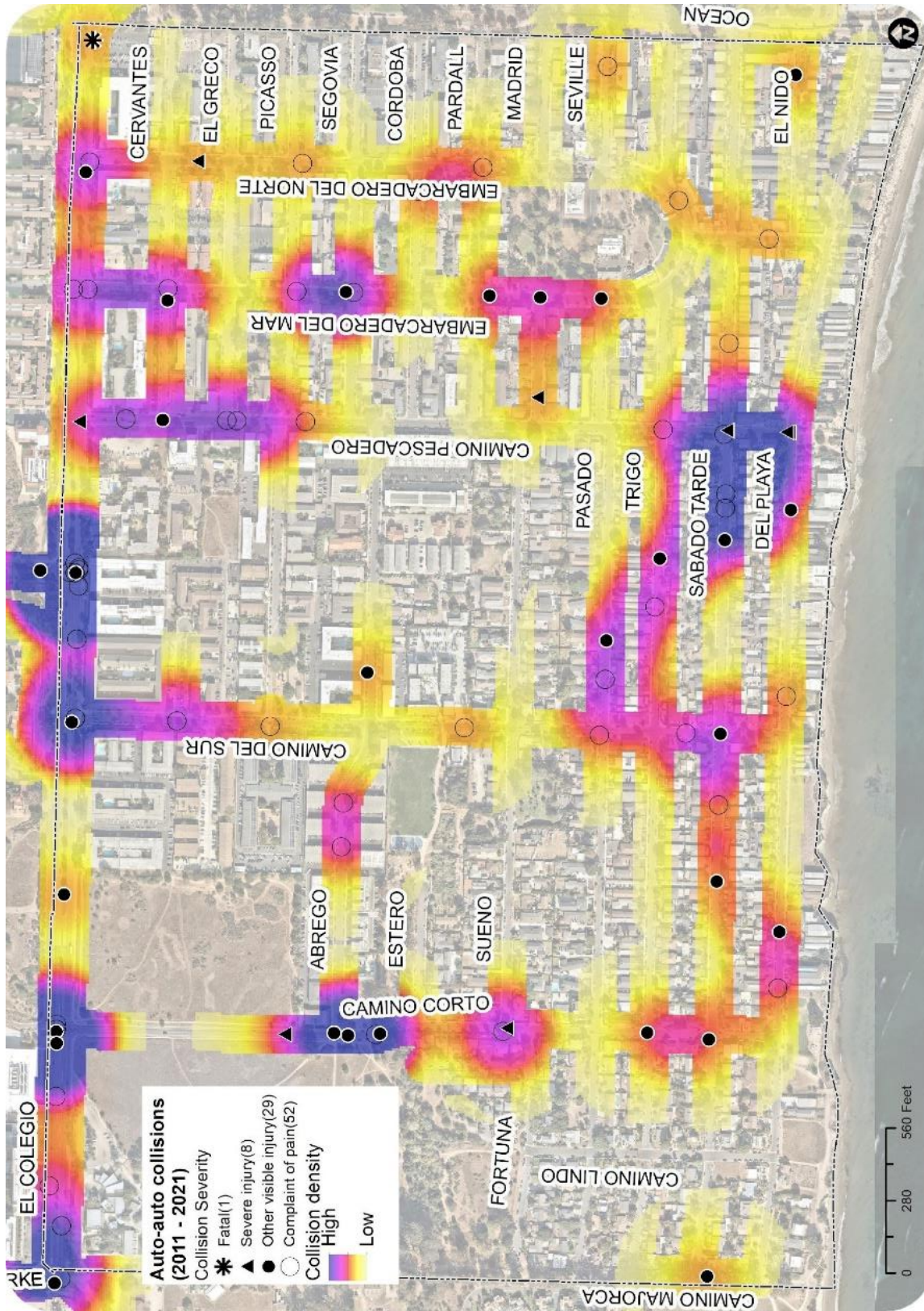
Heat Map of Pedestrian-involved Collisions (2011-2021)



Heat Map of Bicyclist-involved Collisions (2011-2021)

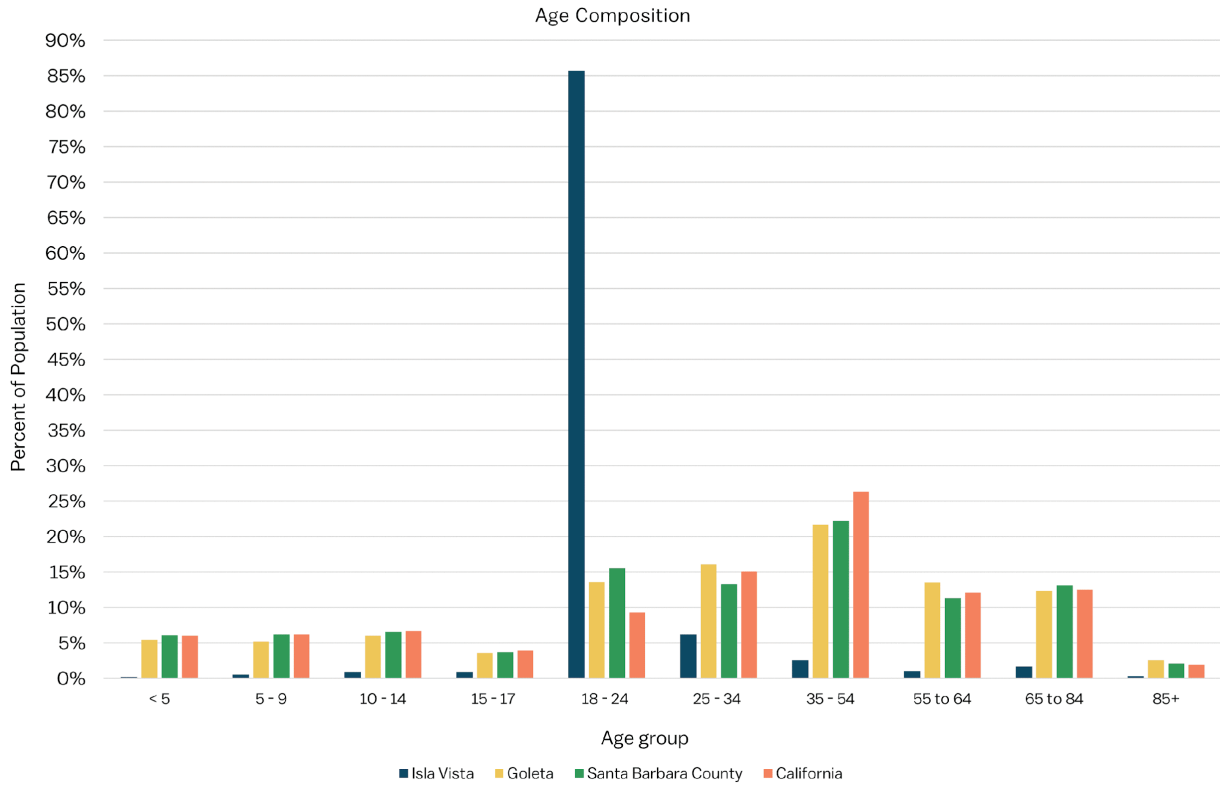


Heat Map of Auto-involved Collisions (2011-2021)

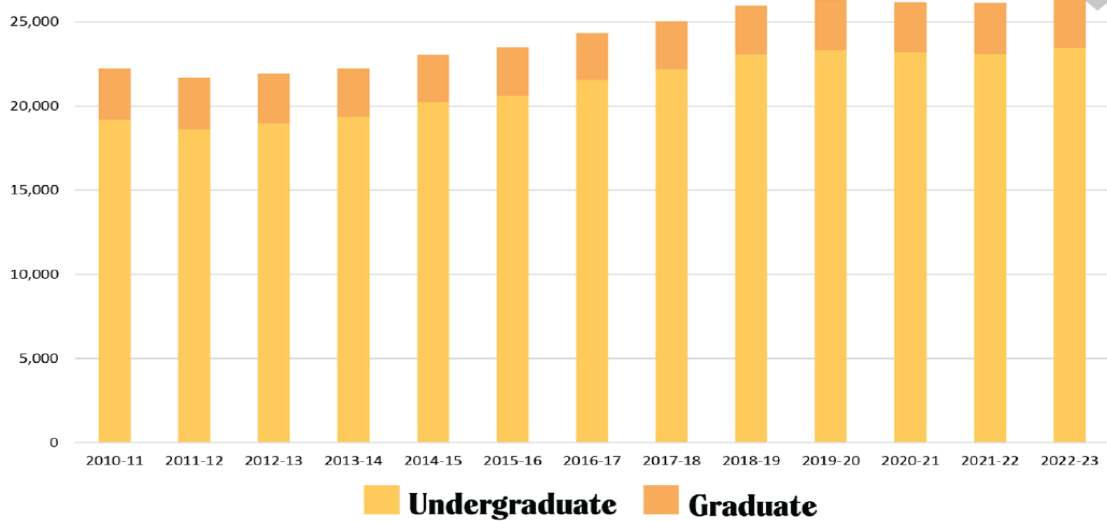


Demographics Data

Age Demographics Data

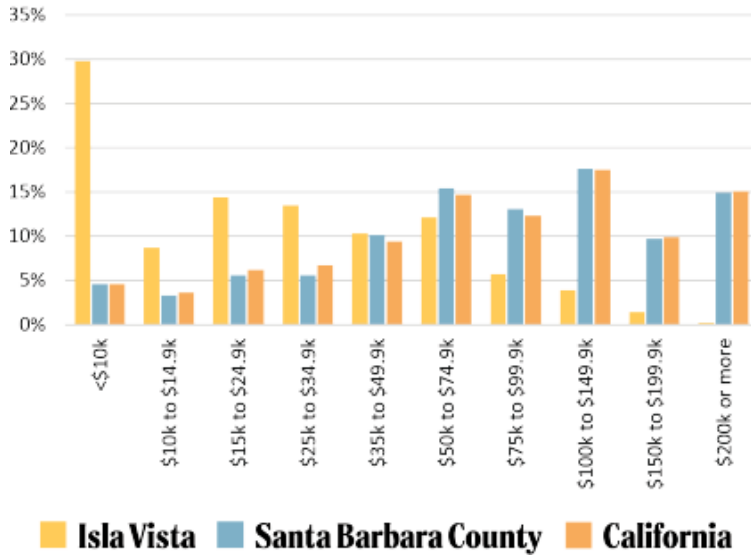


UCSB Enrollment Data



APPENDIX F

Income distribution in Isla Vista, Santa Barbara County, the State of California.

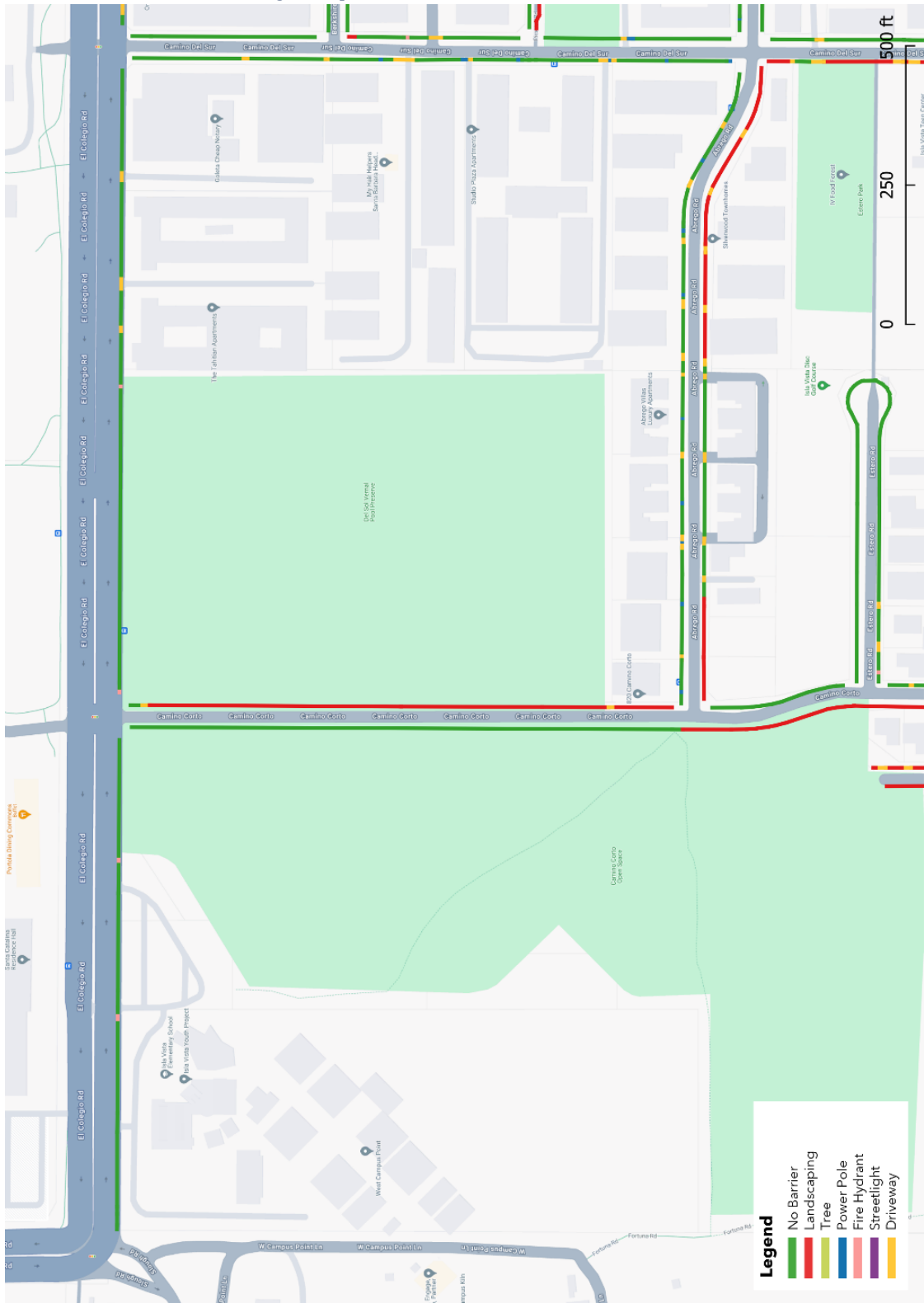


Income Data

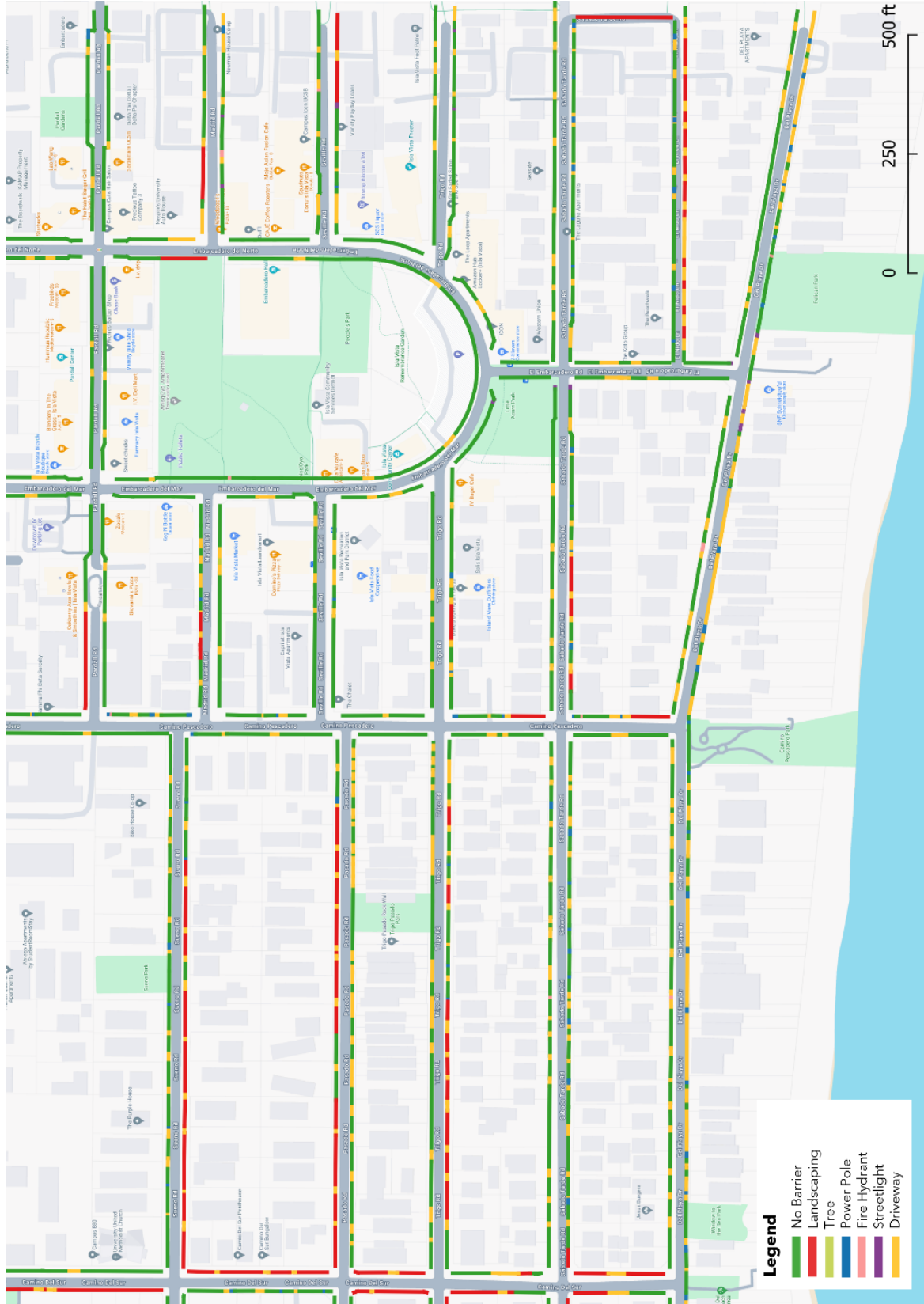
Metric	Isla Vista	Santa Barbara County	State of California
Median Household Income (2020)	\$22,386	\$84,356	\$84,097
Overall Poverty Rate (2020)	71.5%	13.4%	12.3%
Families Poverty Rate (2020)	17.9%	11.7%	12.9%

Sidewalk Connectivity Maps

Sidewalk Connectivity Map for Northwest Quadrant



Sidewalk Connectivity Map for Southeast Quadrant





City of Isla Vista Street Lighting Calculation Grid Locations

#	Date	Comments

Revisions

Drawn By: Shelly Coben
 info@lightingreports.com
 Date: 3/8/2024
 Scale:

Isla Vista
 Street Lighting

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	LLF	Lum. Watts	Lum. Lumens
●	68	4000 L Acorn Post Top	SINGLE	0.900	29	4500
—●	3	31 W LED Cobra Head	SINGLE	0.900	31	4000
—●	16	41 W LED Cobra Head	SINGLE	0.900	39	5000
—●	33	43 W LED Cobra Head	SINGLE	0.900	47	6000
—●	83	54 W LED Cobra Head	SINGLE	0.900	58	7000
—●	17	39 W LED Cobra Head	SINGLE	0.900	39	5000
—●	1	130 W 12' Arm LED Cobra Head	SINGLE	0.900	120	16000
—●	168	130 W LED Cobra Head	SINGLE	0.900	120	16000
—●	7	90 W LED Cobra Head	SINGLE	0.900	98	11500
—●	4	100 W LED K841 New City	SINGLE	0.900	101.8	11273

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Alleys from Pasado to Del Playa	Illuminance	Fc	0.43	6.0	0.0	N.A.	N.A.
Camino Corto Abrego to Estero	Illuminance	Fc	0.89	2.3	0.2	4.45	11.50
Camino Corto Near Elementary S	Illuminance	Fc	1.70	5.7	0.6	2.83	9.50
Camino Pescadero @ Tropicana	Illuminance	Fc	0.60	1.9	0.1	6.00	19.00
Camino Pescadero at Coronado	Illuminance	Fc	1.19	3.5	0.2	5.95	17.50
Cordoba Beetween Embarcaderos	Illuminance	Fc	0.59	1.5	0.1	5.90	15.00
Embarcadero del Mar @ Hillel	Illuminance	Fc	1.35	3.5	0.3	4.50	11.67
Embarcadero del Mar @ Tropicana	Illuminance	Fc	0.73	3.0	0.1	7.30	30.00
Embarcadero Del Mar at Madrid	Illuminance	Fc	0.20	0.9	0.0	N.A.	N.A.
Embarcadero del Mar at Trigo	Illuminance	Fc	1.30	3.8	0.3	4.33	12.67
Embarcadero Del Mar DT Pkng Lot	Illuminance	Fc	0.85	3.0	0.1	8.50	30.00
Embarcadero Del Mar on Madrid	Illuminance	Fc	0.23	1.4	0.0	N.A.	N.A.
Embarcadero del Mar on Trigo	Illuminance	Fc	1.01	5.3	0.0	N.A.	N.A.
Embarcadero del Norte Greek Park	Illuminance	Fc	1.58	3.7	0.3	5.27	12.33
Estero Rd	Illuminance	Fc	0.65	2.4	0.1	6.50	24.00
Picasso @ Coronado	Illuminance	Fc	0.48	3.2	0.1	4.80	32.00
Picasso @ Hillel	Illuminance	Fc	0.43	1.3	0.1	4.30	13.00
Picasso @ Saint Michael's	Illuminance	Fc	0.72	3.0	0.1	7.20	30.00
Picasso 6650 - 6688	Illuminance	Fc	0.57	1.6	0.1	5.70	16.00
Picasso In Childrens Park	Illuminance	Fc	0.51	2.5	0.1	5.10	25.00
Picasso St Marks U to SigEp UCSB	Illuminance	Fc	0.47	2.4	0.1	4.70	24.00
Sueno 66 Block	Illuminance	Fc	0.69	3.8	0.1	6.90	38.00
Sueno 67 Block	Illuminance	Fc	0.58	1.7	0.1	5.80	17.00
Trigo Loop Apts to Foot Patrol	Illuminance	Fc	0.82	3.3	0.1	8.20	33.00

#	Date	Comments

Revisions

Drawn By: Shelly Coben	Scale:
info@lightingreports.com	
Date: 3/8/2024	

Isla Vista	Street Lighting
------------	-----------------

APPENDIX H

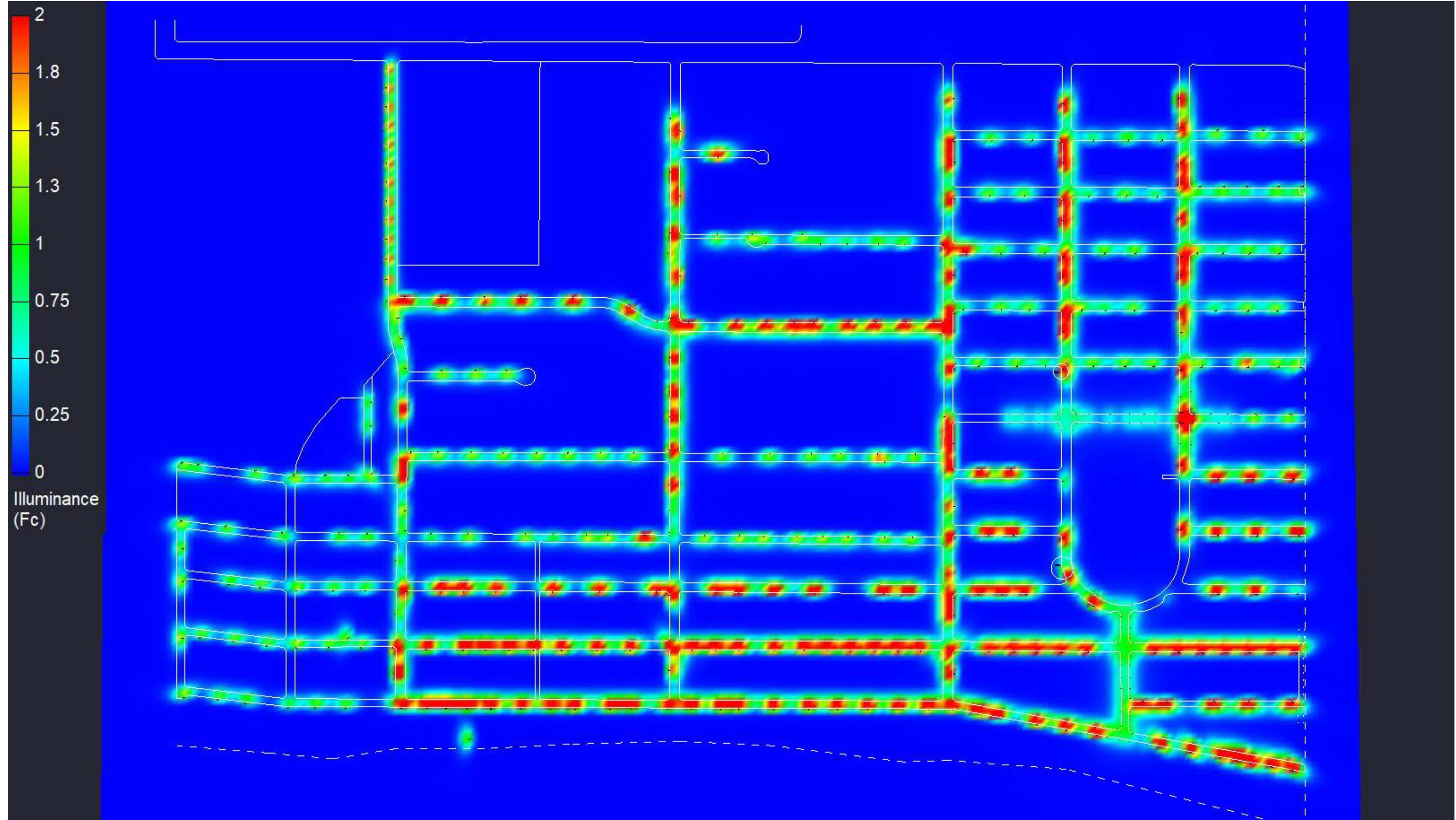


#	Date	Comments

Revisions

Drawn By: Shelly Coben
 info@lightingreports.com
 Date: 3/8/2024
 Scale:

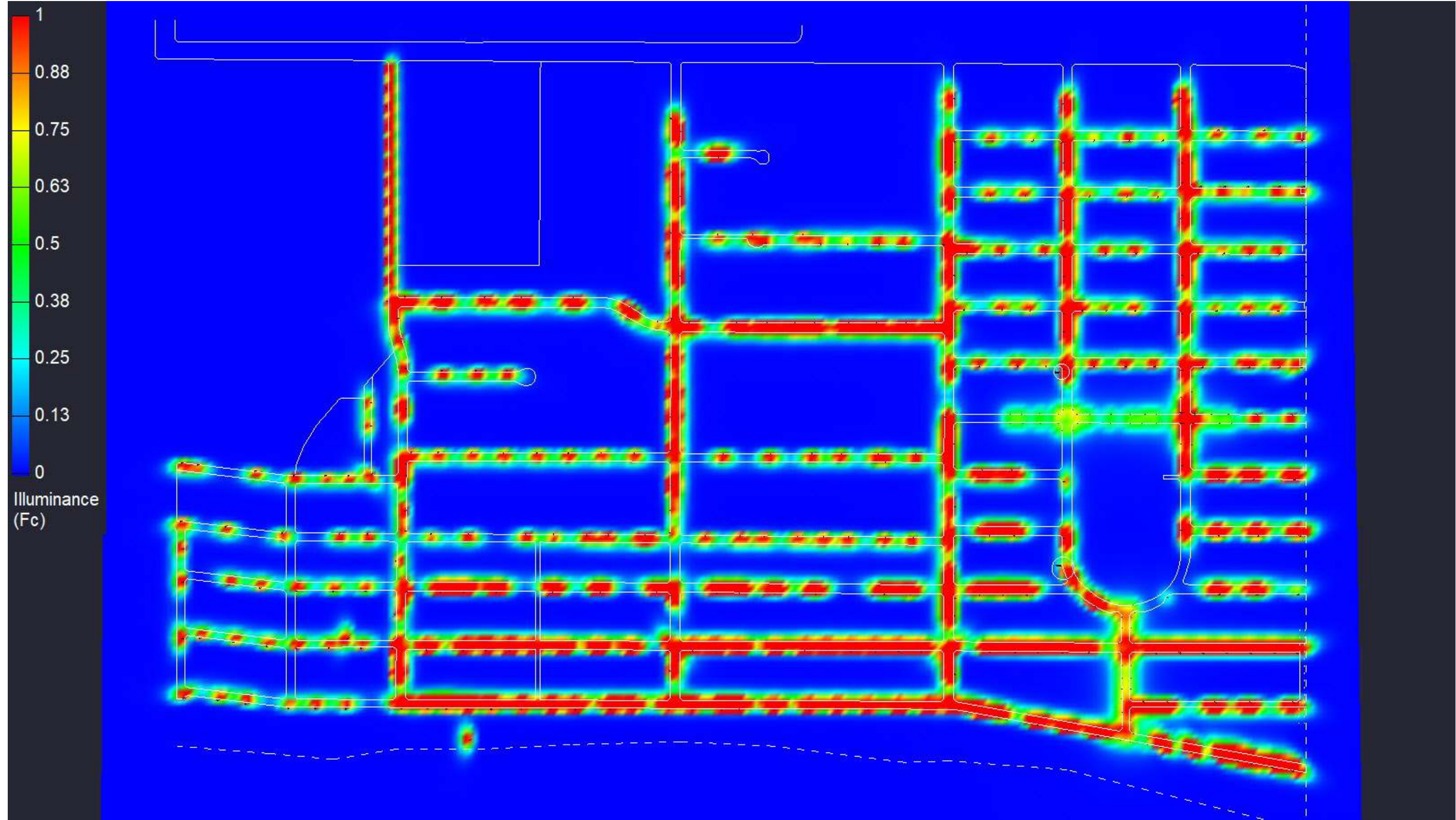
Isla Vista
 Street Lighting



Revisions		
#	Date	Comments

Drawn By: Shelly Coben
 info@lightingreports.com
 Date: 3/8/2024
 Scale:

Isla Vista
 Street Lighting



#	Date	Comments

Revisions

Drawn By: Shelly Coben
info@lightingreports.com
Date: 3/8/2024
Scale:

Isla Vista
Street Lighting



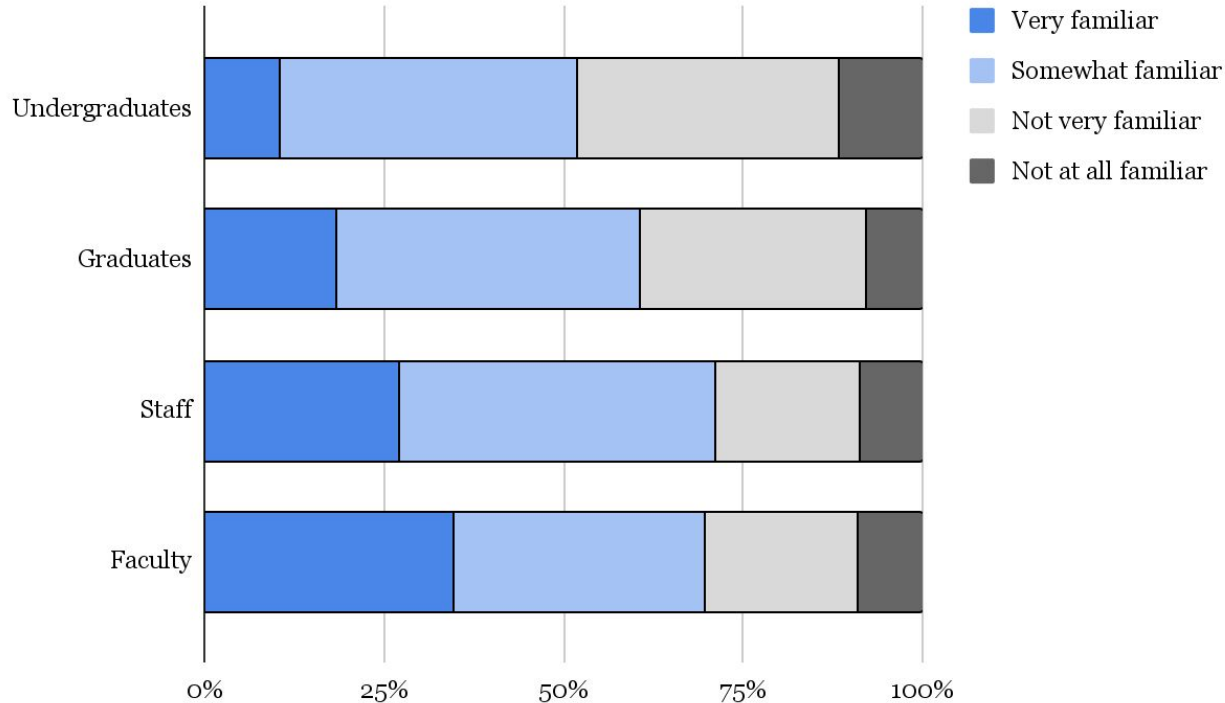
Transportation

Anthony Zaragoza & Calvin Weinstock

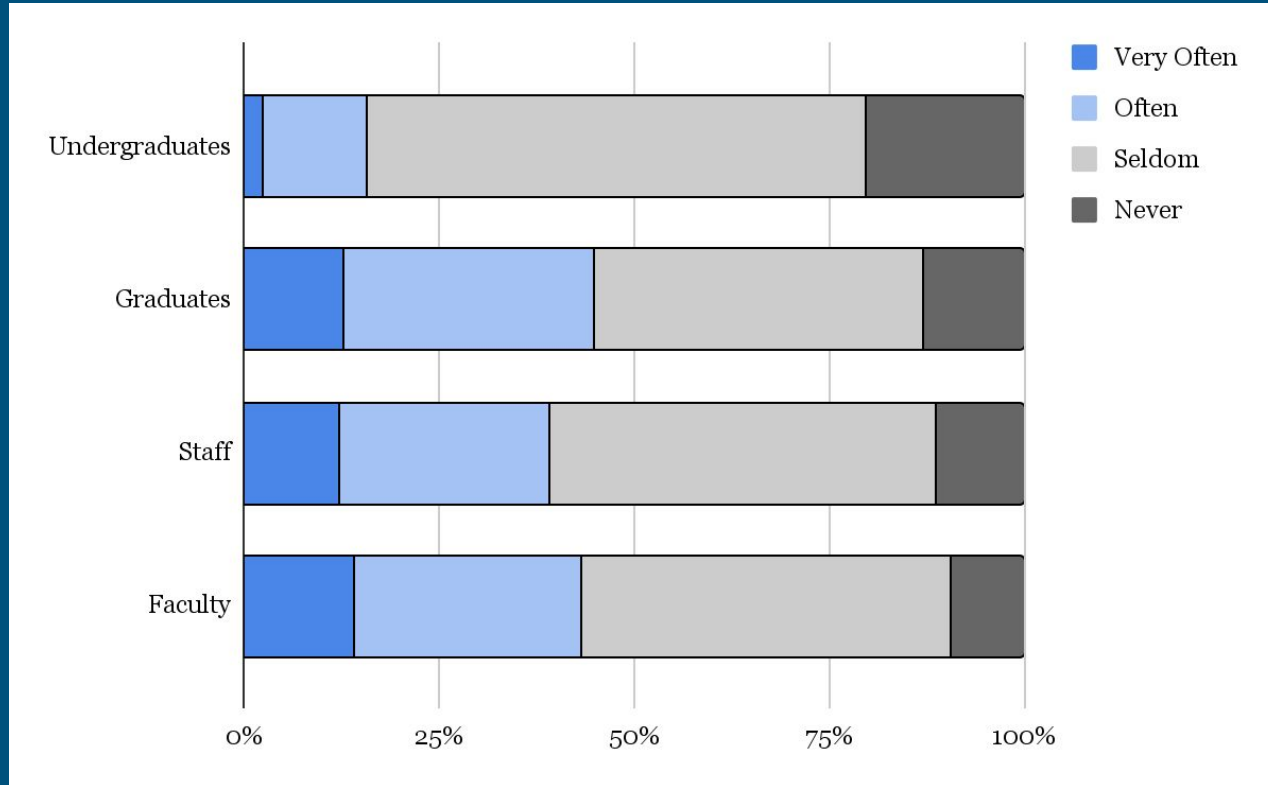


Bikes

Familiarity with mechanics of bike

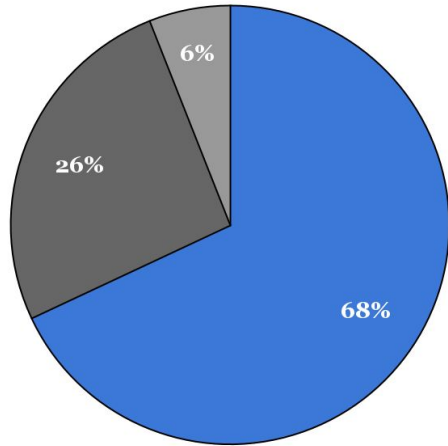


Maintenance on bike



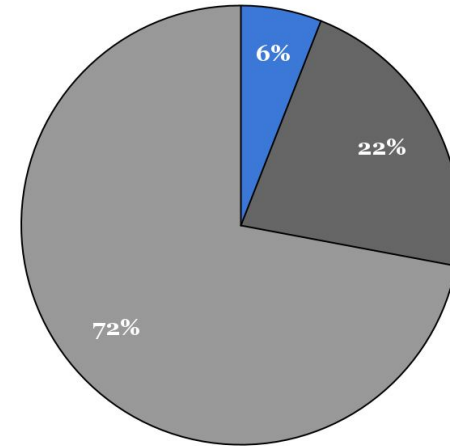
Perspective on Bike Use

Students



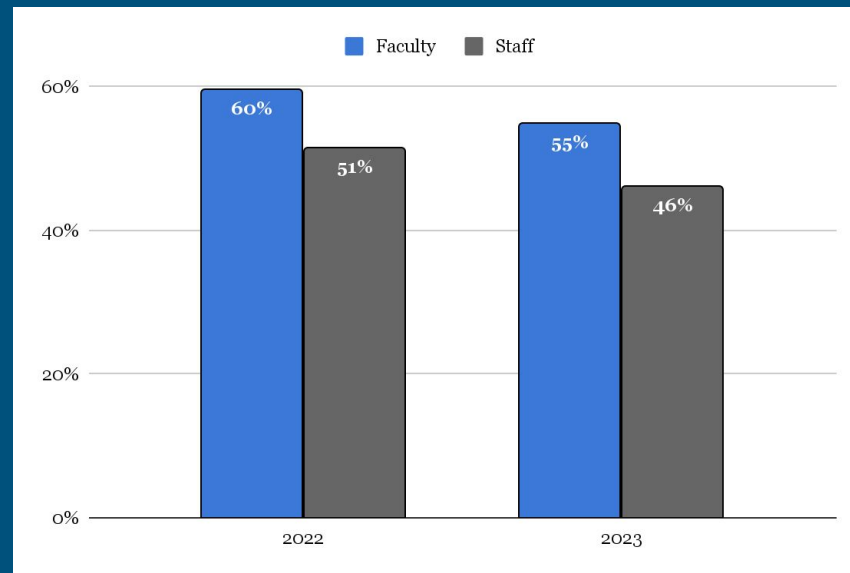
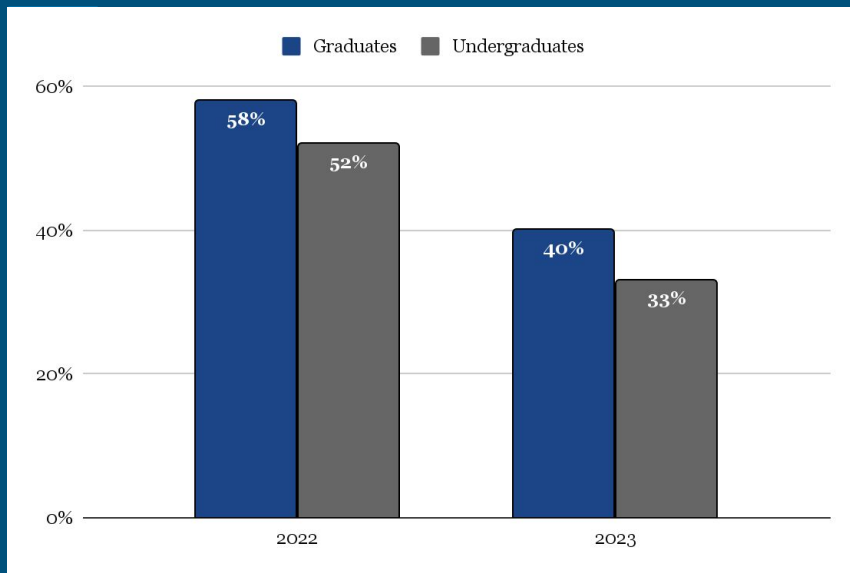
● Primary means of transportation ● Exercise equipment for recreation ● Novelty

Faculty and Staff

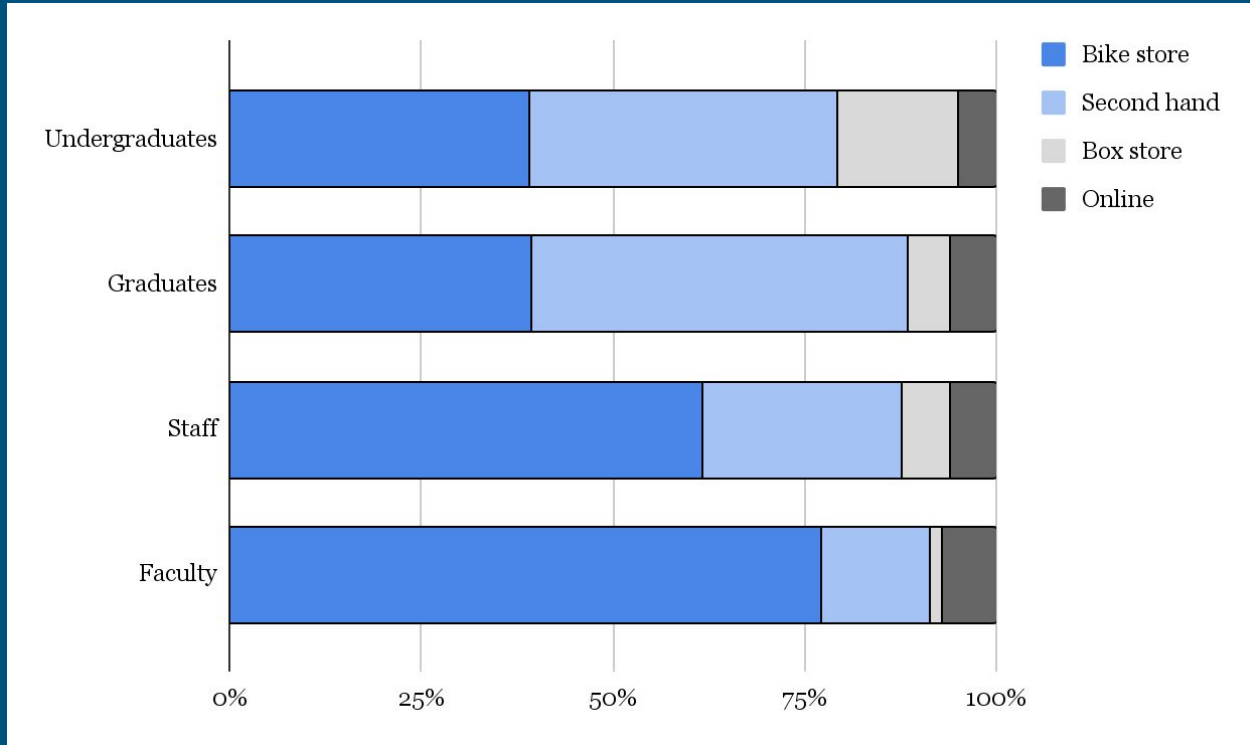


● Primary means of transportation ● Exercise equipment for recreation ● Novelty

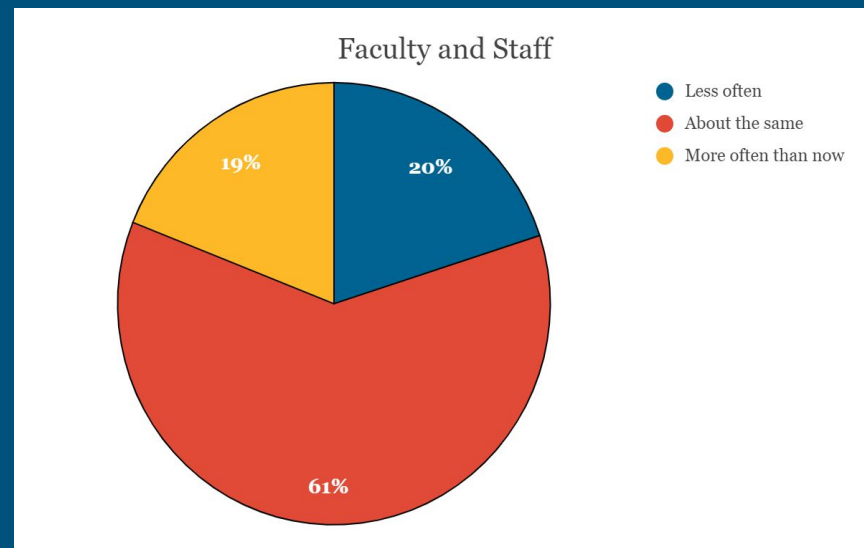
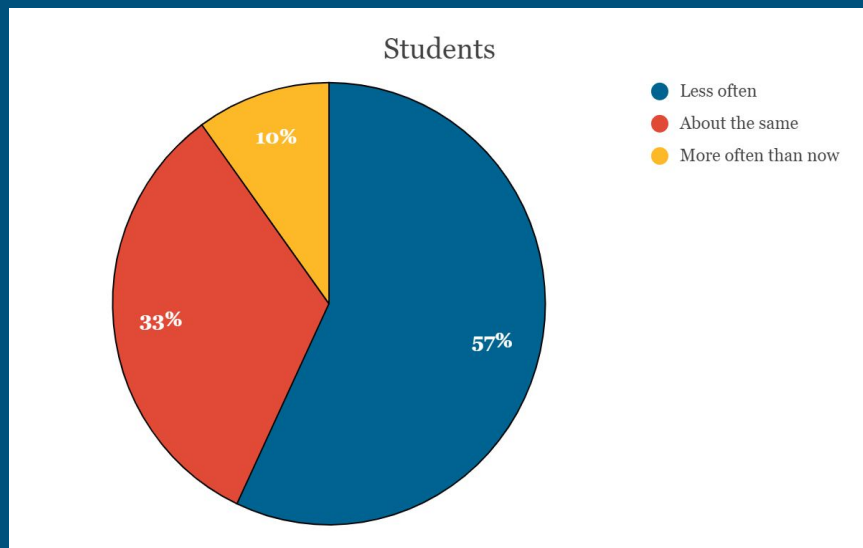
Bike Owners



Preferred location to purchase bike

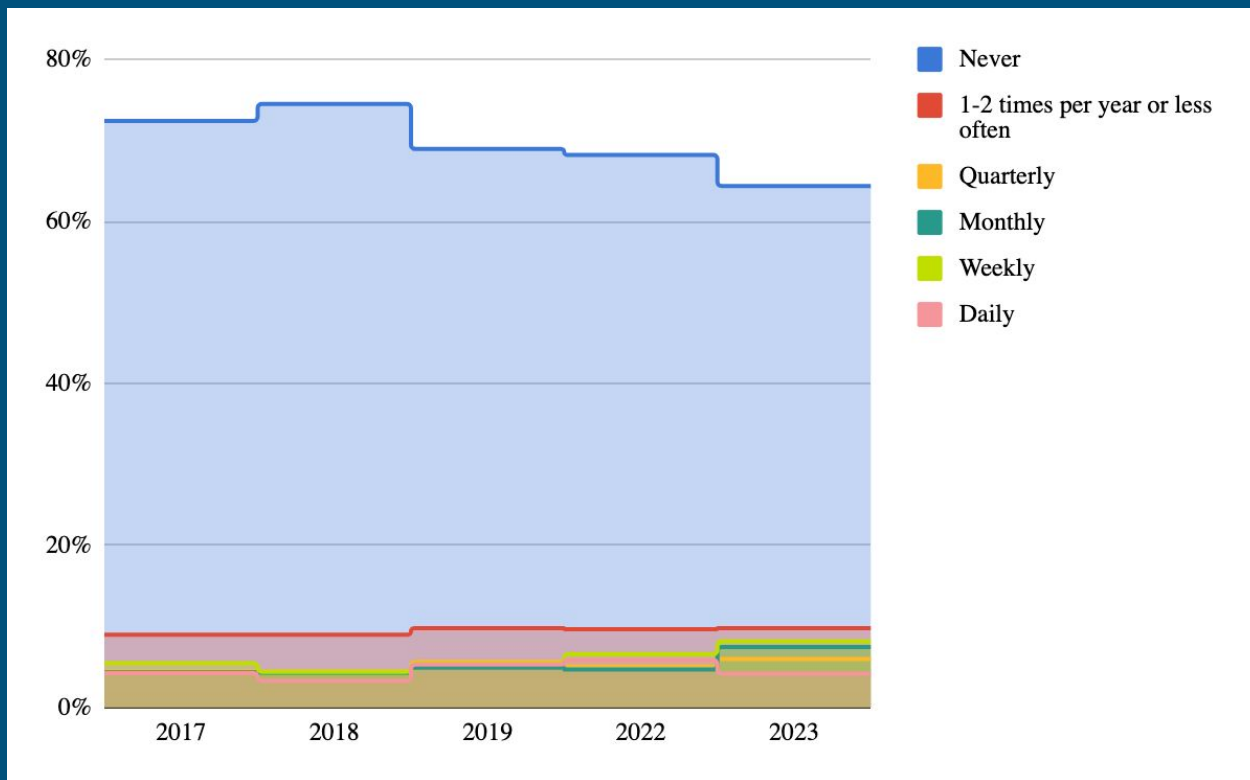


How much do you see yourself biking after UCSB?

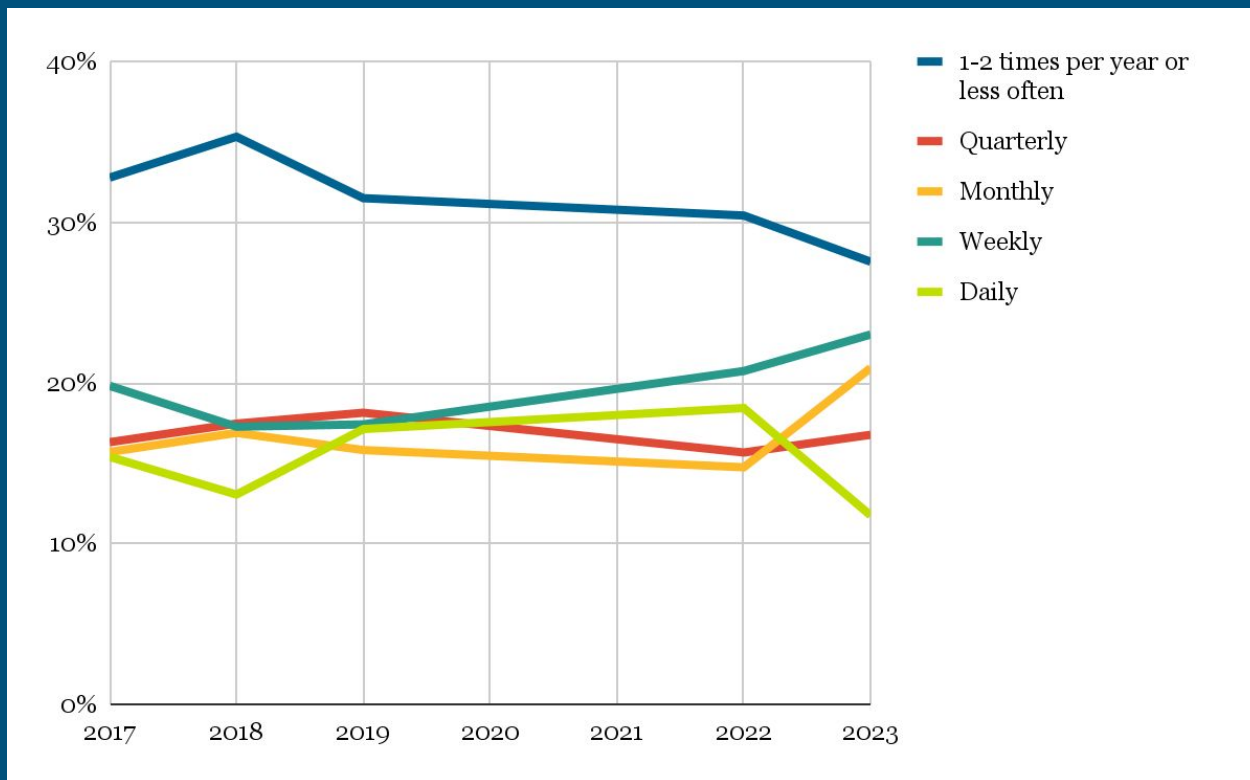


On campus transportation

How often do you ride the line 28 bus?

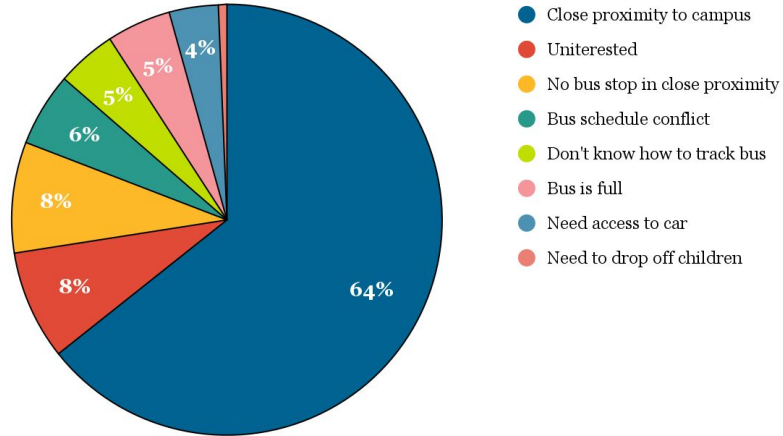


How often do you ride the line 28 bus?

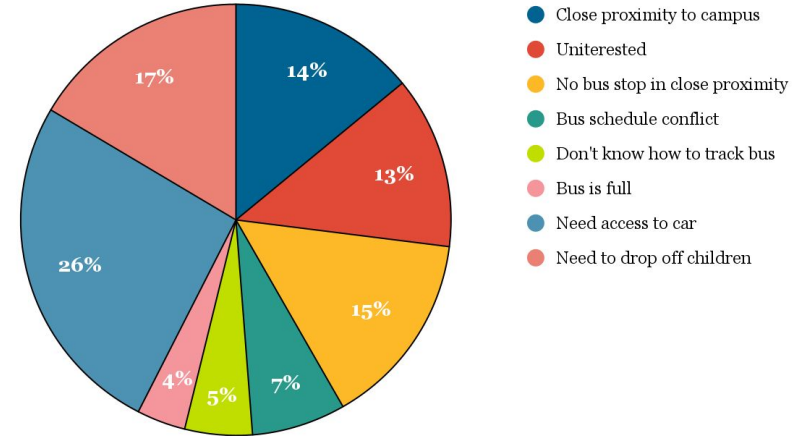


Reason for not taking the bus in the area

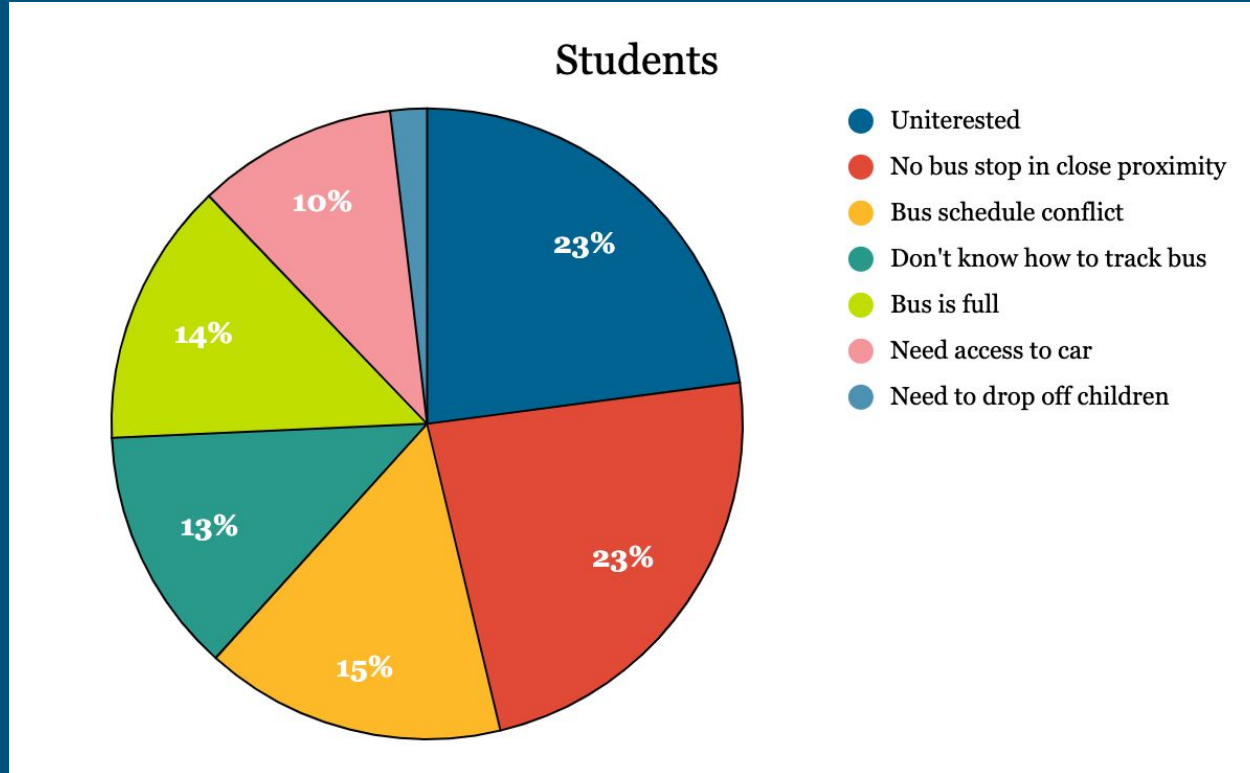
Students



Faculty and Staff

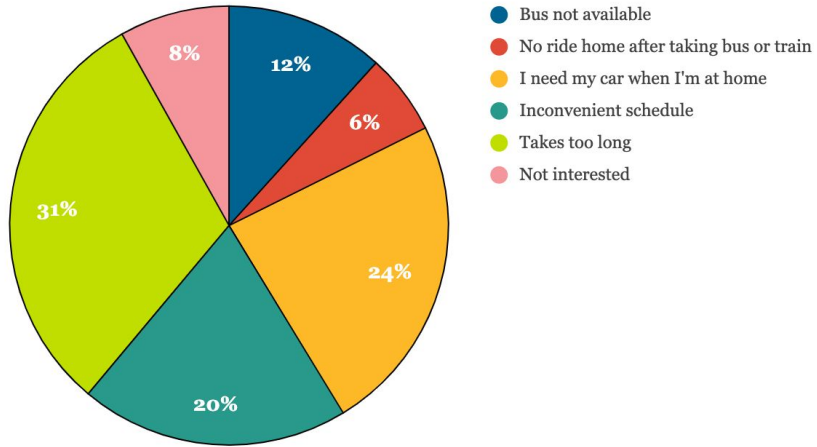


Reason for not taking the bus in the area

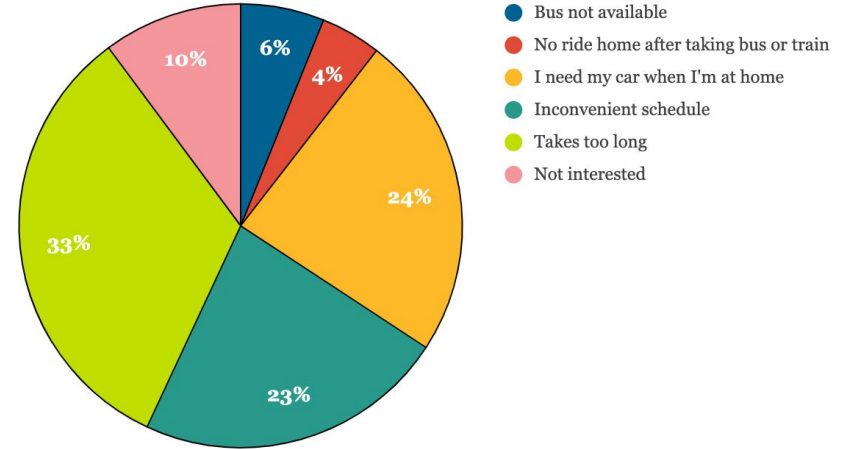


Reasons for not using public transportation in hometown

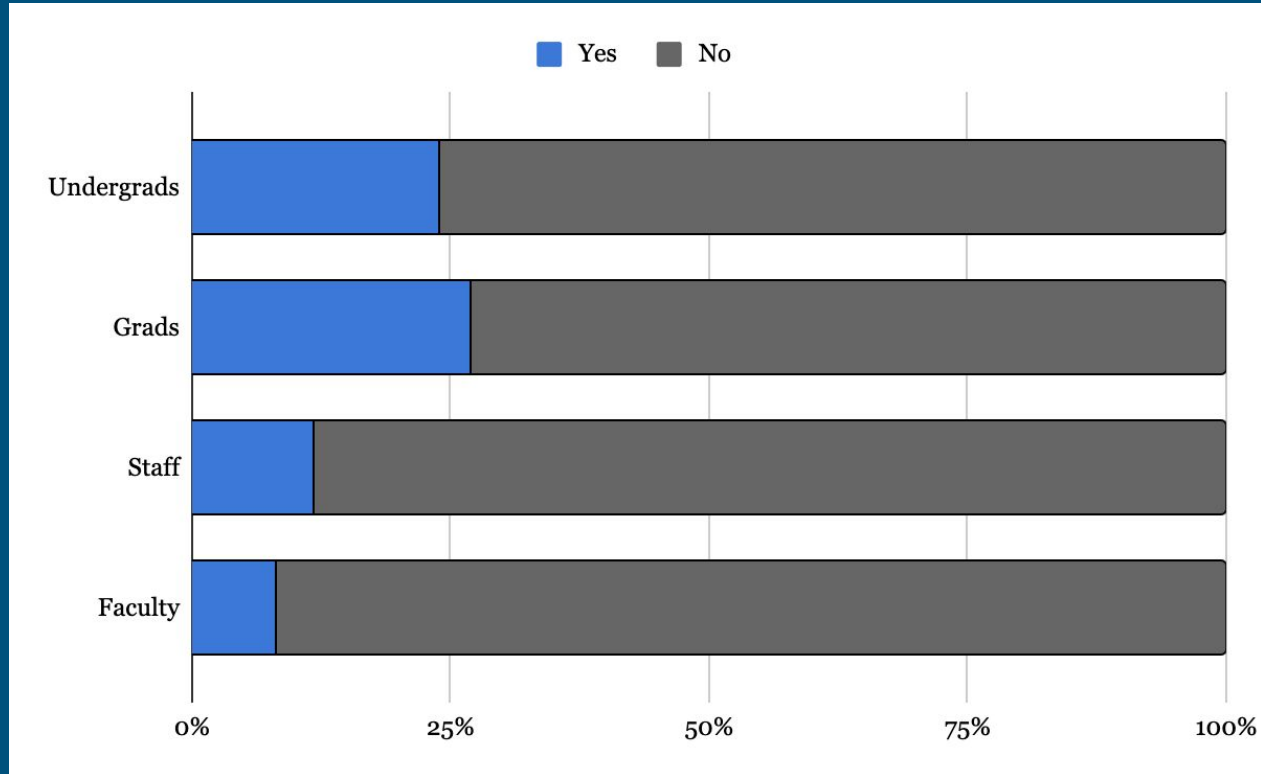
Students



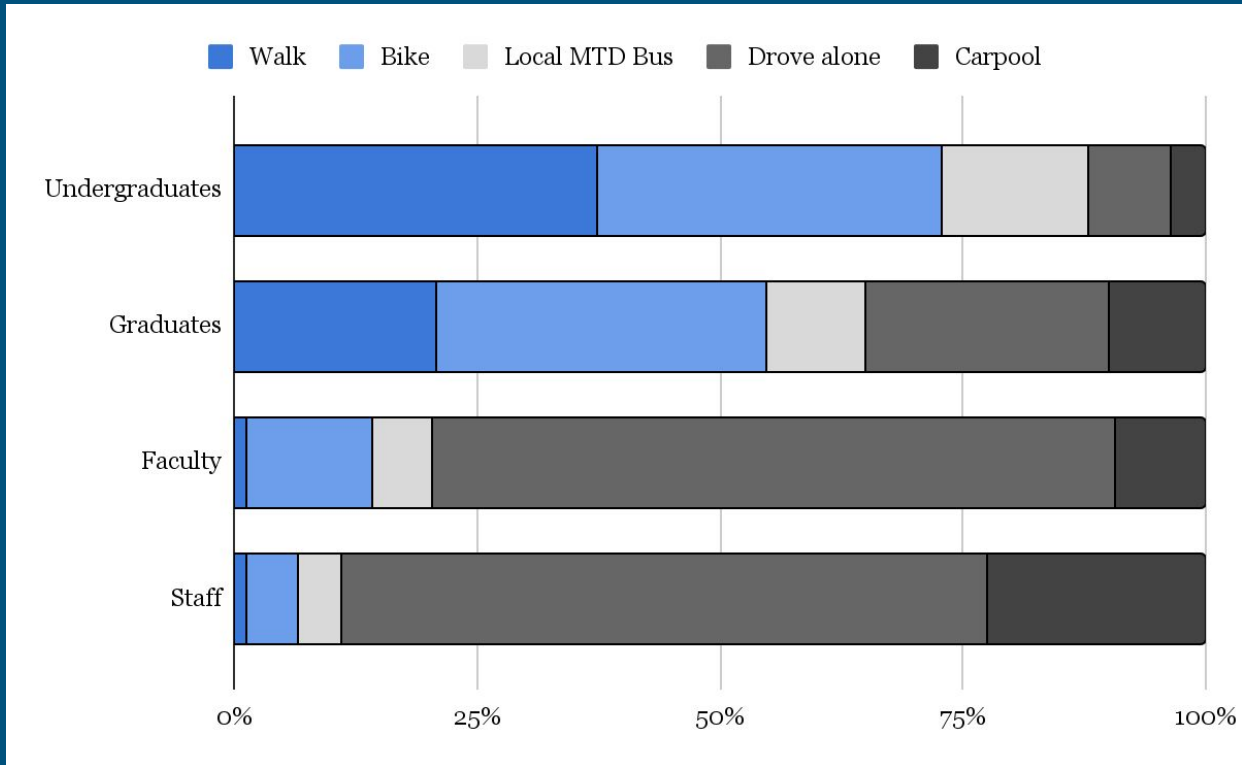
Staff and Faculty



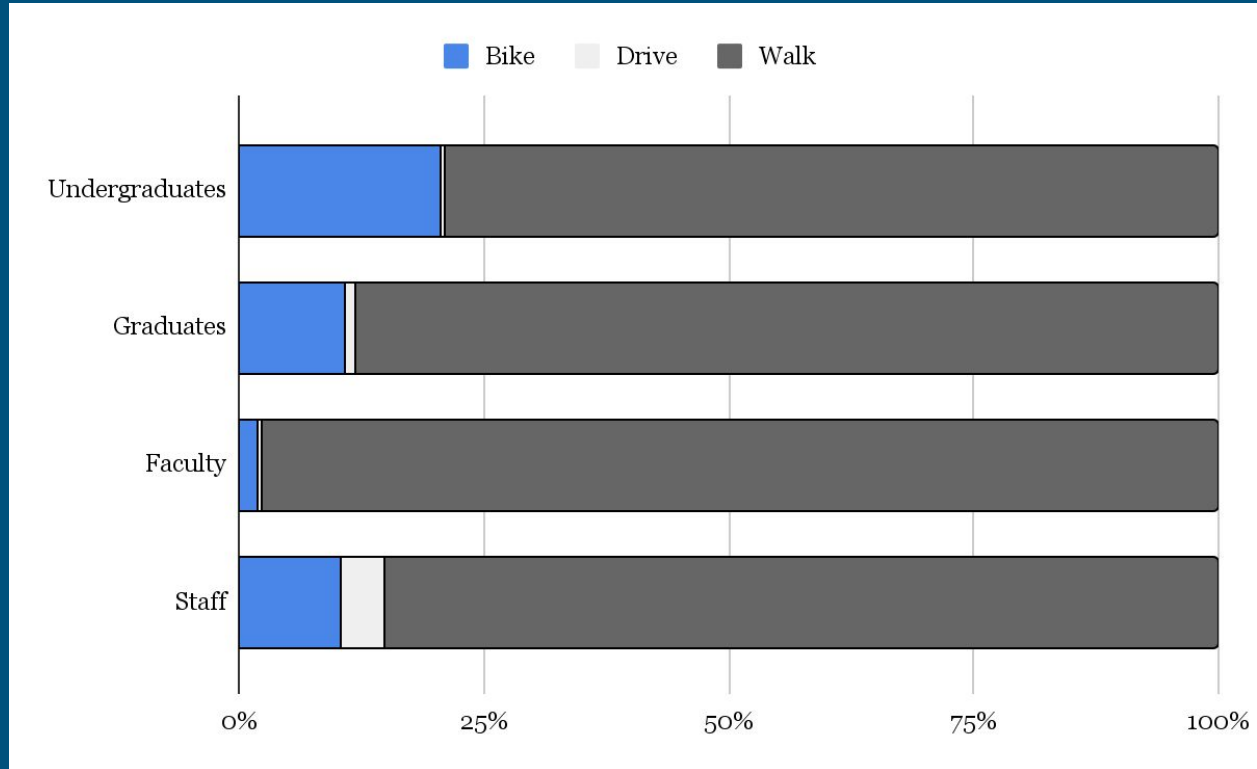
Would an Extension to East Gate Increase Your Ridership?



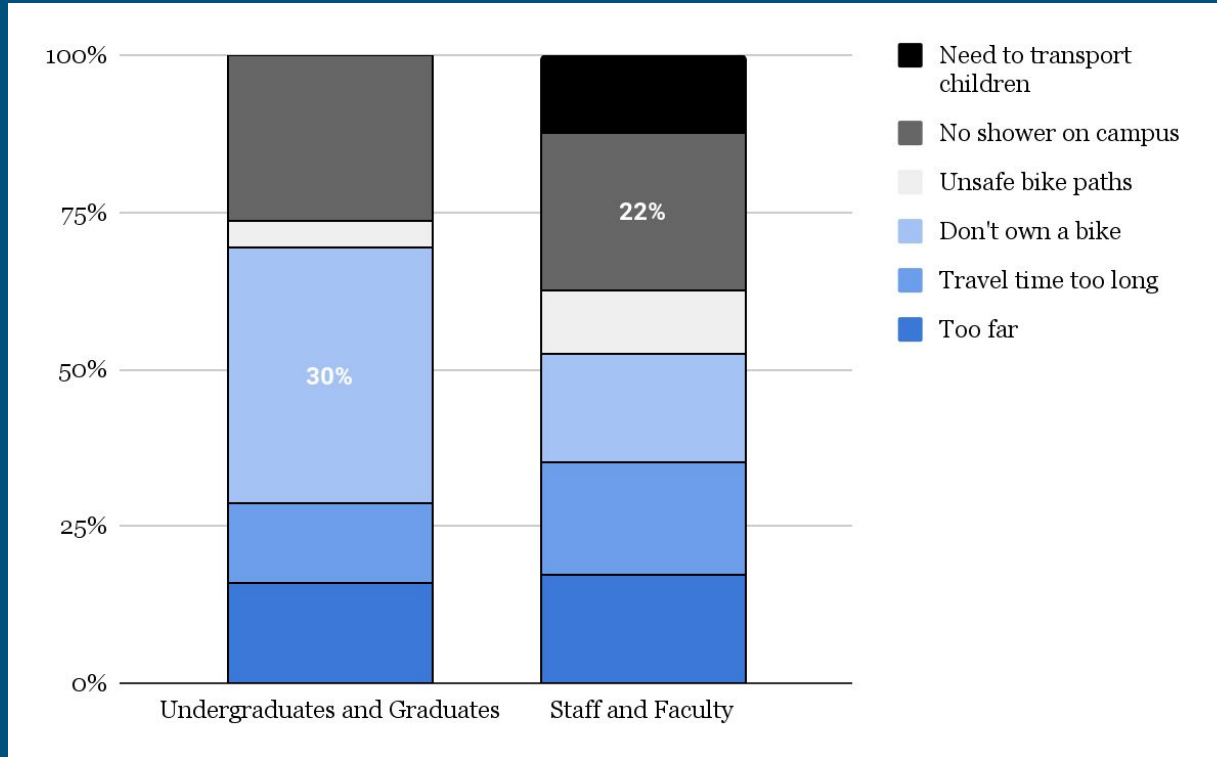
Transportation to Campus



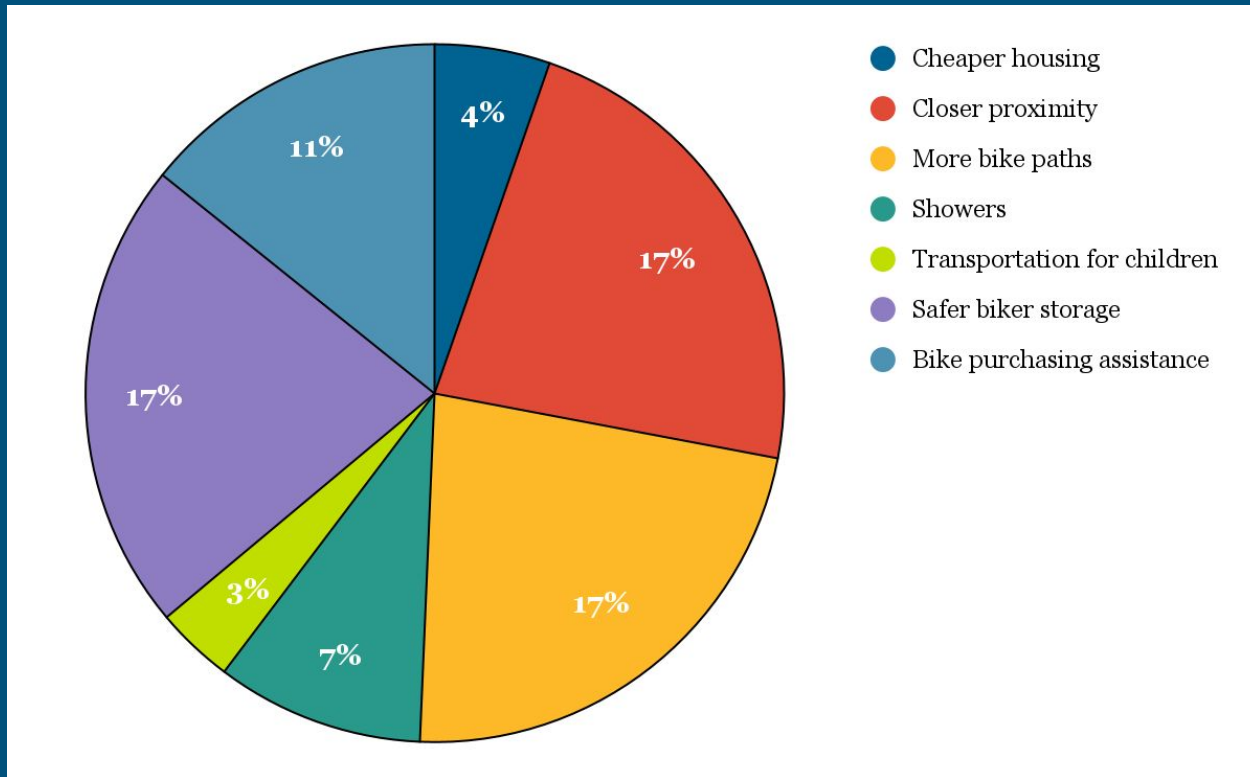
Transportation on Campus



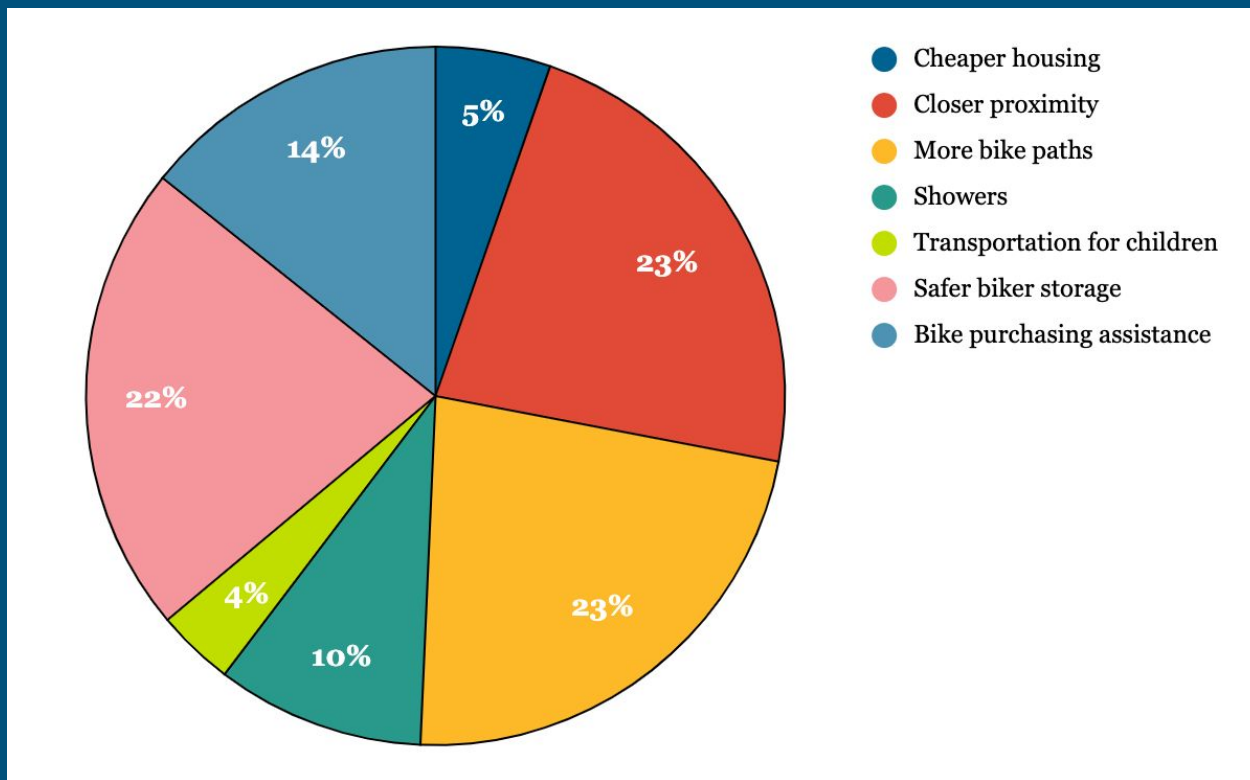
Reasons for not biking



What would make you more likely to bike to campus (all populations)?

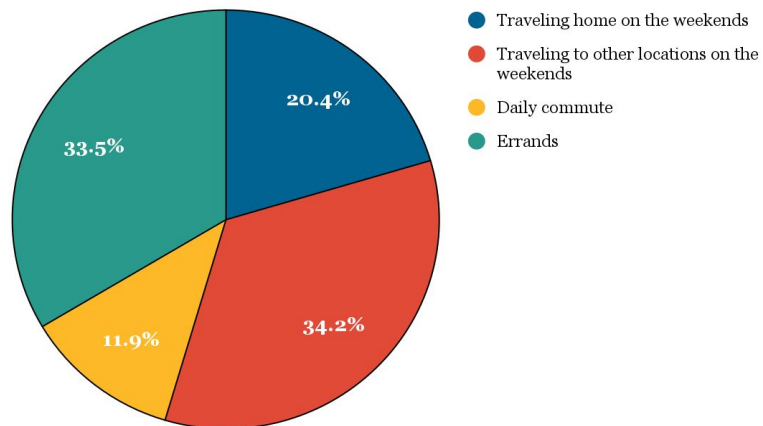


What would make you more likely to bike to campus? (all populations) without improved bike paths

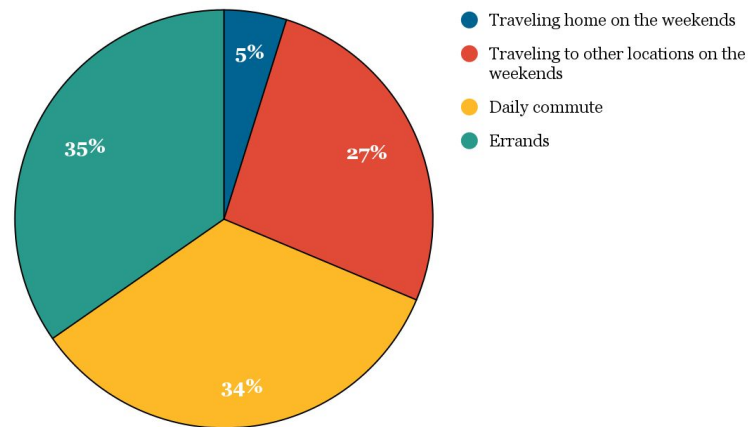


Primary reason for having a car in the area

Students



Staff and Faculty



Creating a culture

UCLA Transportation is proud to present the campus' automated bike counters. One is located on the southern side of Strathmore Place next to the green bike lane, and the other is next to the northbound bike lane on Westwood Plaza near Le Conte Ave. The counters display the number of daily bicyclists and annual bicyclists who pass it. Similar bike counters have been installed in bike-friendly cities such as [Portland](#), [Seattle](#), and [Copenhagen](#).



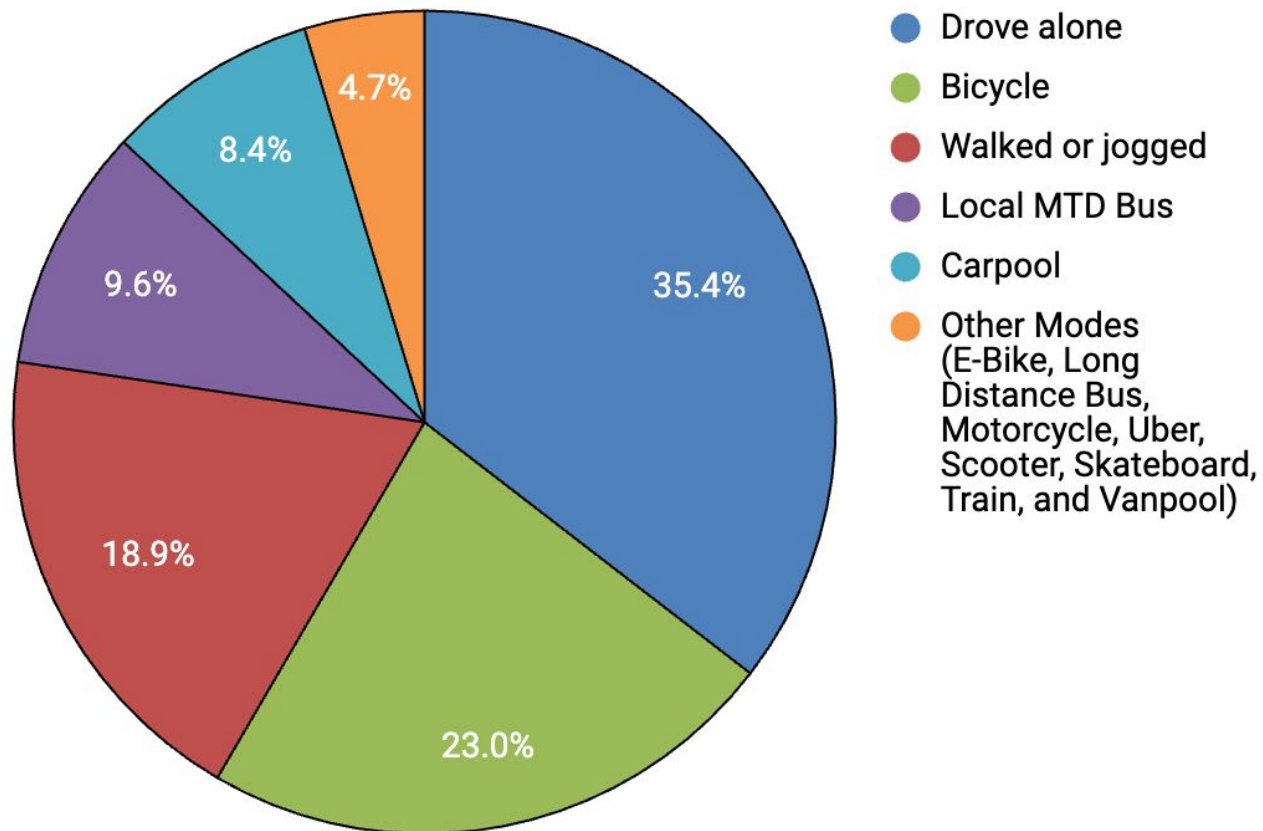
The counters are one of many bike infrastructure improvements that are intended to make UCLA a more bike-friendly campus. UCLA is proud to be the first in Los Angeles to install automated bike counters. While the counters provide real-time ridership information, they also serve as welcoming gateway signs, and bicyclists can see that they're part of a larger community.

The counters are manufactured by [Eco Counter](#), an international company that specializes in pedestrian and bike counting systems. The counters were funded by [The Green Initiative Fund](#) and UCLA Transportation.

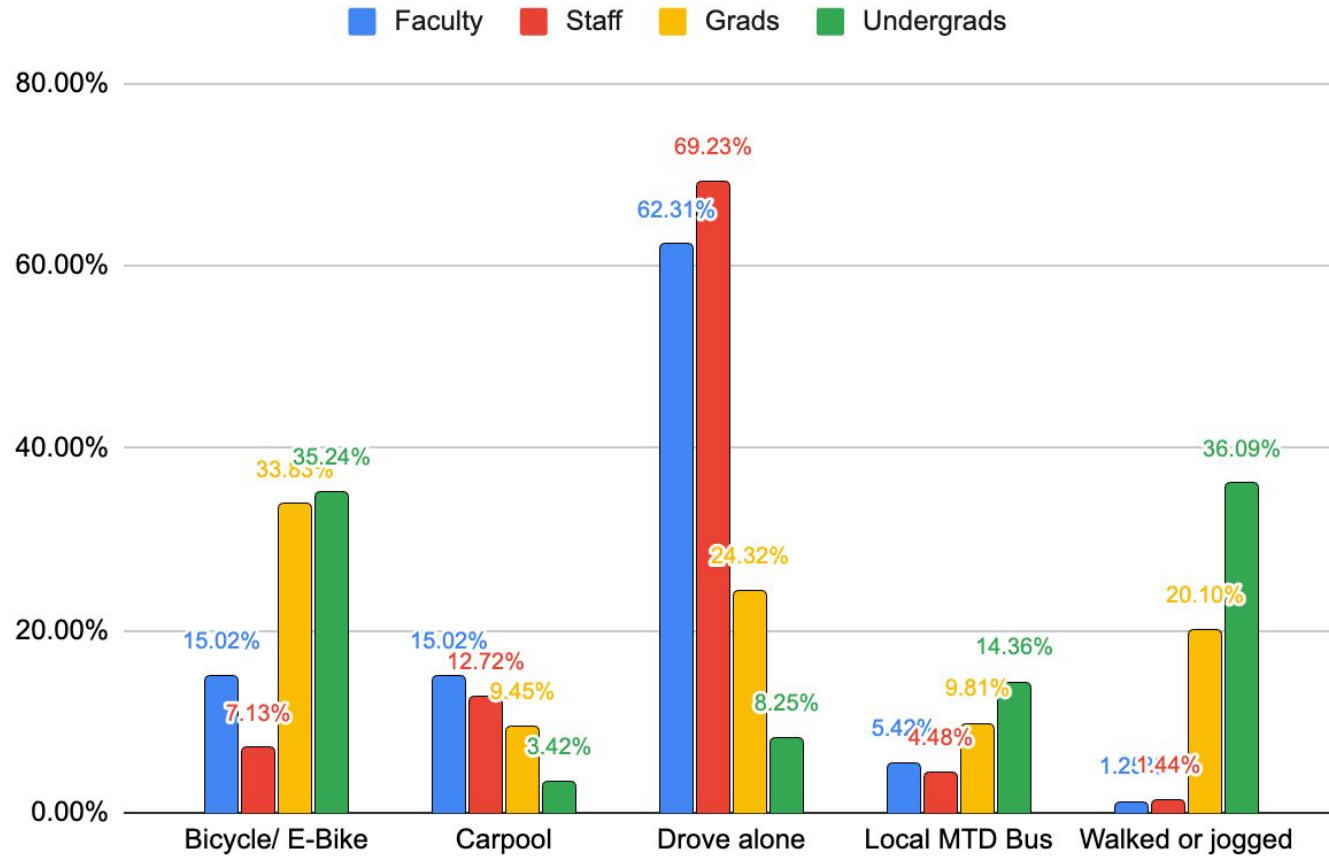


How are people getting to and from Campus

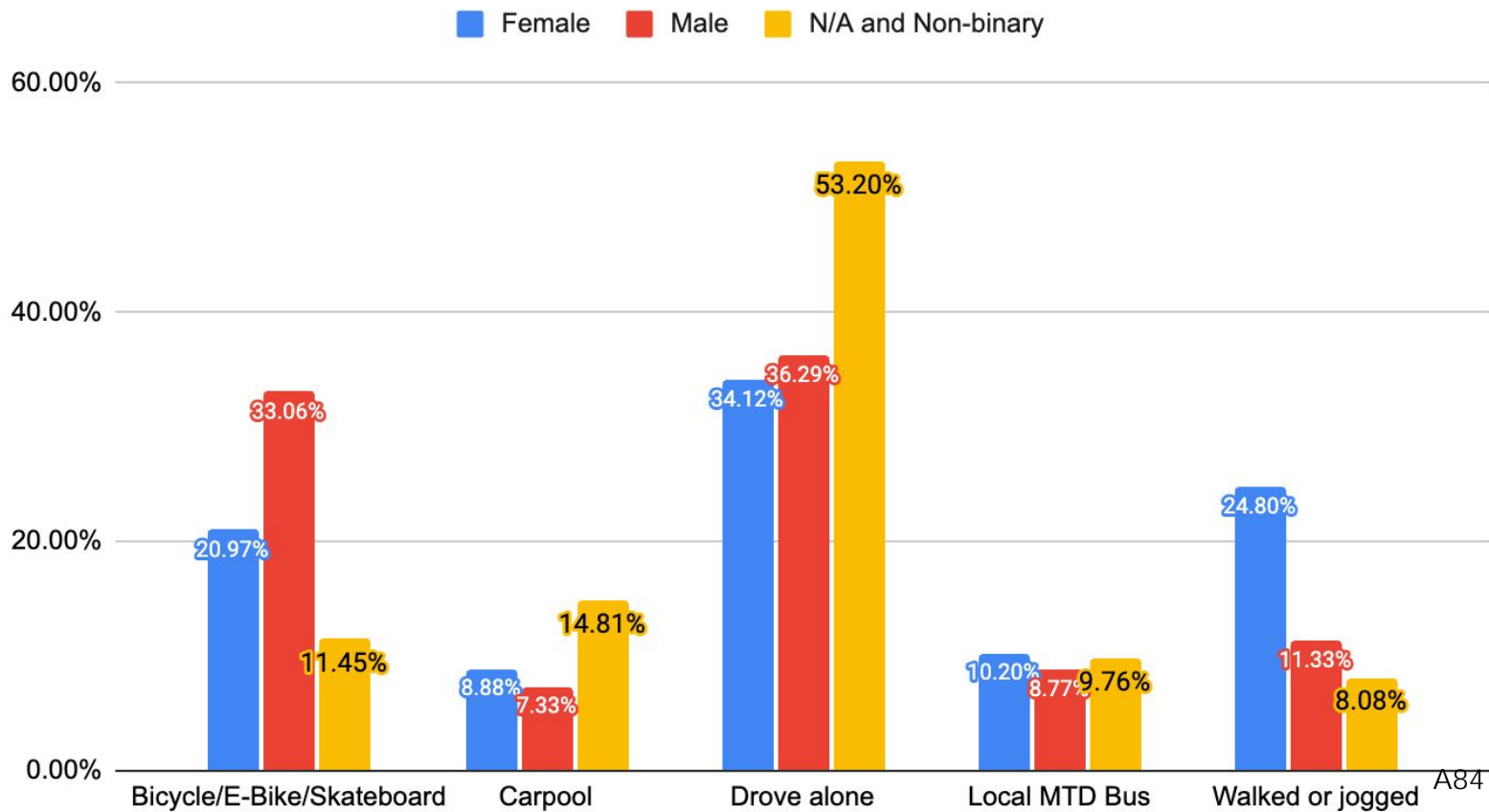
UCSB Average Mode Choice



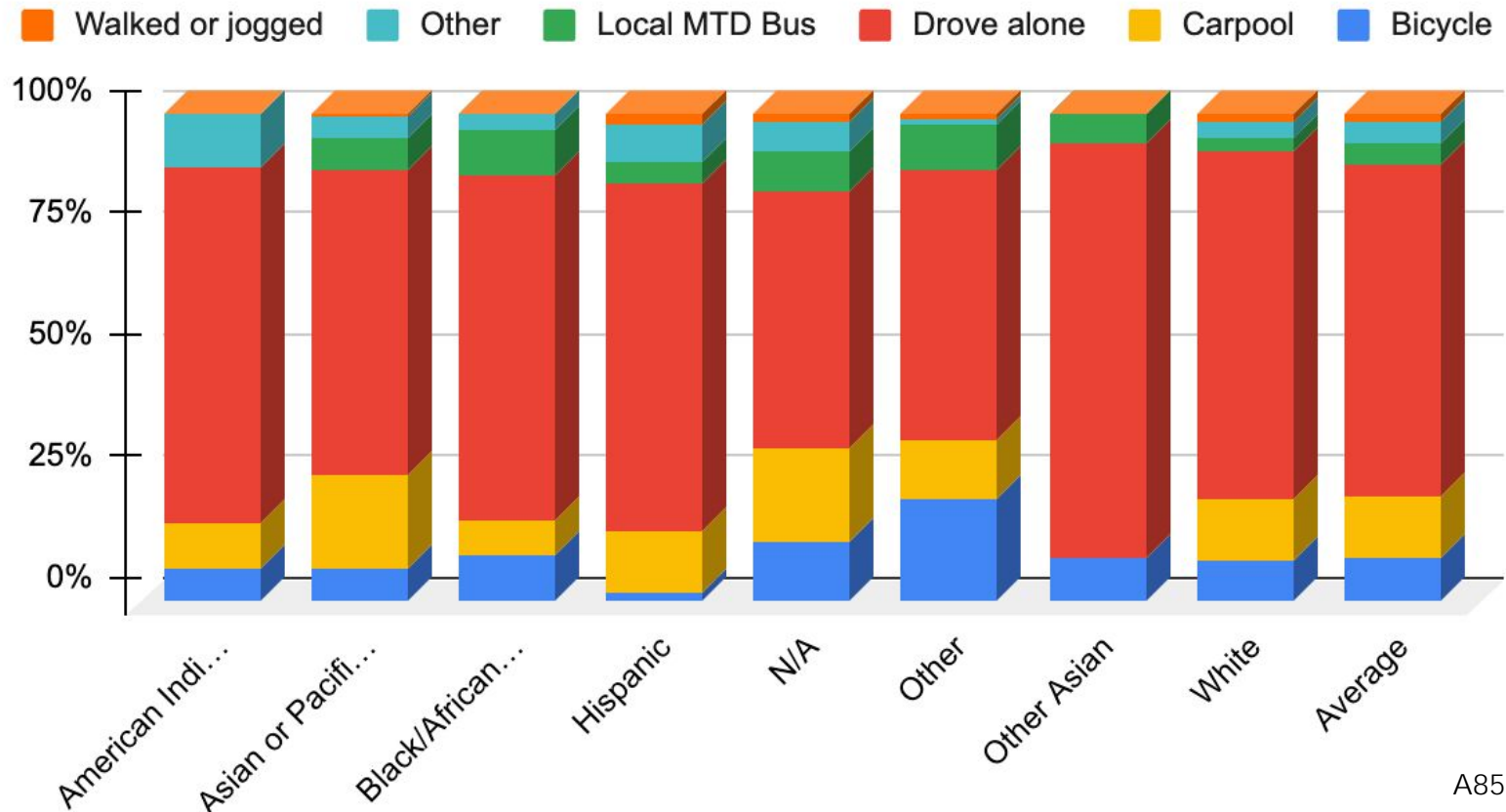
Mode Differences by Group Classification



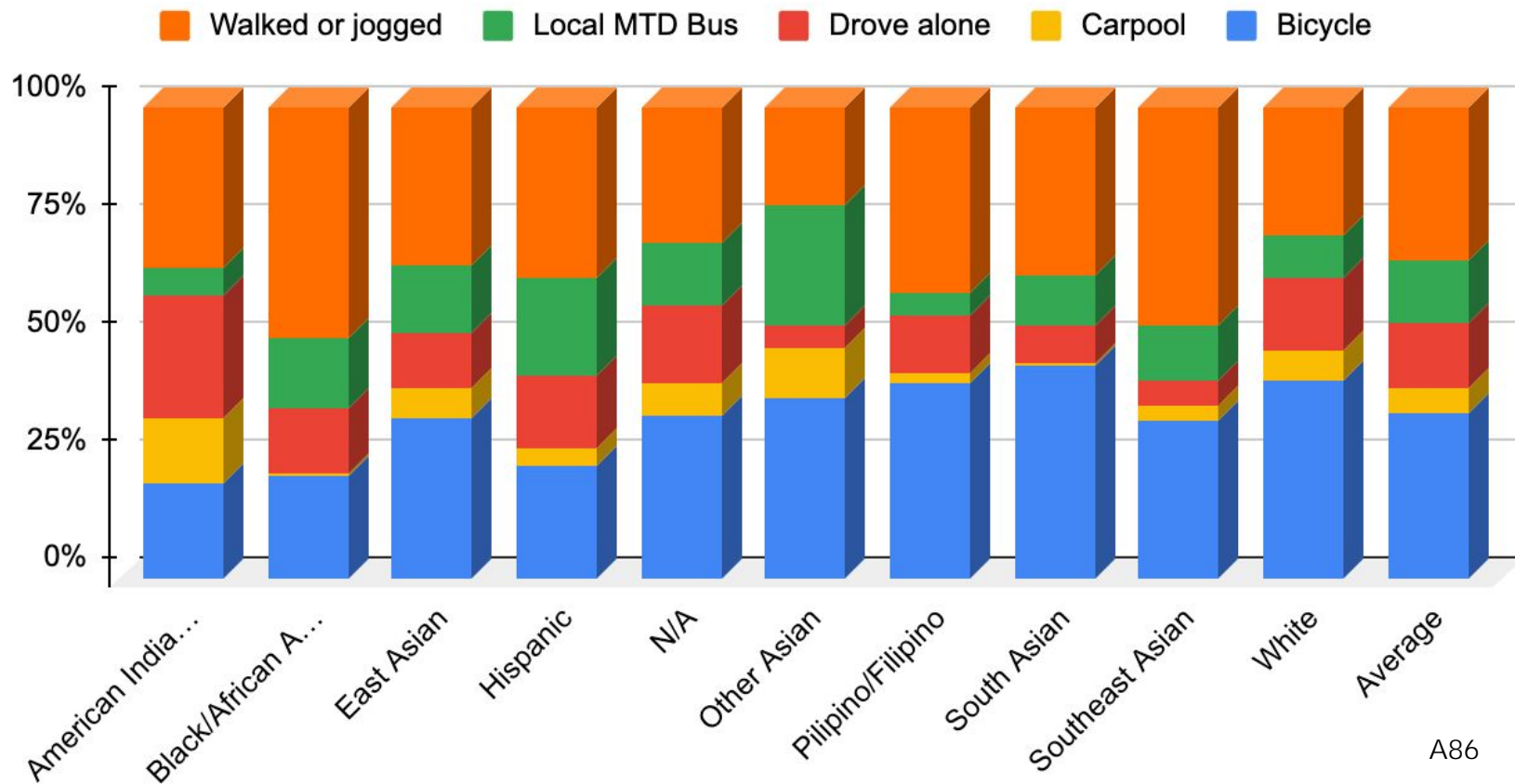
Mode Differences by Gender



Faculty/Staff: Major Mode Types by Ethnicity

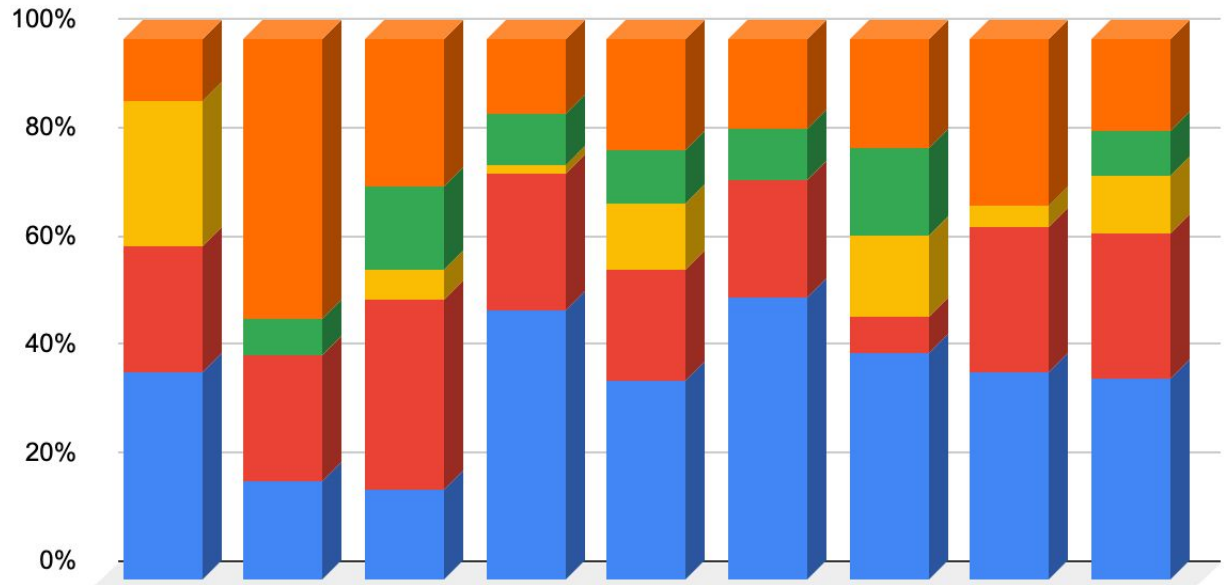


Students: Major Mode Types by Ethnicity



Grad Students Mode Choice by Ethnicity

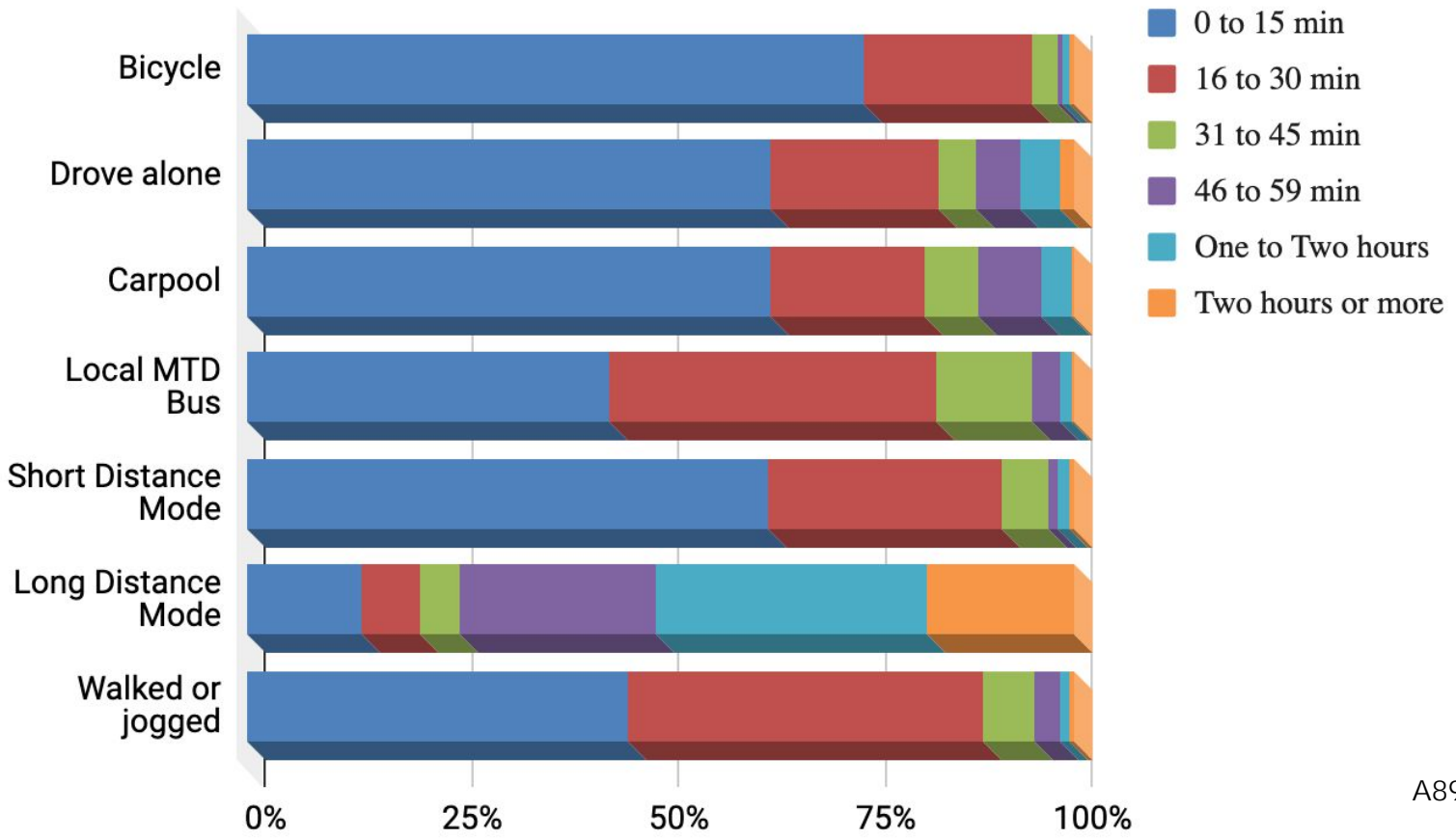
Walked or jogged Local MTD Bus Carpool Drove alone Bicycle or Skateboard



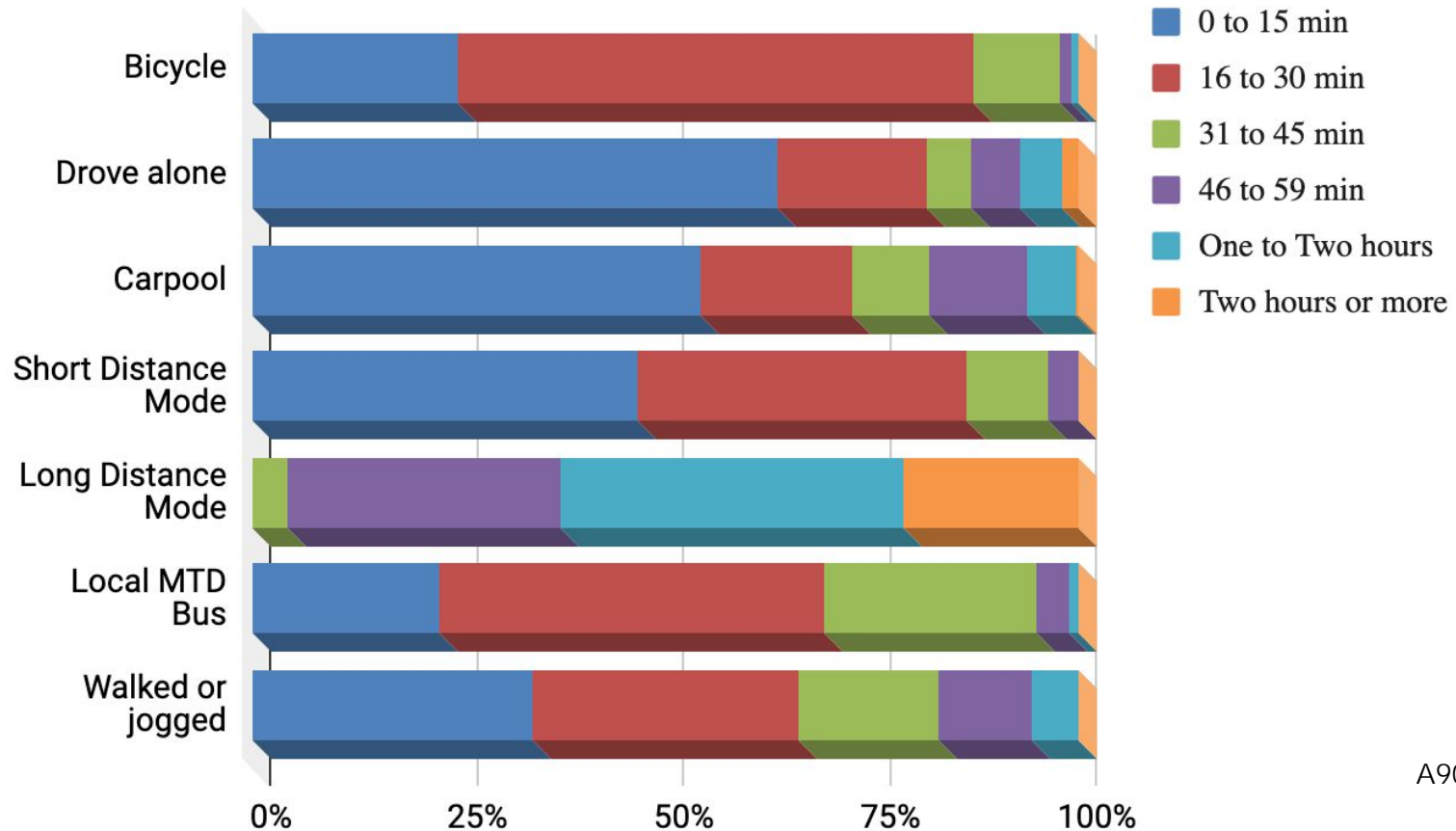
(26) American Indian...
(60) Black/African A...
(180) Hispanic
(64) N/A
(327) East Asian
(84) South Asian
(129) Other Asian
(26) Pilipino/Filipino
(776) White

Trip Length

Trip Length Split Among Mode Choice



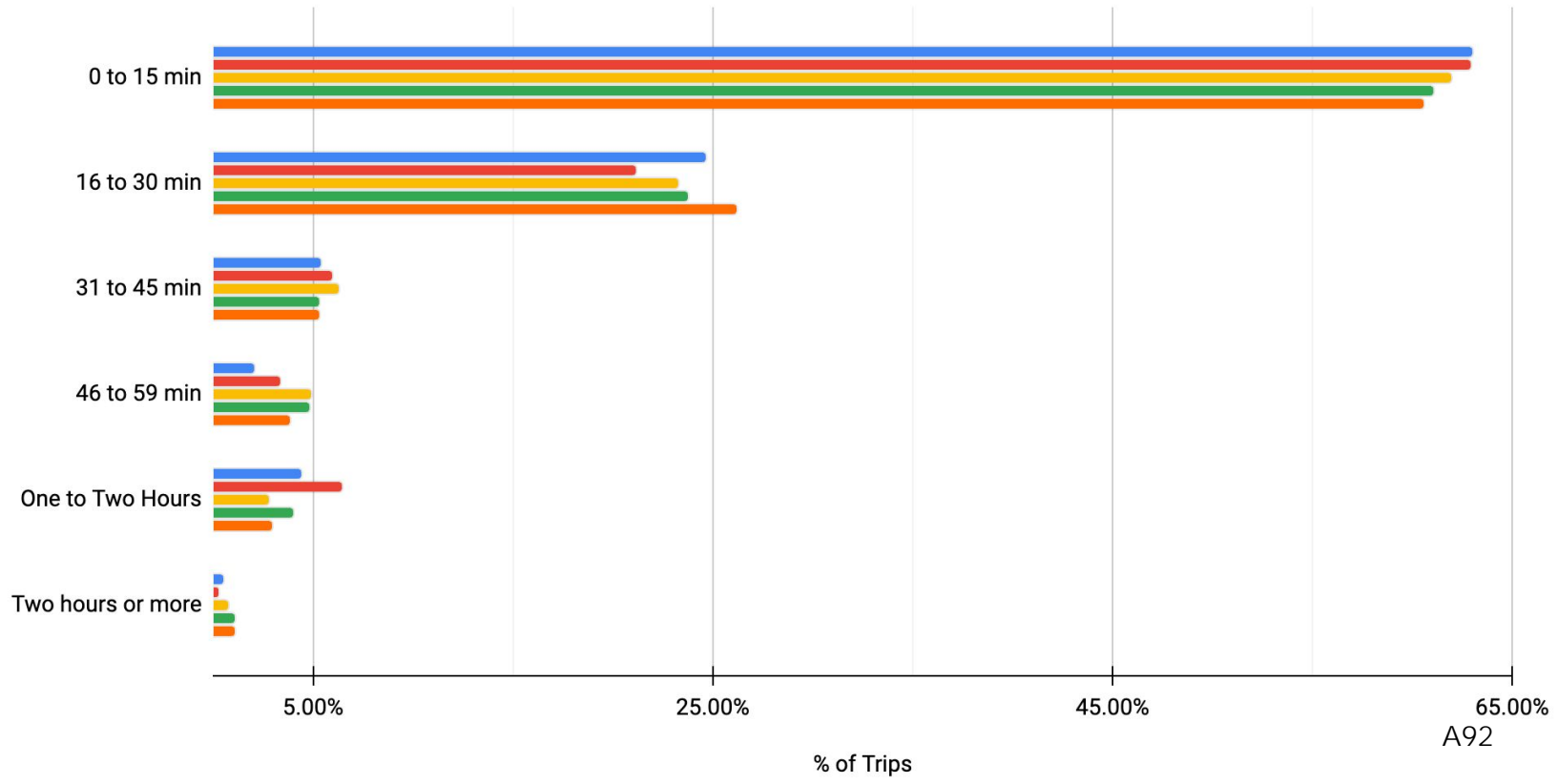
Trip Length Split Among Mode Choice (Staff/ Faculty)



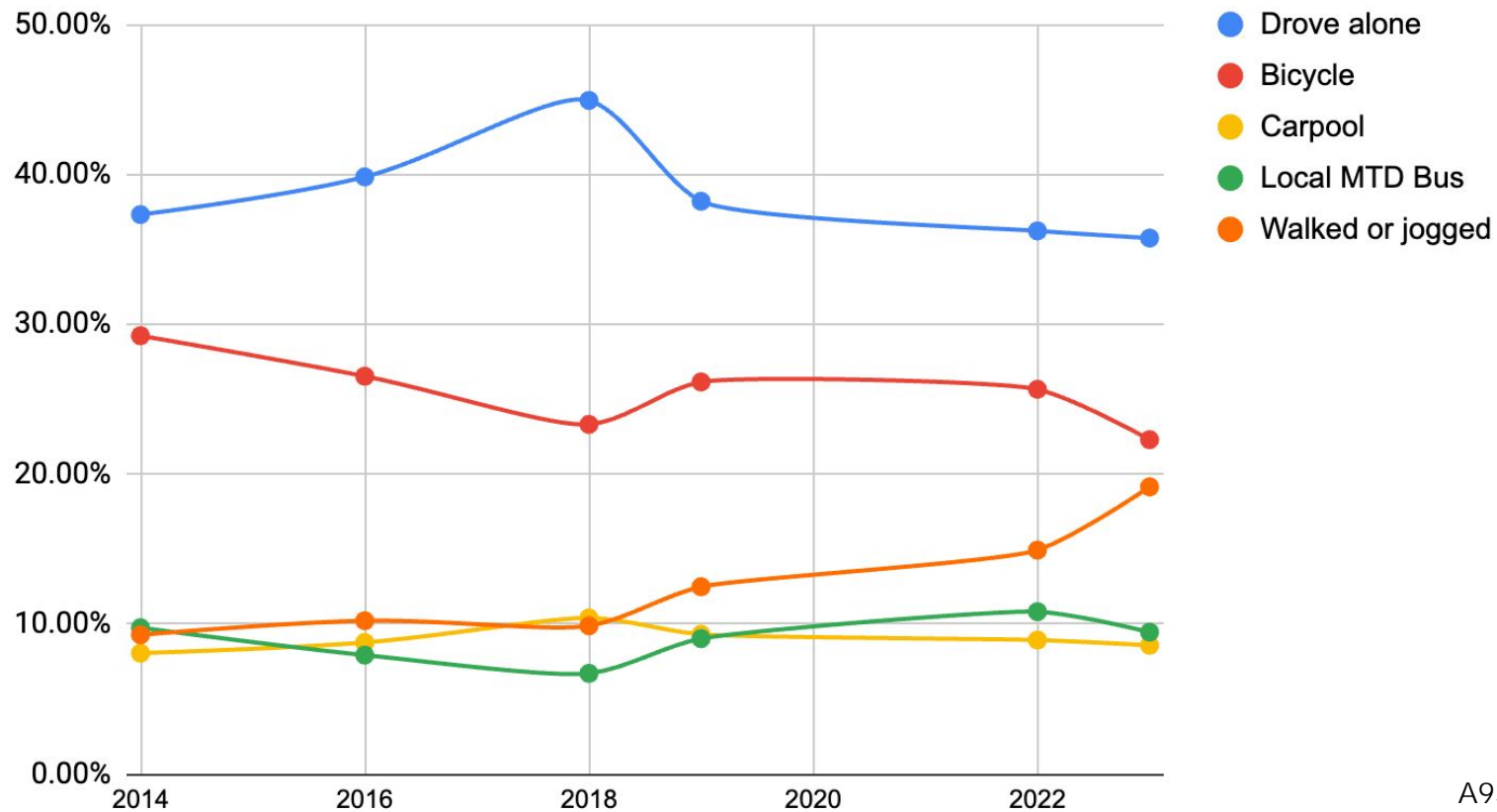
Changes in Recent Years

Comparing Trip Length (2002-2023)

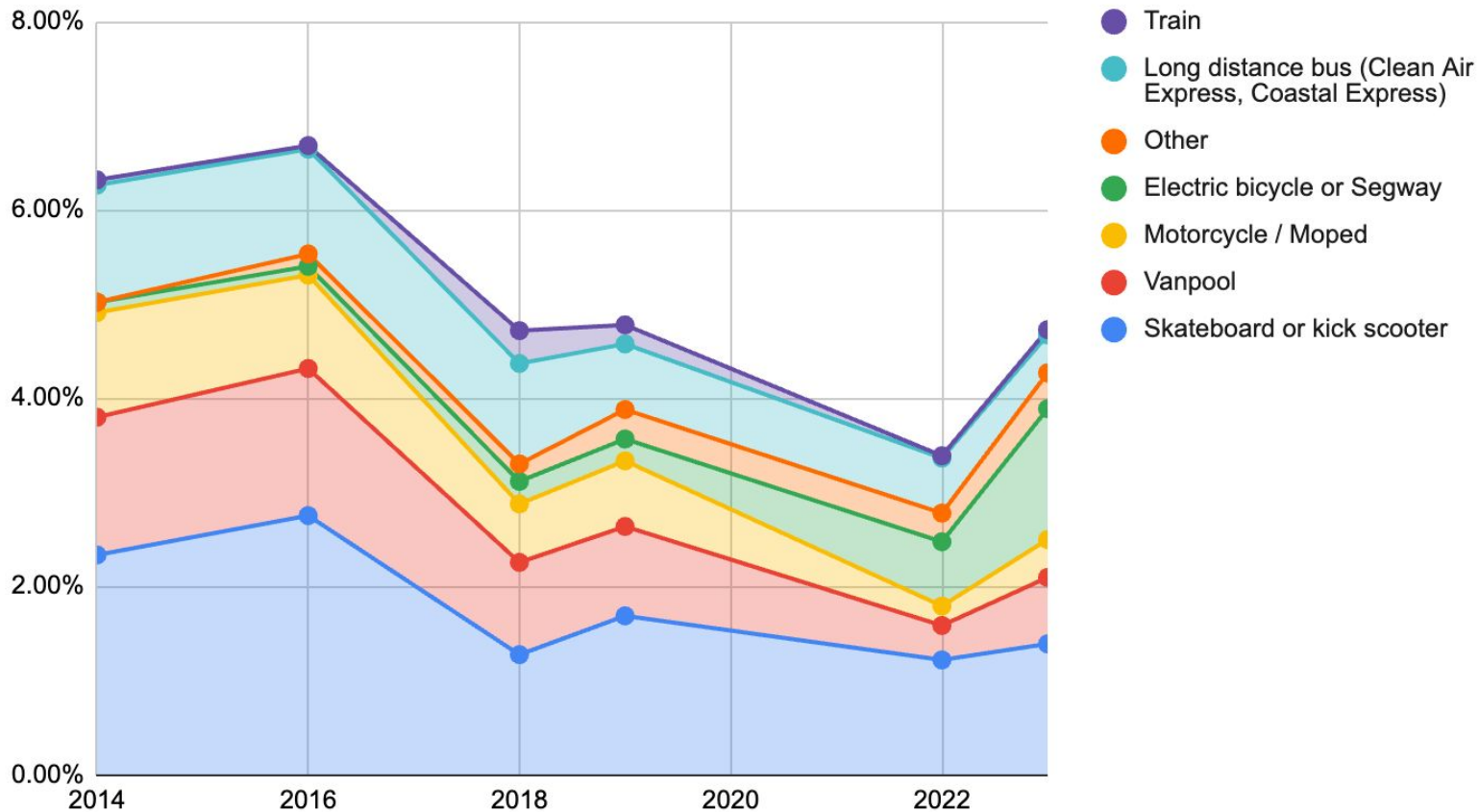
2002 2008 2019 2022 2023



Changes in Major Mode Type in the Last 10 Years

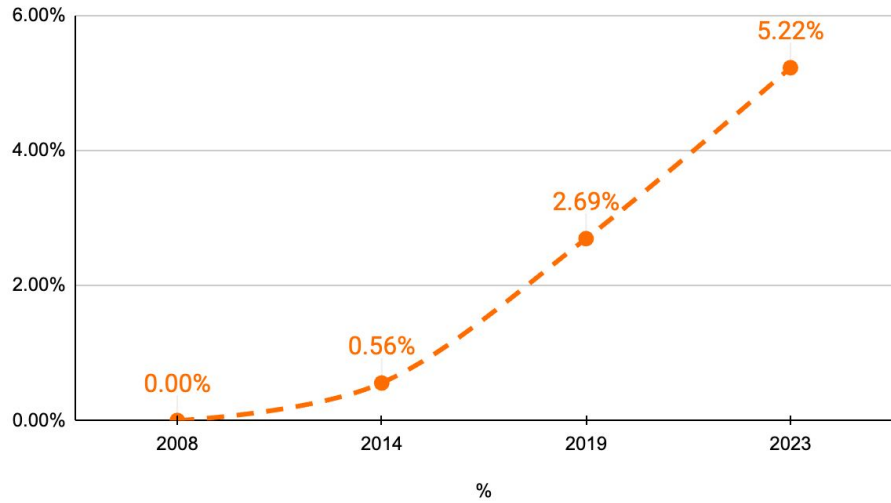


Changes in Minor Mode Types in the Last 10 Years

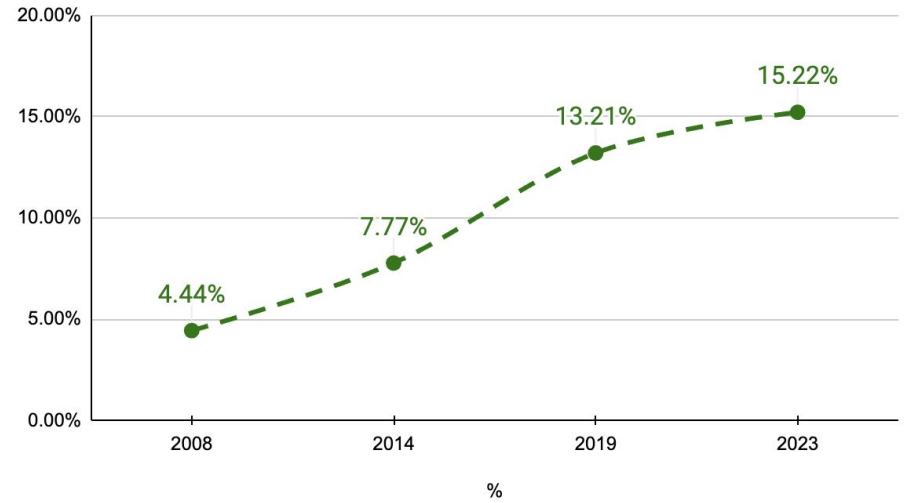


Electric Vehicles

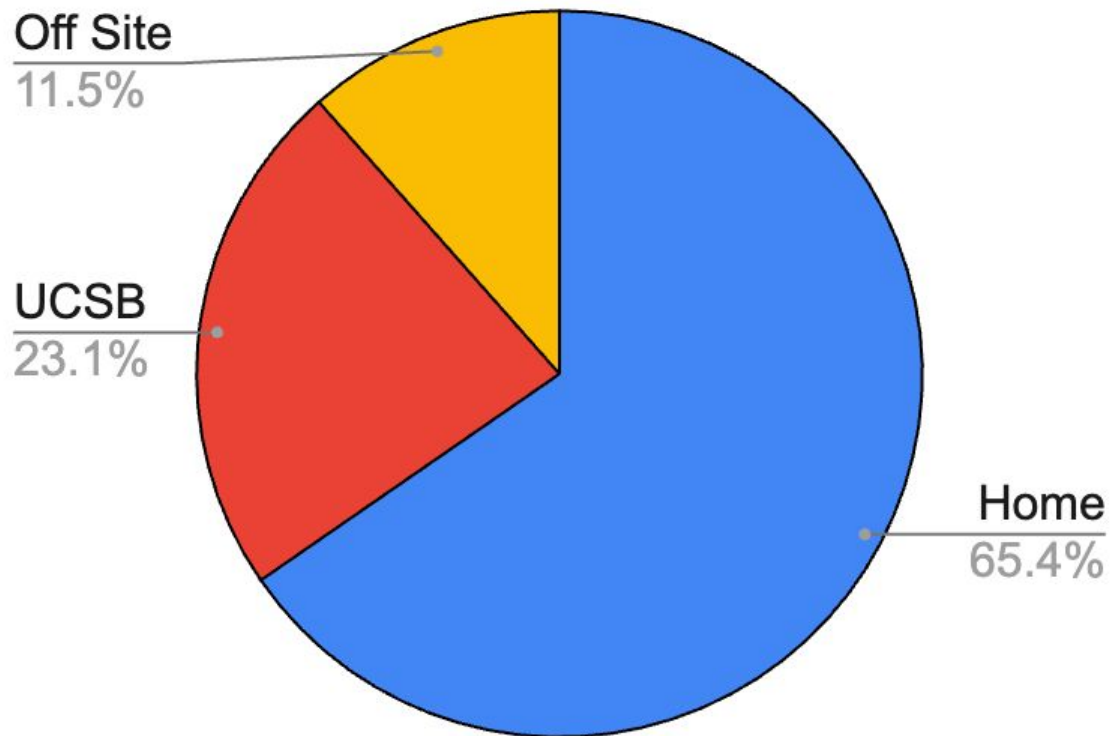
EV Ownership (100% Electric)



EV and Hybrid Ownership

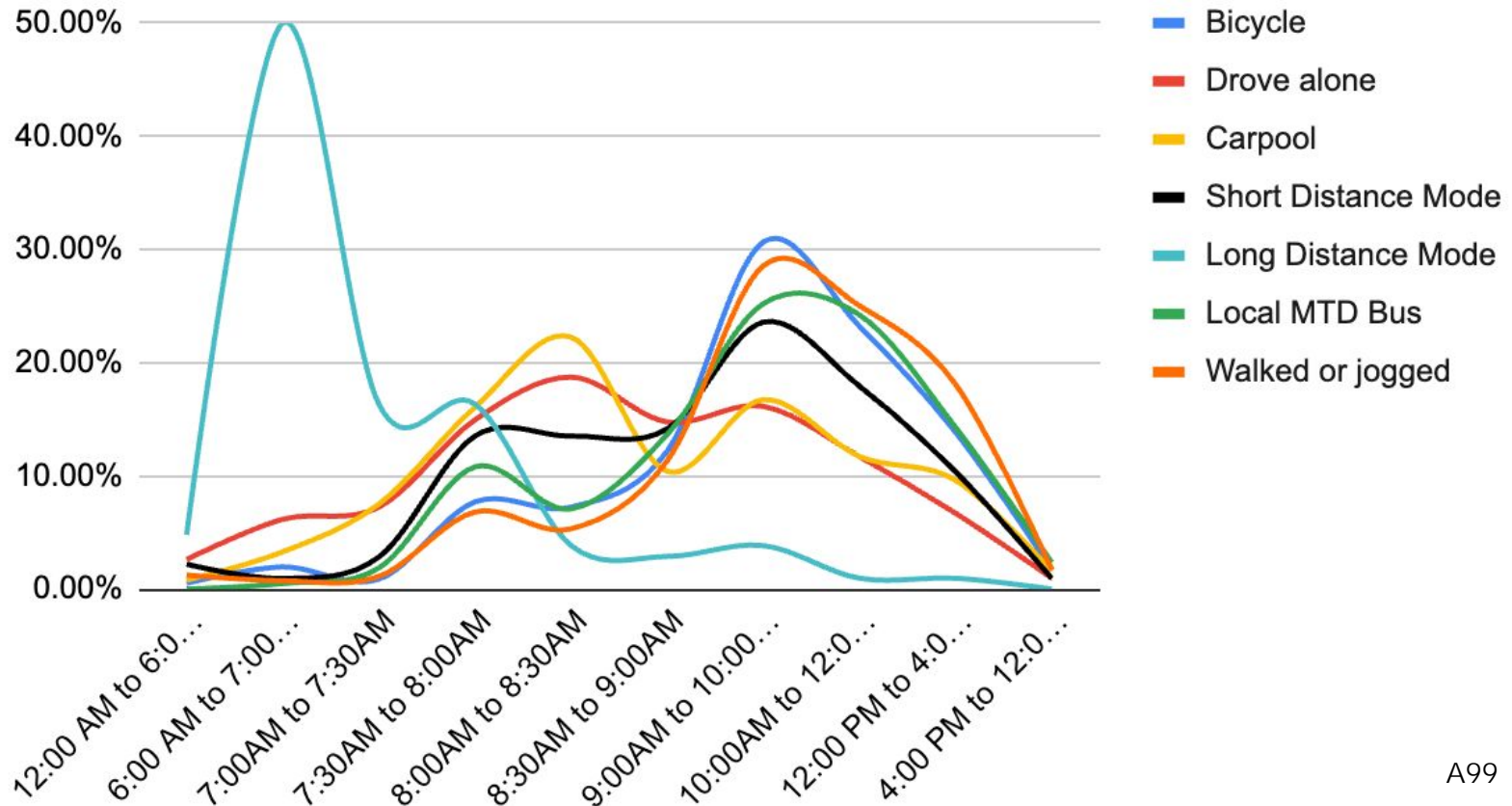


Where do people charge their EV/Hybrid

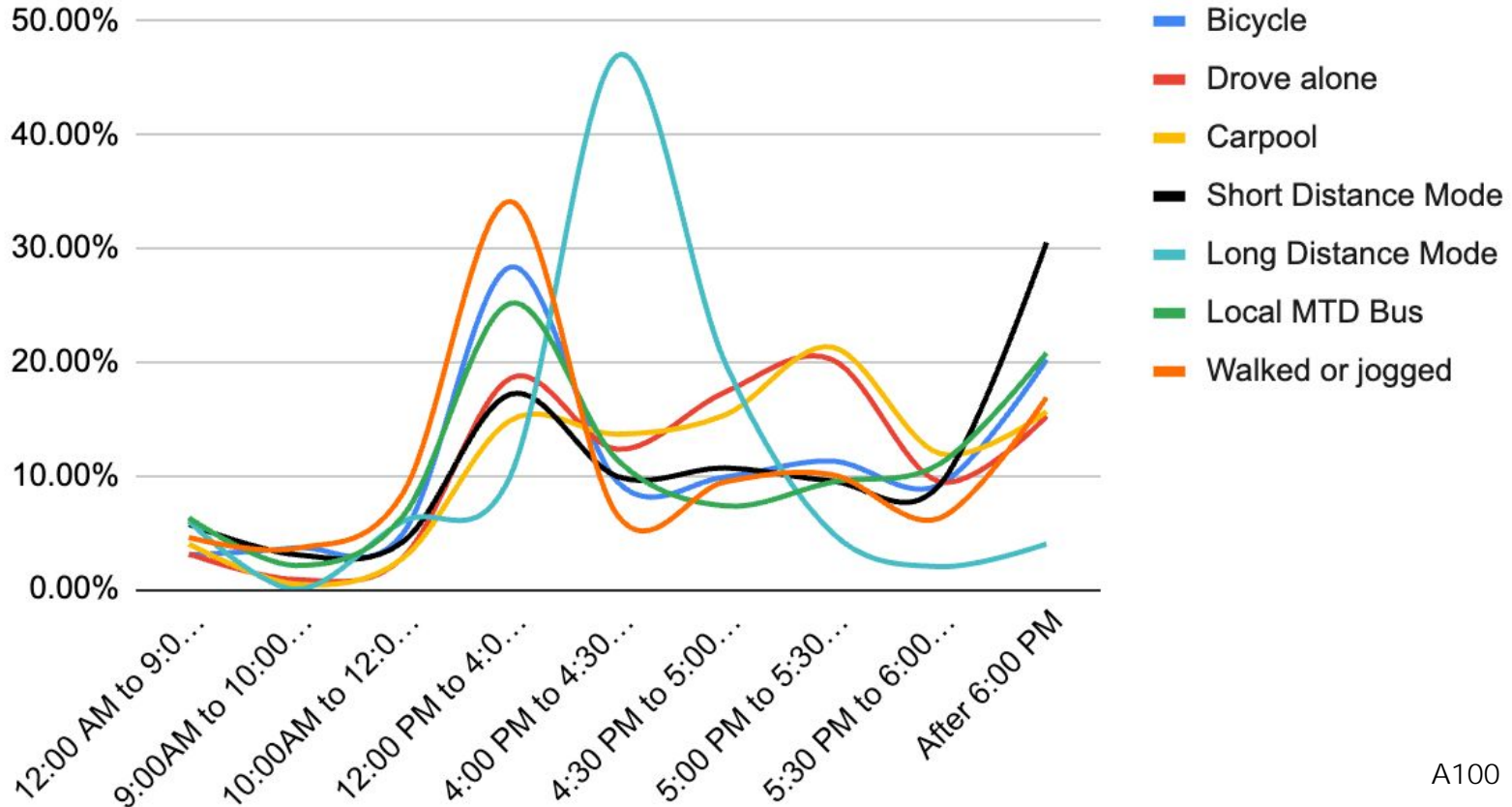


Arrival and Departure Times

Mode vs Arrival Time

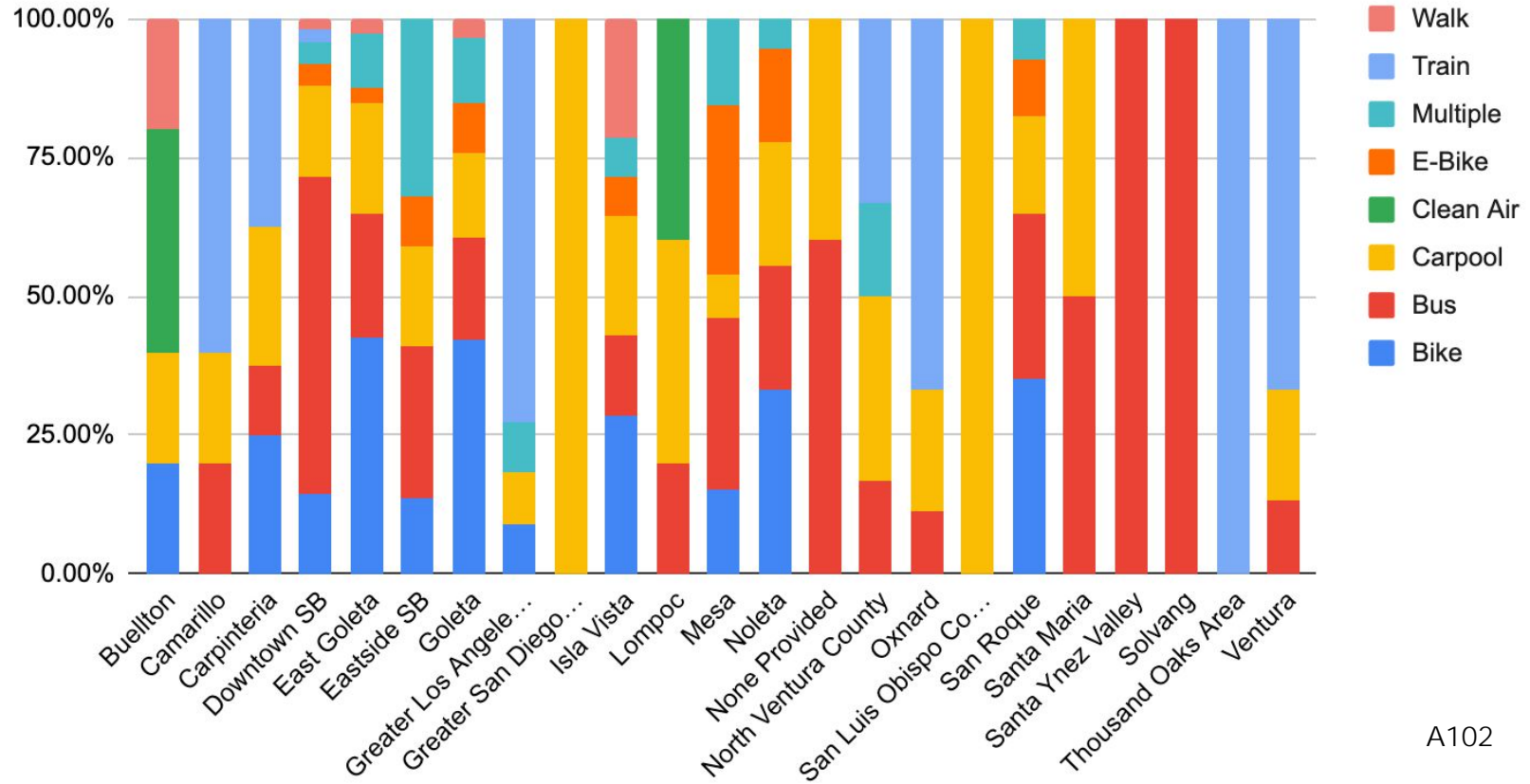


Mode vs Departure Time

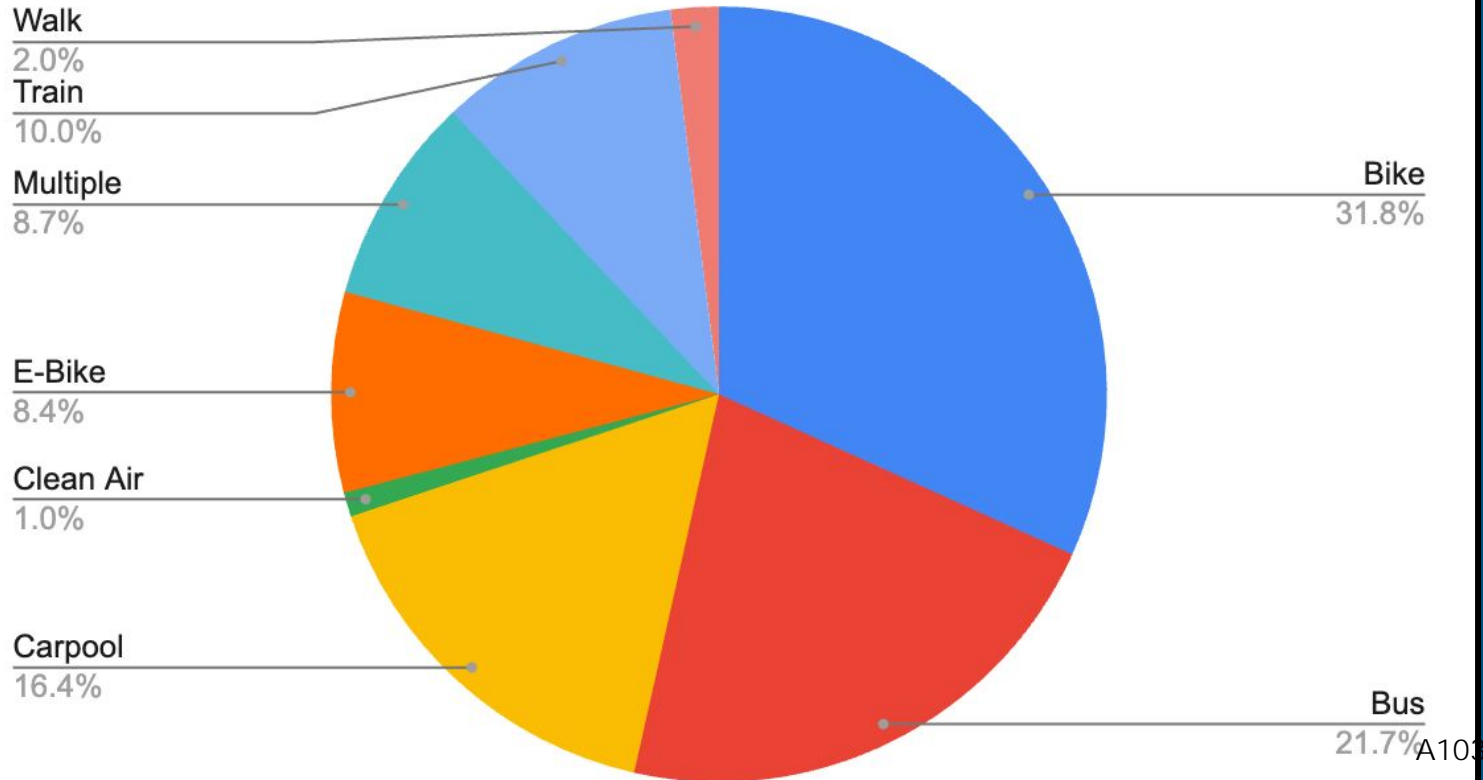


How do we get more Alternative Transit Users

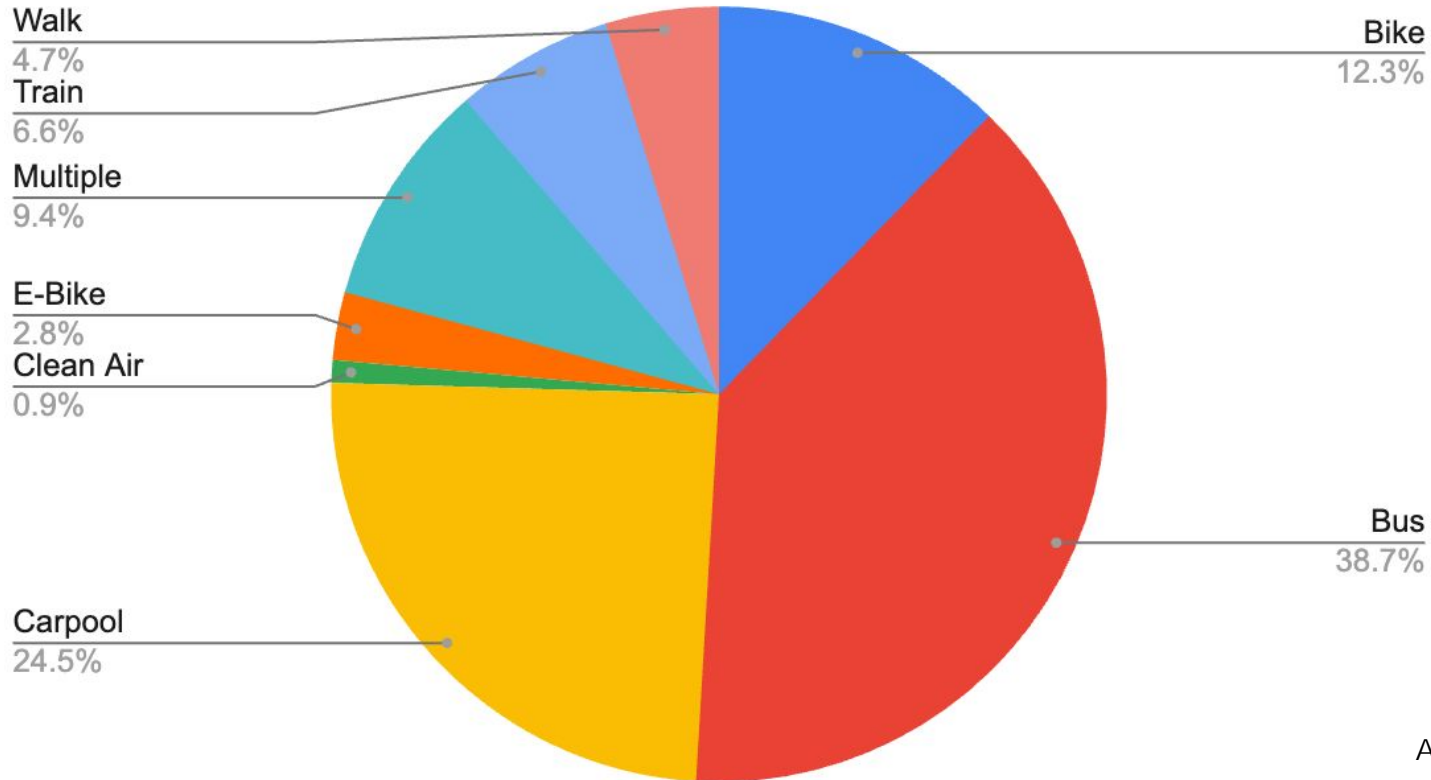
Q101 You indicated you have driven alone to campus. What other modes would you prefer using, if you could?



What other modes would you prefer using, if you could? (Employees)

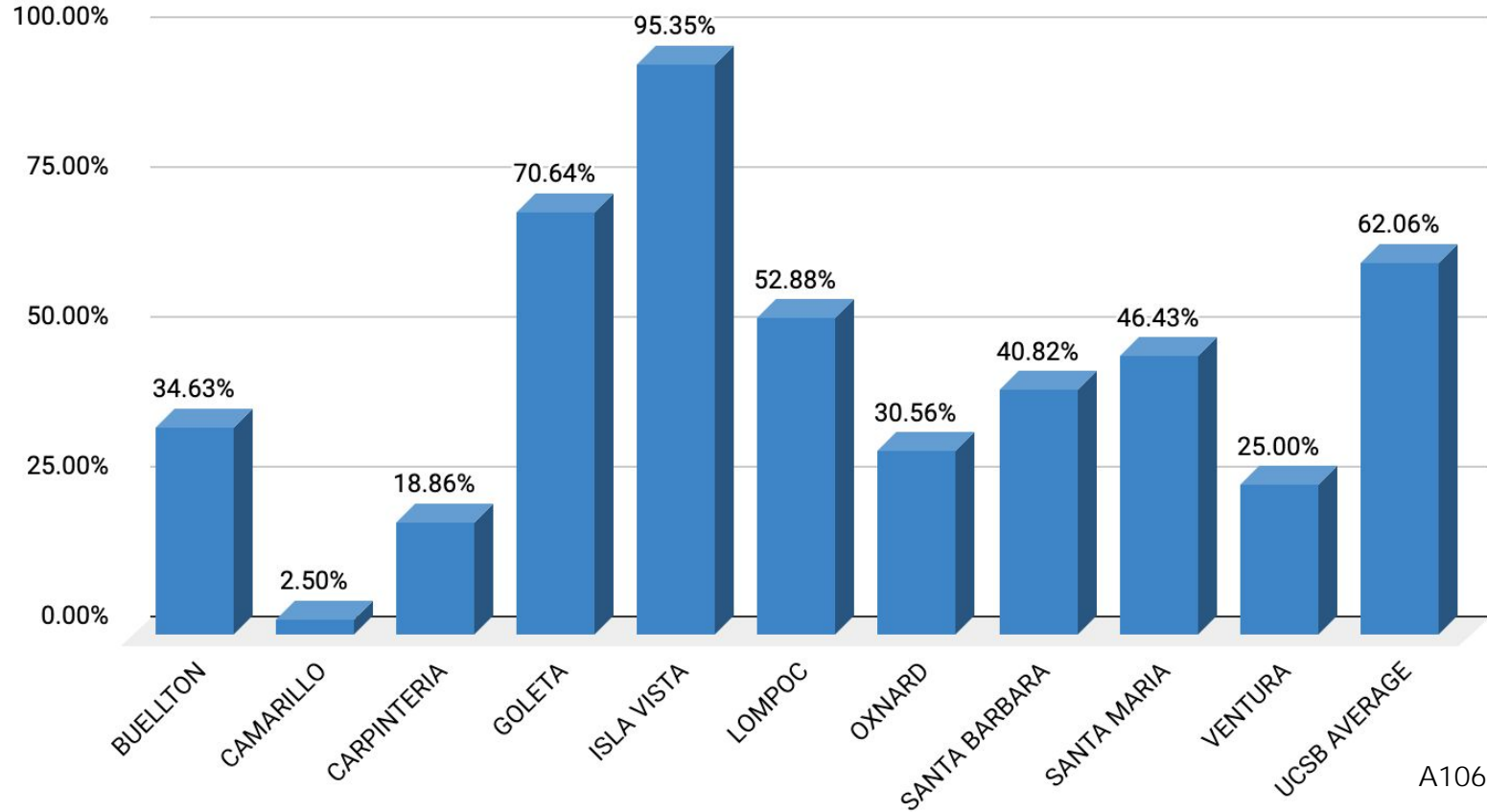


What other modes would you prefer using, if you could? (Students)

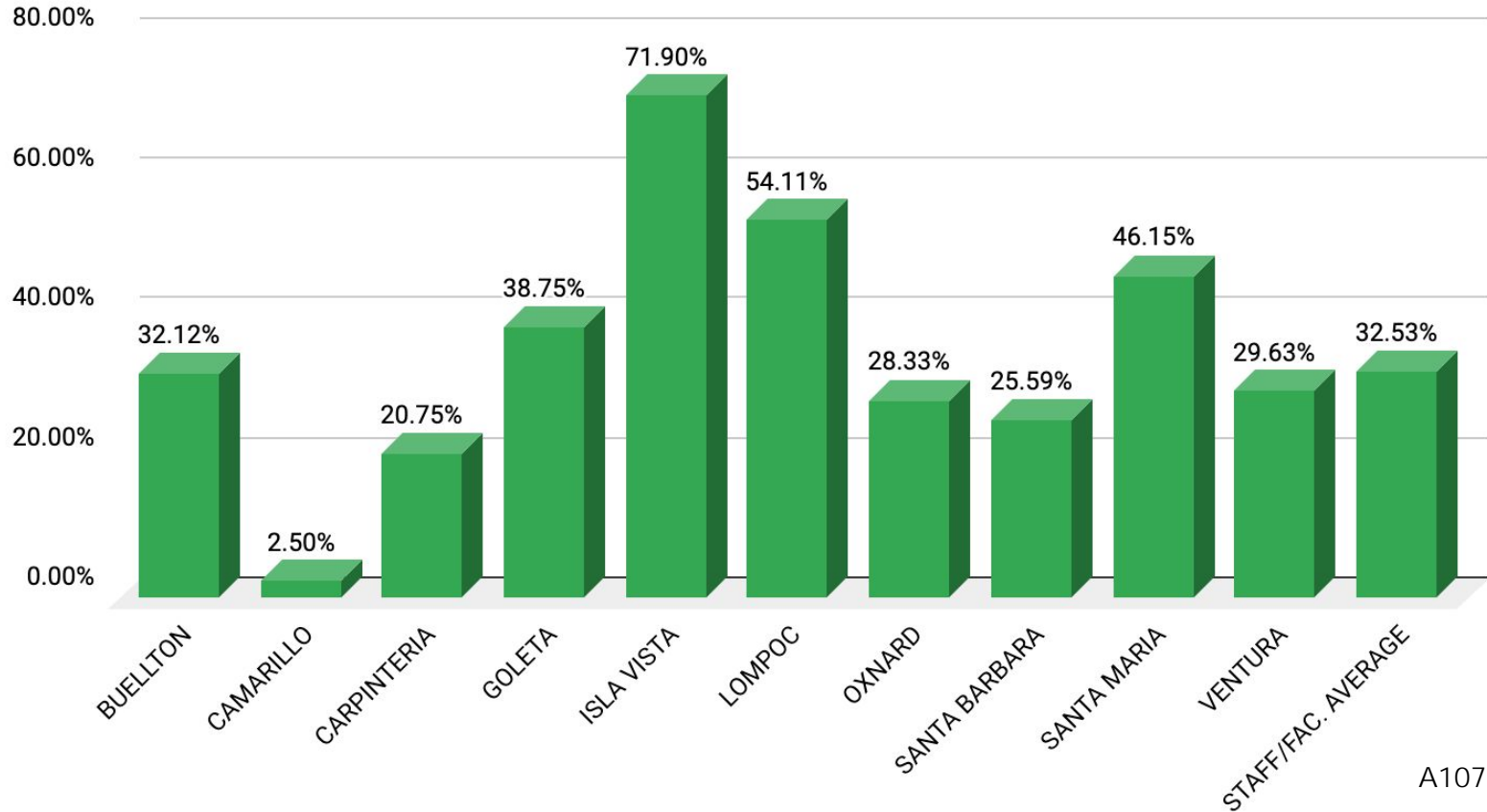


Sustainable Transit and “Problem Areas”

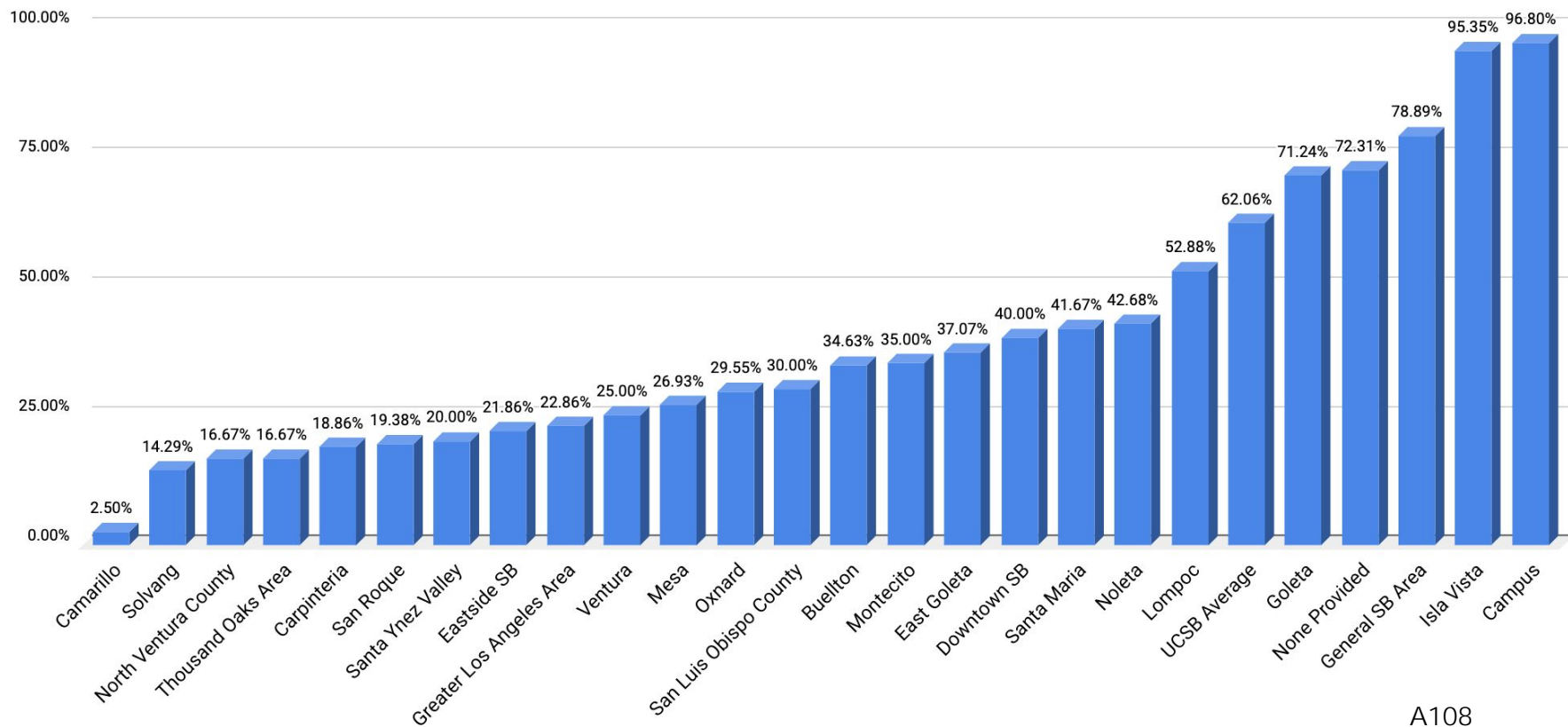
Alternative Transit Score by City



Alternative Transit Score by City (Staff/Faculty)



Alternative Transit Score by Region/Neighborhood



Buellton

Alternative Transit Score: 35%

Common Issues

Live closer to campus: *"If I could afford to live in SB or Goleta, I would ride a bike."*

Carpool Struggles: *"There are people I could carpool with, but they can not always leave as early or stay as late as I am"*

Clean Air Express: *"I wish it ran more often, and dropped off closer to campus"*

Address Issues with Clean Air Express

Establish Carpool Network in Buellton and North SB County

Build more staff and faculty housing in IV, Goleta, and SB

Camarillo

Alternative Transit Score: 2.5%

Common Issues

Live closer to campus: *“Actually being able to afford to live in Santa Barbara county.”*

Train Service: *“Please help to bring back the commuter train! I used it prior to the pandemic and it was wonderful.”*

Bus Service: *“Frequent and easy to access bus service (with bike accommodation), or a vanpool for which I would not have to drive 20 miles to meet the vanpool,”*

Provide more reliable Train Service in North SB County

Improve Bus Service in Camarillo

Build more staff and faculty housing in IV, Goleta, and SB

Carpinteria

Alternative Transit Score: 19%

Common Issues

Bus Service: *“More frequent and direct bus routes, Better lighting at night near my bus stop, Better safety to be able to cross very busy Via Real in Carpinteria”*

Train Service: *“If the Amtrak train became a more affordable commuter option I would ride that with my bike and then bike to campus from the train station.”*

Carpool Struggles: *“If there was a way to get in touch with other people commuting from my city to UCSB.”*

Provide more reliable Train Service in Carpinteria and South SB County

Improve Bus Service in Carpinteria

Establish Carpool Network in Carp and South SB County

Downtown SB

Alternative Transit Score: 40%

Common Issues

24x Bus Service: *“A better schedule between on line 24 between 4:30pm and 5pm.”*, *“Increase the frequency and reliability of the 24X.”*

Showers/ Changing Areas for Bicyclists: *“Adequate post-biking facilities are essential, requiring a spacious and well-ventilated area.”*

Better Bike Routes *“I would ride a bike if a safe Class 1 Path was available.”*

Increase Frequency of 24x line in the morning and around 5

Provide Showers and Lockers for Commuting Bicyclists

Help fund safe bike lanes from SB/Goleta Neighborhoods

East Goleta

Alternative Transit Score: 37%

Common Issues

Bus Service: *“Bus stop closer to home, direct bus line from home to UCSB.”*

Carpool Struggles: *“Perhaps if UCSB had carpool network of some sort it would prompt me to look into it further.”*

Bike Storage: *“I would consider riding a bike to campus some days however I am afraid that my bike would be stolen. As you are aware you cannot have a parking permit and a bike locker, so I don't ride my bike.”*

Establish Carpool Networks in East Goleta

Look into Bus routes from East Goleta

Examine possible changes to help multi-modal users.

Eastside SB

Alternative Transit Score: 22%

Common Issues

Bus Service: "More direct bus route from the East Side to campus, more bike space on bus" We need more frequent buses, especially Express #24, which has been cut back".

Carpool Struggles: ""I would use carpool for sure but hard to find people that have same class times as me" "At other universities where I've worked, there were multiple vanpool routes that stopped in various neighborhoods to encourage pooled rides. Perhaps if UCSB had carpool network of some sort it would prompt me to look into it further.

Establish Carpool Networks in Eastside/ Downtown SB

Look into efficiency of bus connections from "spoke" neighborhoods to the Transit Center

Goleta Area

Alternative Transit Score: 71%

Employee Transit Score: 39%

Common Issues

Infrastructure: “A bike specific route over the freeway in Goleta near the train station and a bike path directly to UCSB. “A dedicated no-car bridge from the mountain side of my area to Hollister and connecting bike routes. “ Safer bike route over Los Carneros freeway overpass”. “Better bike lanes would be beneficial, especially at 101 overcrossings.”

Bike Storage/Shower Access: “A safe place to park my bike- a covers bike box like they have at the Train station”. “Access to showers”.

Invest in safer bike/pedestrian infrastructure in Goleta

Better bike storage options on campus as well as more shower access for commuters.

A115

Goleta Area cont.

Alternative Transit Score: 71%

Common Issues

Bus Service: “Faster/on-time buses. Less wait time for buses after dark.” “A more direct bus route to campus from areas on the mountain side of the freeway” “Running more buses like line 28 would greatly help as they are very full (multiple buses in a row) during times when most classes end.”

Carpool Struggles: “A way to reach out to other potential carpoolers” More organization. I have a car and I’d be happy to carpool with people, but I’m not aware of anyone who needs it.”

Increase Bus
Frequency at Peak
Times in Goleta and
Campus

Establish Carpool
Network in Goleta
Area

Lompoc

Alternative Transit Score: 52%

Common Issues

Carpool/ Vanpool Struggles: *“I used to be on a vanpool before the pandemic but we returned to campus they told me they were not allowing part time riders”*

Clean Air Express: *“The Clean Air Express going all the way to campus again.” “Add Clean Air back again from Lompoc to Bus Circle. “I used to take the Clean Air Express (pre-COVID), and I would again if I could, but they no longer drop-off on campus. Please advocate for the county to bring back the Lompoc-UCSB route.”*

Bring back Clean Air Express from Lompoc to UCSB Bus Circle

Look into Vanpool and Address Issues

The Mesa

Alternative Transit Score: 27%

Common Issues

Bike Storage/ Showers: "Cost and storage of an ebike is what is stopping me." "More parking for ebike and more showers and lockers"

Bus Service: "Later bus times for the 15x, I would take it but returning from Campus is difficult with the amount of students in IV that use it to get to and from SBCC" "More frequent and faster buses"

Better bike storage options on campus as well as more shower access for commuters.

Increased Service Times for 15x

Noleta

Alternative Transit Score: 42%

Common Issues

Carpool Issues: “I’d like if people at UCSB could opt into a carpool list specific to living area” “If I had a coworker that lived close enough in proximity to me.”

Financial: “Stronger campus monetary incentives. Perhaps grants towards maintaining cycling equipment and more discounted bus passes for staff.” “Financial incentive and/or break on parking permit pricing if still need a parking pass when not riding a bike to/from campus”

Bus Service: “Bonus stipend for taking the bus; more direct lines from my residence to UCSB (express lines, etc.)”

“Allowing electric (battery) vehicles to be taken on buses.”

Financial Concerns were common in Noleta

Flexibility of Parking Passes as a multimodal user

Establish Carpool Network in Noleta and Goleta Area A119

North Ventura County

Alternative Transit Score: 16%

Common Issues

Bus Service: *“Convenient bus schedule, running at least every 2 hours from SB to Ventura County”*

Vanpool: *“If there was a van or shuttle from Ojai / Ventura area to campus I would definitely take it. “If vanpool was available to me, in my area. (ojai , oak view)”*

Carpool Struggles: *“I would carpool. It would be nice if there was a way to connect with others in my city I would try to arrange a carpool.”*

Establish Carpool Network in North VC (Ojai, Oak View) and Ventura Area

Look into feasibility of Vanpool from North Ventura County

Oxnard

Alternative Transit Score: 29%

Common Issues

Bus Service: "A good schedule of bus/carpool services."

"Having a direct bus from oxnard to ucsb." "Times for public transformation that occur more frequently throughout the day. "Every option that has been mentioned takes longer than driving alone. Using a carpool, vanpool, bus etc. requires you to arrive before and wait at pickup spot."

"Having a direct bus from oxnard to ucsb."

Vanpool Issues: A good schedule of bus/carpool services.

Establish Carpool Network in Oxnard and North SB County

Expand Bus Service in Oxnard possibly with a Express Bus to UCSB

San Roque

Alternative Transit Score: 19%

Common Issues

Bus Service: “An express bus” “Express bus from upper state” “More frequent bus stop times” “Also, a more direct bus route from my house would be helpful.”

Vanpool/ Carpool: “I'd be encouraged to carpool if there was a UCSB forum/platform to connect with people who had a similar commute to me that also worked at UCSB” “There would need to be a lot of communication, a very easy sign up sheet, and some social support.”

Establish Carpool Network in San Roque and Santa Barbara Area

An Express Bus or Vanpool from San Roque to UCSB

Flexibility of Parking Passes as a A122 multimodal user

San Luis Obispo

Alternative Transit Score: 30%

Common Issues

Vanpool Issues: *"I would take a vanpool if it was convenient, but I don't think that will happen. No one lives in Morro Bay like me that I am aware of, so it is not practical." "Vanpool or carpool incentives"*

Establish Carpool Network North of SB County

Look into feasibility of Vanpool originating North of SB County

Santa Maria

Alternative Transit Score: 41%

Common Issues

Bus Service: "More flexible schedules for bus. I have to drop off and pick up my child at daycare at very specific times that are not accommodated by any mass transit options provided by campus or the county from North County."

Vanpool Issues: "If my spouse could also ride vanpool she is not a ucsb employee"

Carpool Issues: Found someone with same schedule as me that I am comfortable riding with.

Establish Carpool Network in Santa Maria and North SB County

Rework Vanpool to allow non-UCSB Riders

Look into Bus Service in North SB County

Solvang

Alternative Transit Score: 14%

Common Issues

Bus Service / Vanpool Issues: *“If buses or vanpools were available at reasonable times.” “Carpool that doesn’t leave at 5:45 am and I’m able to take it only a couple days a week.”*

Carpool Struggles: *“Carpool info of other students living in Solvang and Buellton”*

Establish Carpool Network in Solvang and North SB County

Flexible Vanpool Schedule based on Users

Thousand Oaks/Greater LA County

Alternative Transit Score: 16% and 22% Respectively

Common Issues

Train Service: *“If there was a shuttle from the Goleta train station to campus, that would be fantastic. As it is, about 15-30 people get off there every time I take it and everyone gets into separate cars or ubers.” “Trains from Los Angeles that arrived at GTA reliably before 7AM and departed later than 8pm which cost less than driving would encourage me. A carpool or vanpool from Pasadena with similar hours could also help.” “A reasonable train commute time”*

Provide more reliable Train Service South of Ventura County

Ventura

Alternative Transit Score: 25%

Common Issues

Carpool Struggles: "My friend in another department and I have discussed the carpool permit. We planned to apply for it but gave up since it's not that convenient for us. We would love to do it if there is no primary holder, just two shared holders with the flexibility to decide who can drive to the campus."

Train Service: "Would love it if Amtrak was available again." "If there was a bus that regularly went to and from the Goleta train station and campus"

Provide more reliable Train Service in Ventura and South of SB County

Possibly Rework of Carpool Parking Permit

A127

E-Bikes

Have you considered using an electric pedal assist bike to commute to UCSB?

Student

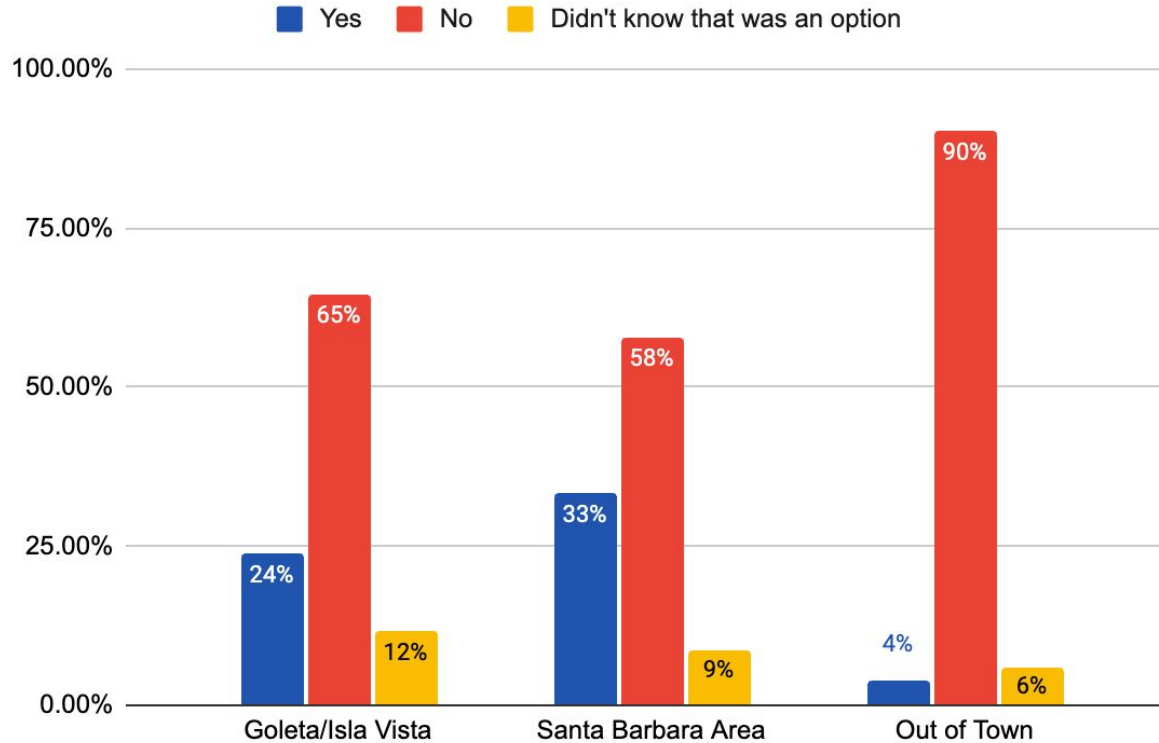
Staff/Faculty

Bike Frequency	Yes	No	Wasn't aware of option
Infrequently (0-33%)	18.9%	66.6%	14.6%
Occasionally (33%-66%)	23.5%	66.2%	10.3%
Frequently (66%-100%)	17.5%	72.5%	10.0%
Student Average	18.7%	68.3%	12.9%

Bike Frequency	Yes	No	Wasn't aware of option
Infrequently (0-33%)	29.1%	63.7%	7.3%
Occasionally (33%-66%)	31.5%	61.5%	7.0%
Frequently (66%-100%)	31.0%	62.1%	6.9%
Staff/Faculty Average	29.1%	63.7%	7.2%

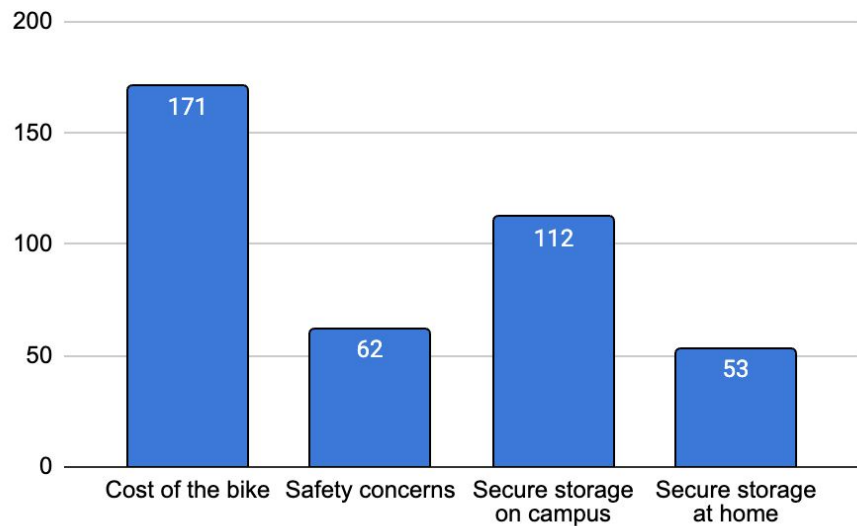
Have you considered using an electric pedal assist bike to commute to UCSB?

By Distance of Respondent

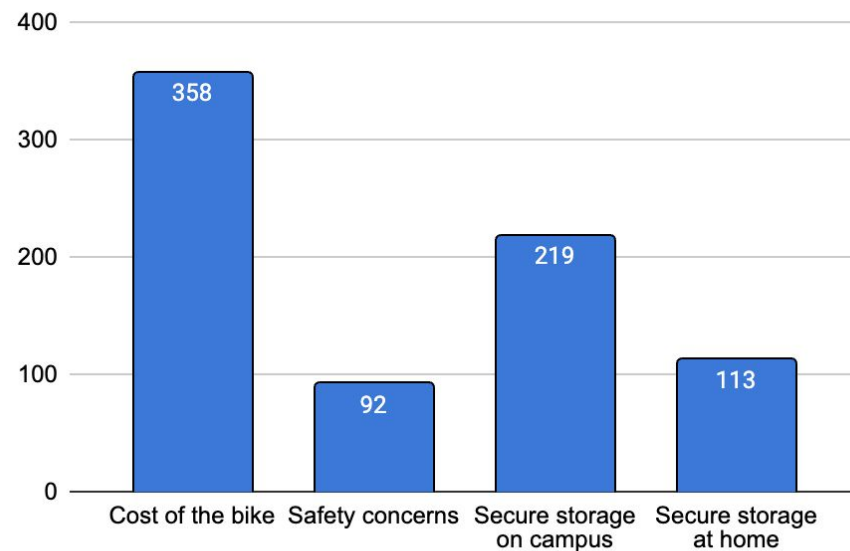


What Prevents Commutes with Electric Pedal Assist Bikes

*Faculty and Staff

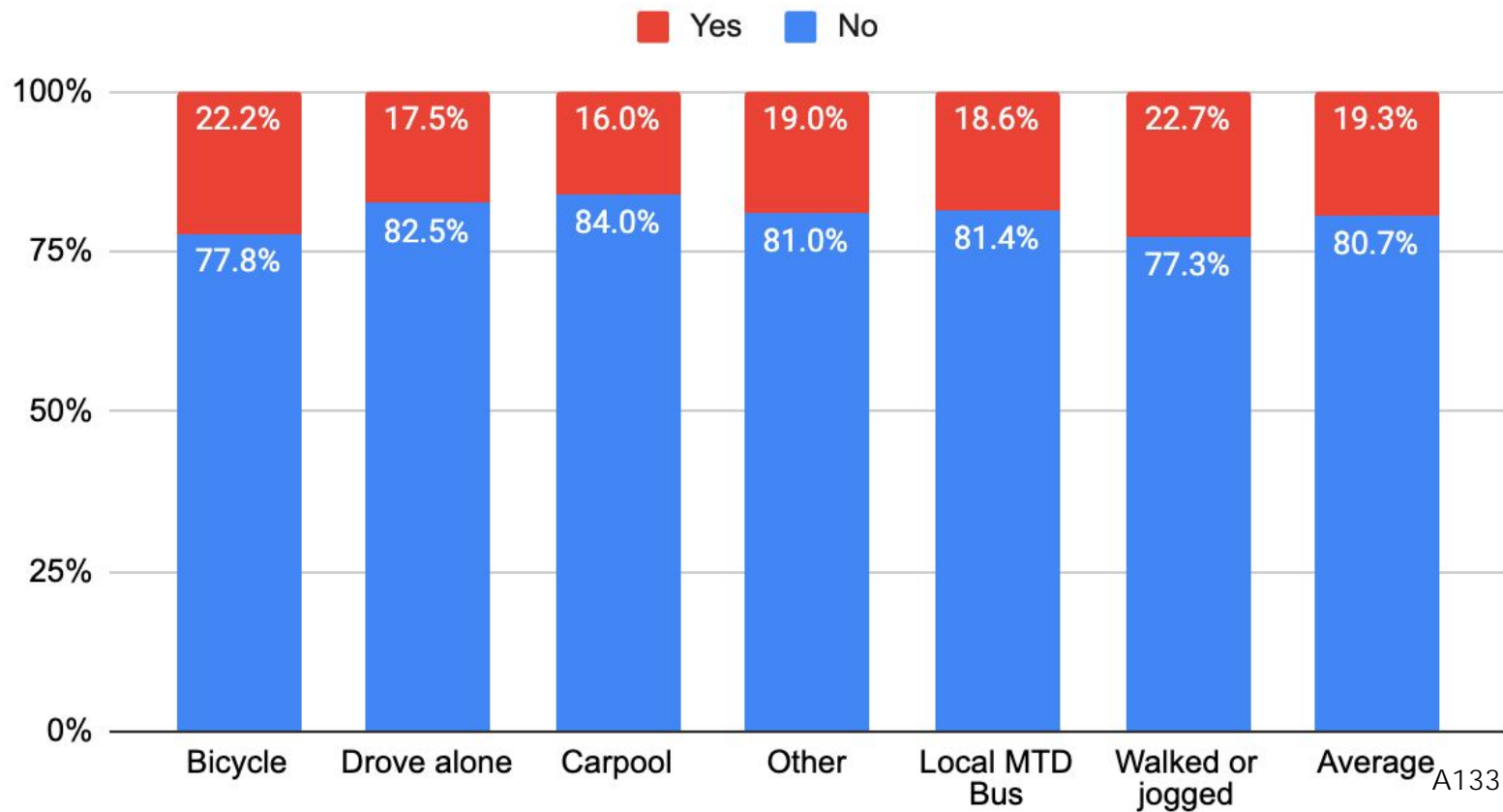


What Prevents Commutes with Electric Pedal Assist Bikes

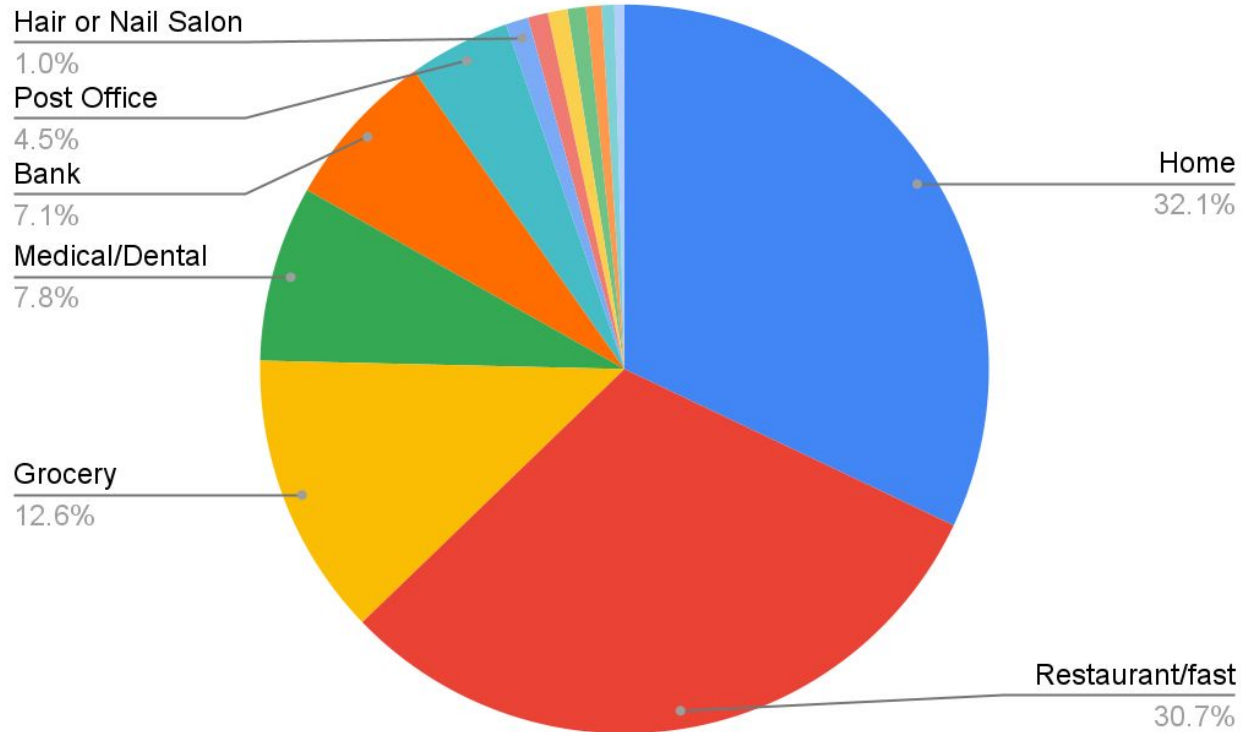


What do people do and go during lunch

Do you leave campus for lunch?



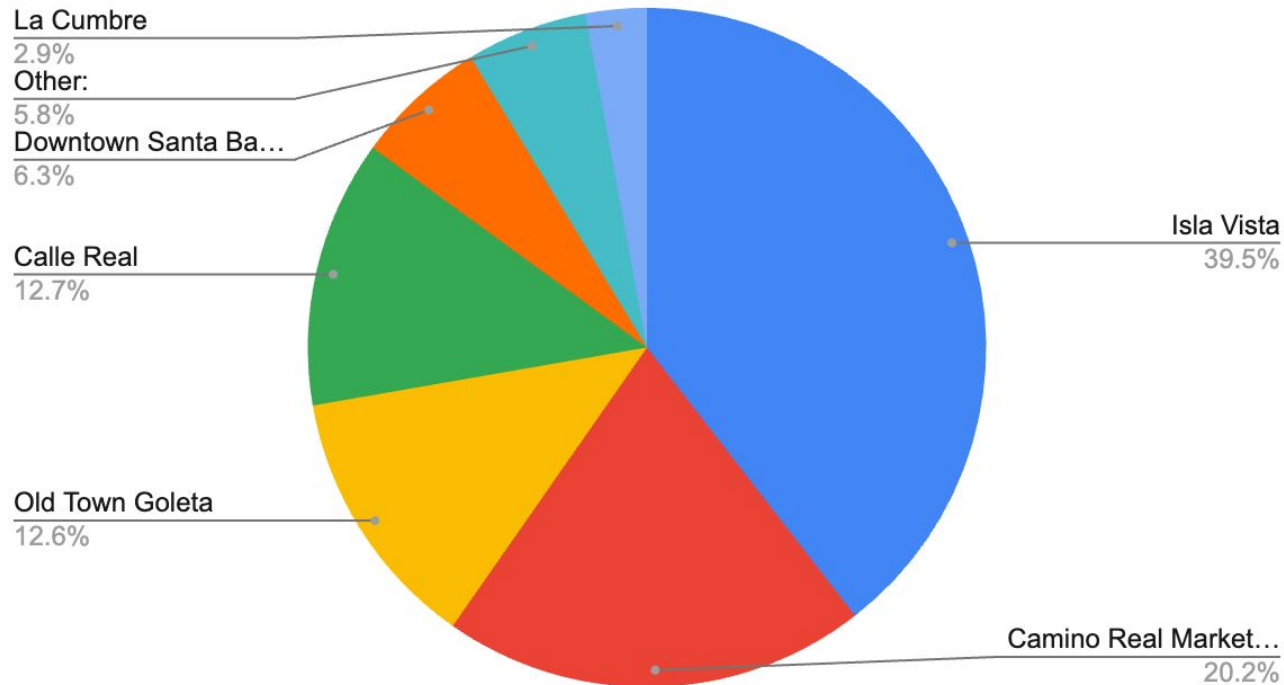
What do people do during lunch



Other Activities:

- Family and Personal
- Work-related
- Health and Fitness
- Laundromat
- Shopping and Errands
- Leisure and Social

Where do people go for lunch



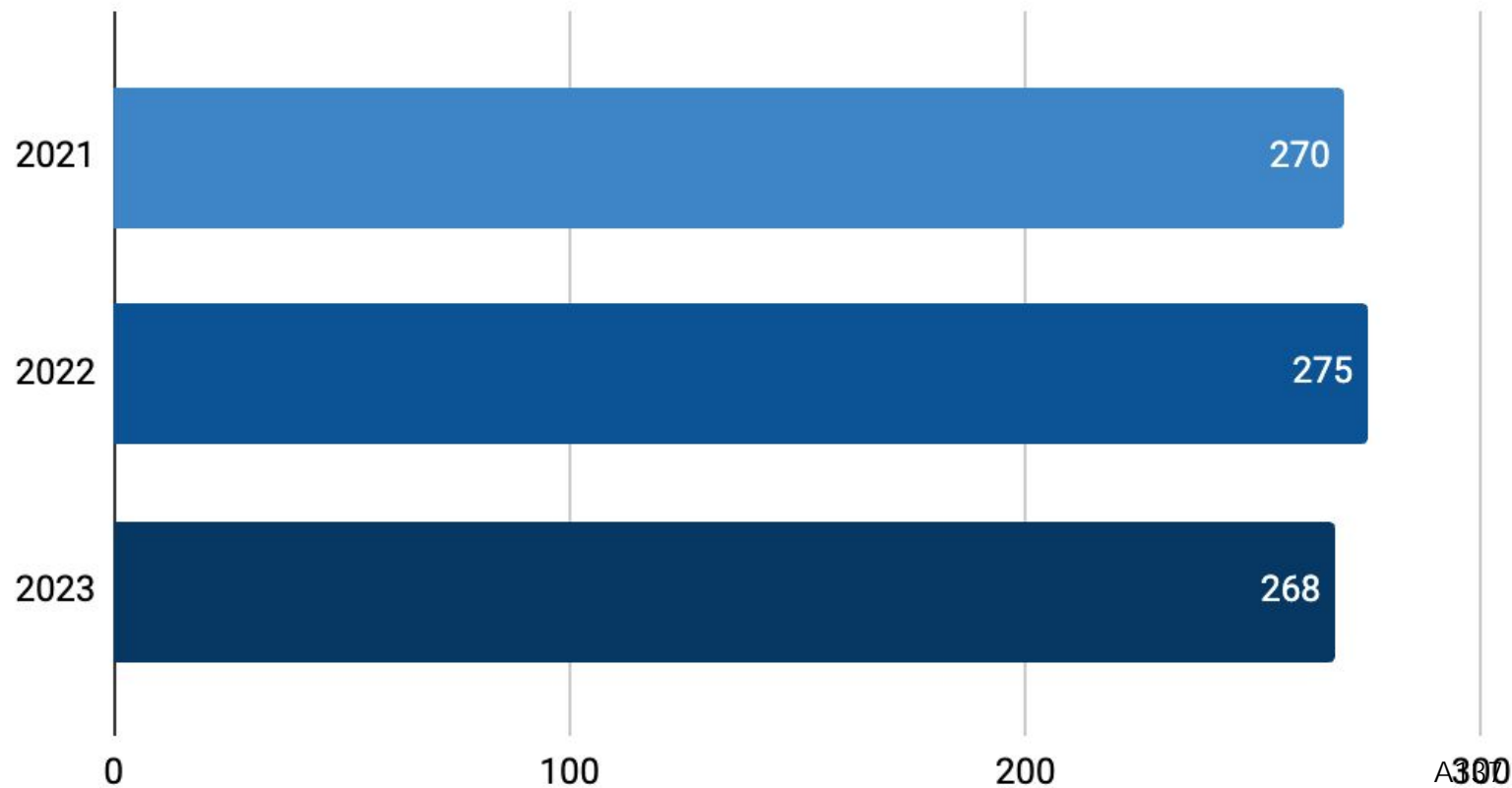
Other locations:

- General SB Area
- General Goleta Area
- Campus

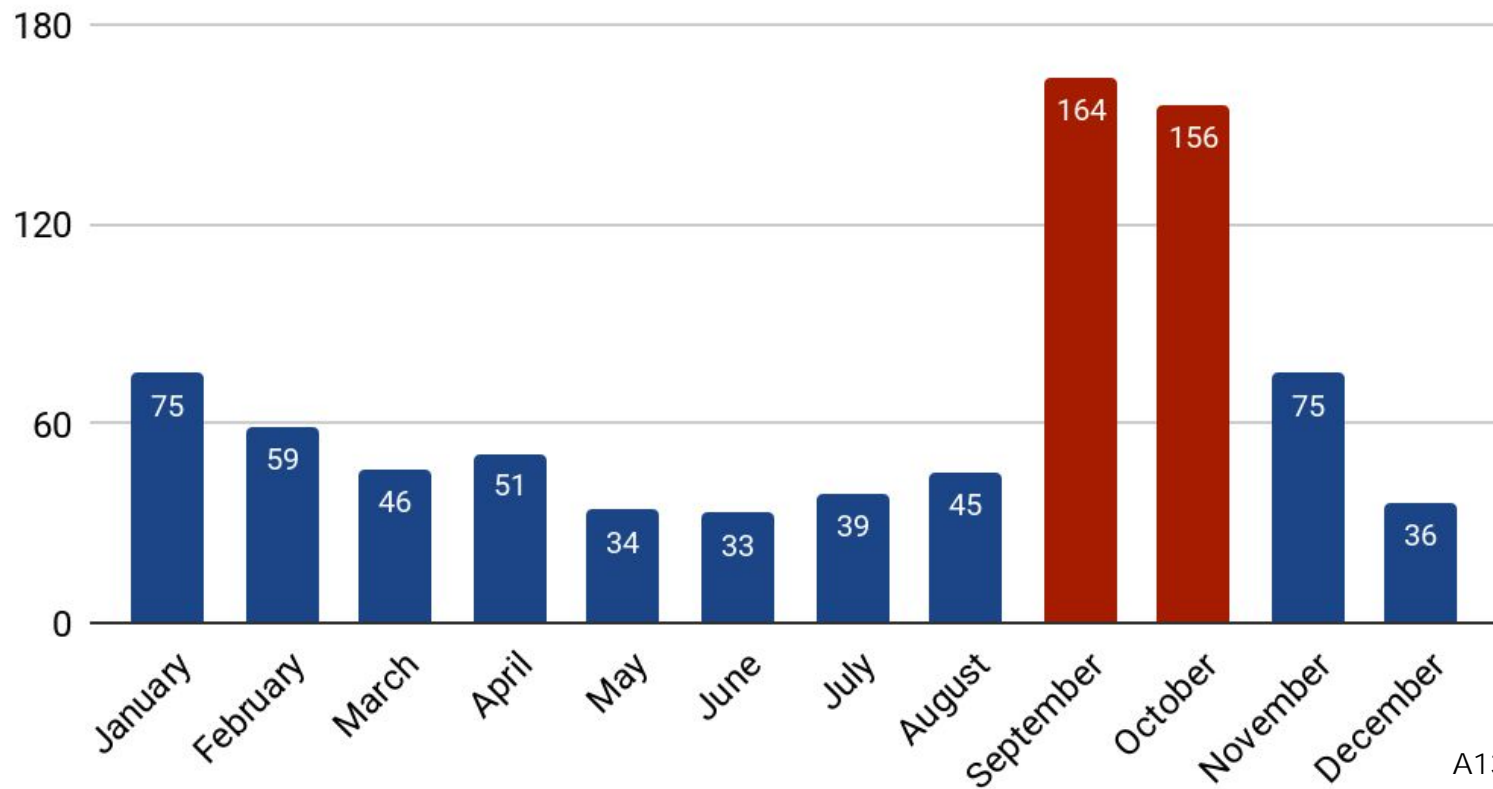
Bike Theft and Collision Data

2021-2023

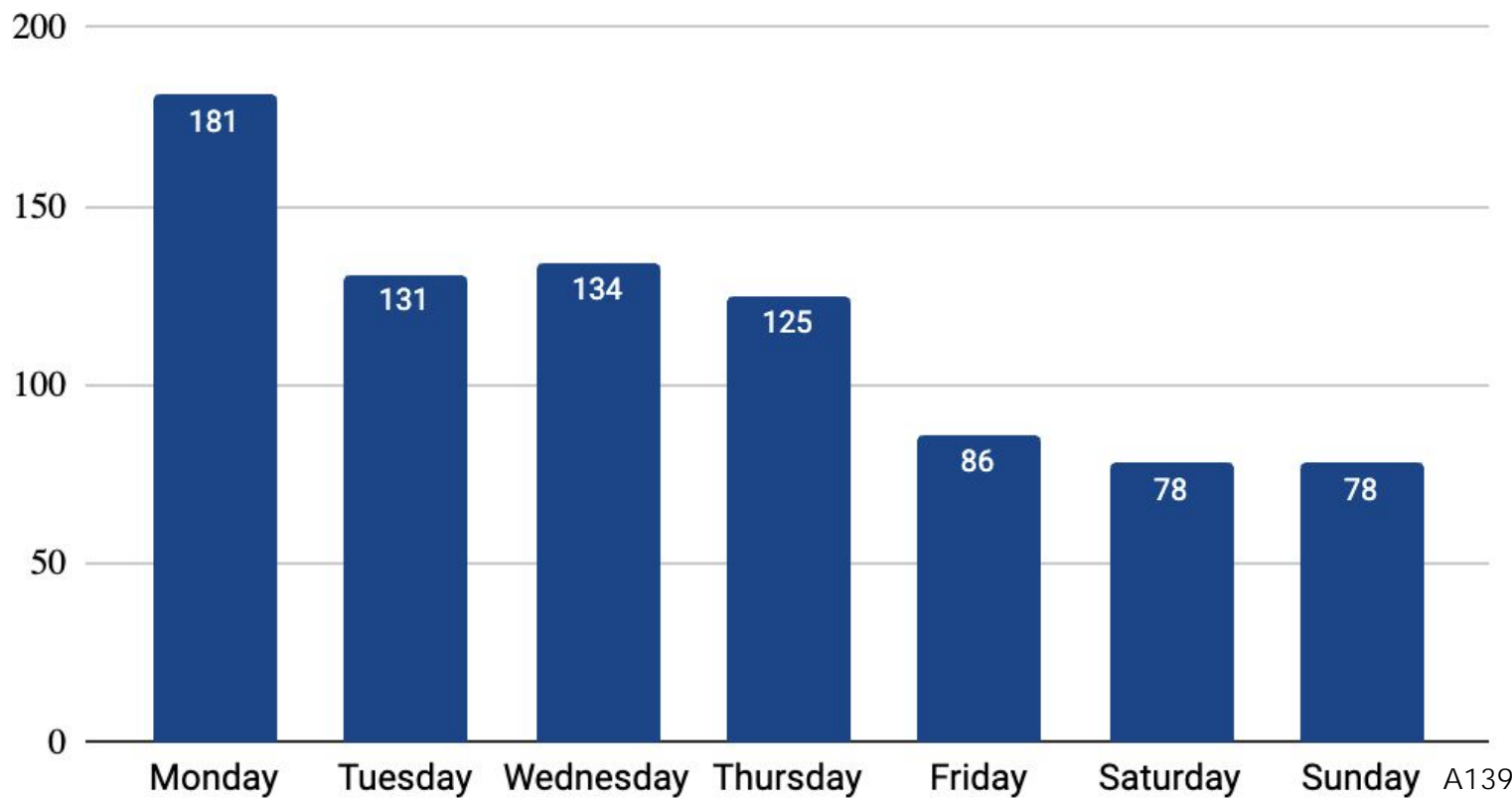
Bike Thefts Reported by Year



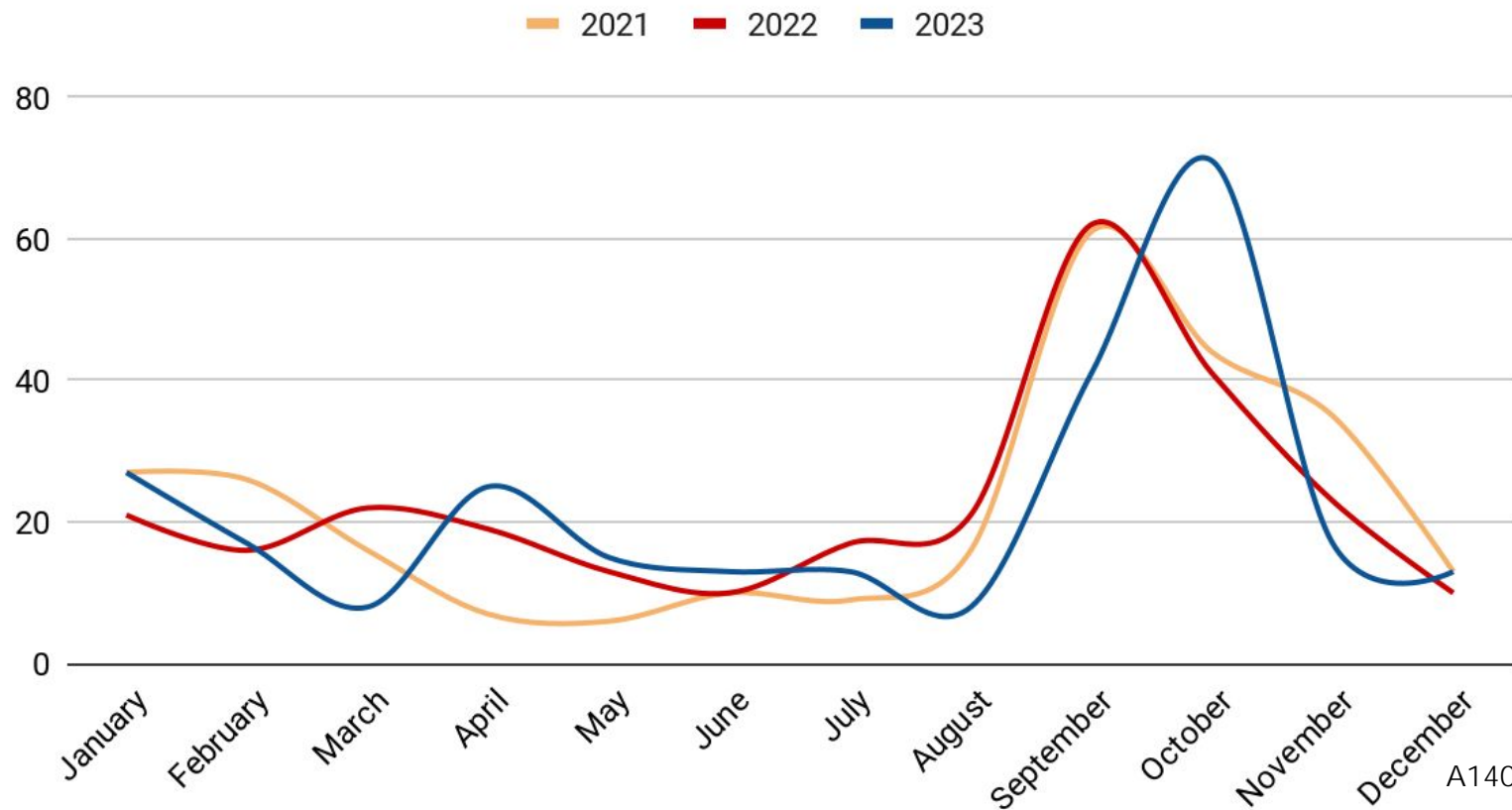
Bike Thefts Reported by Month



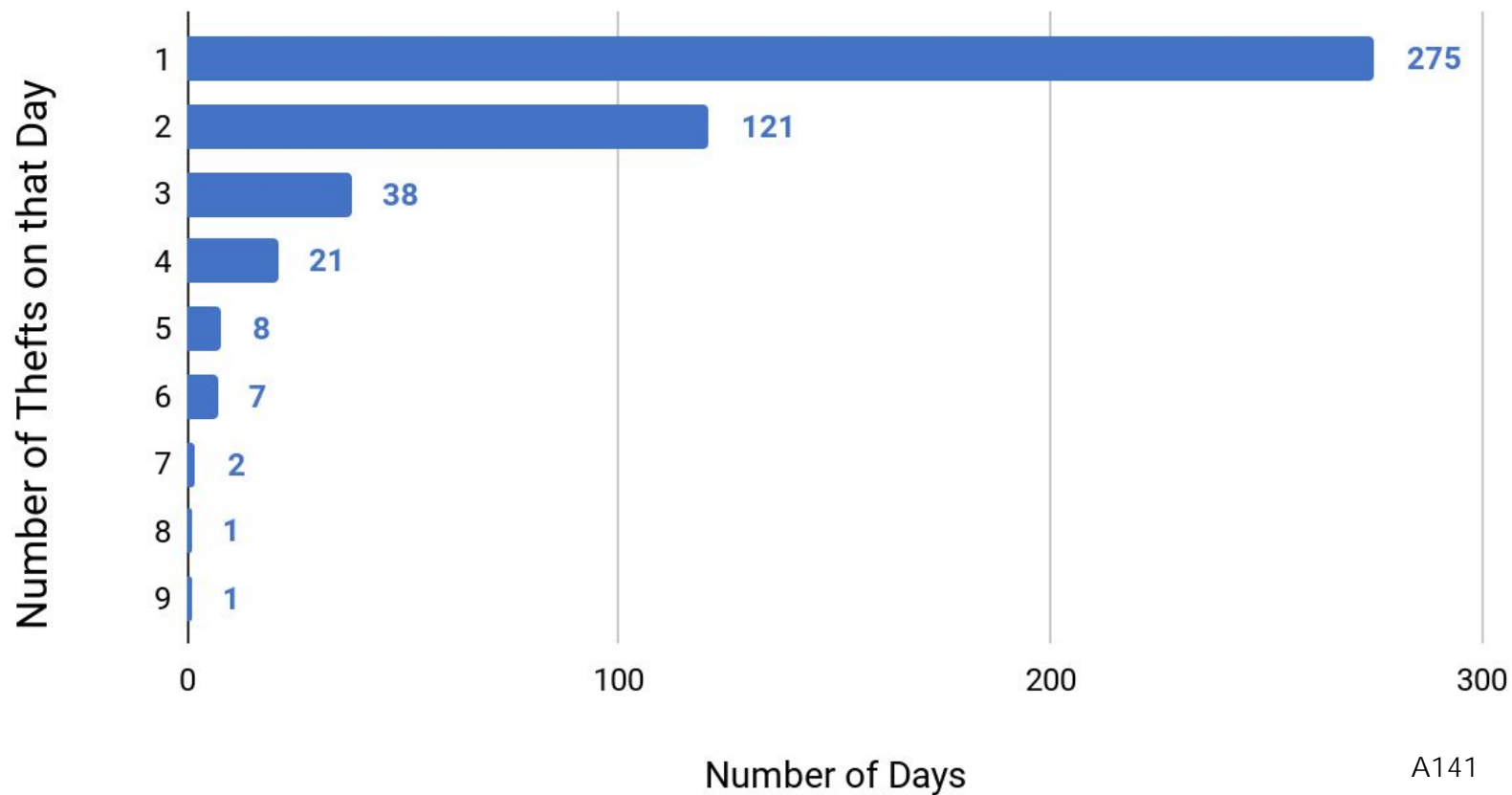
Bike Thefts Reported by Day



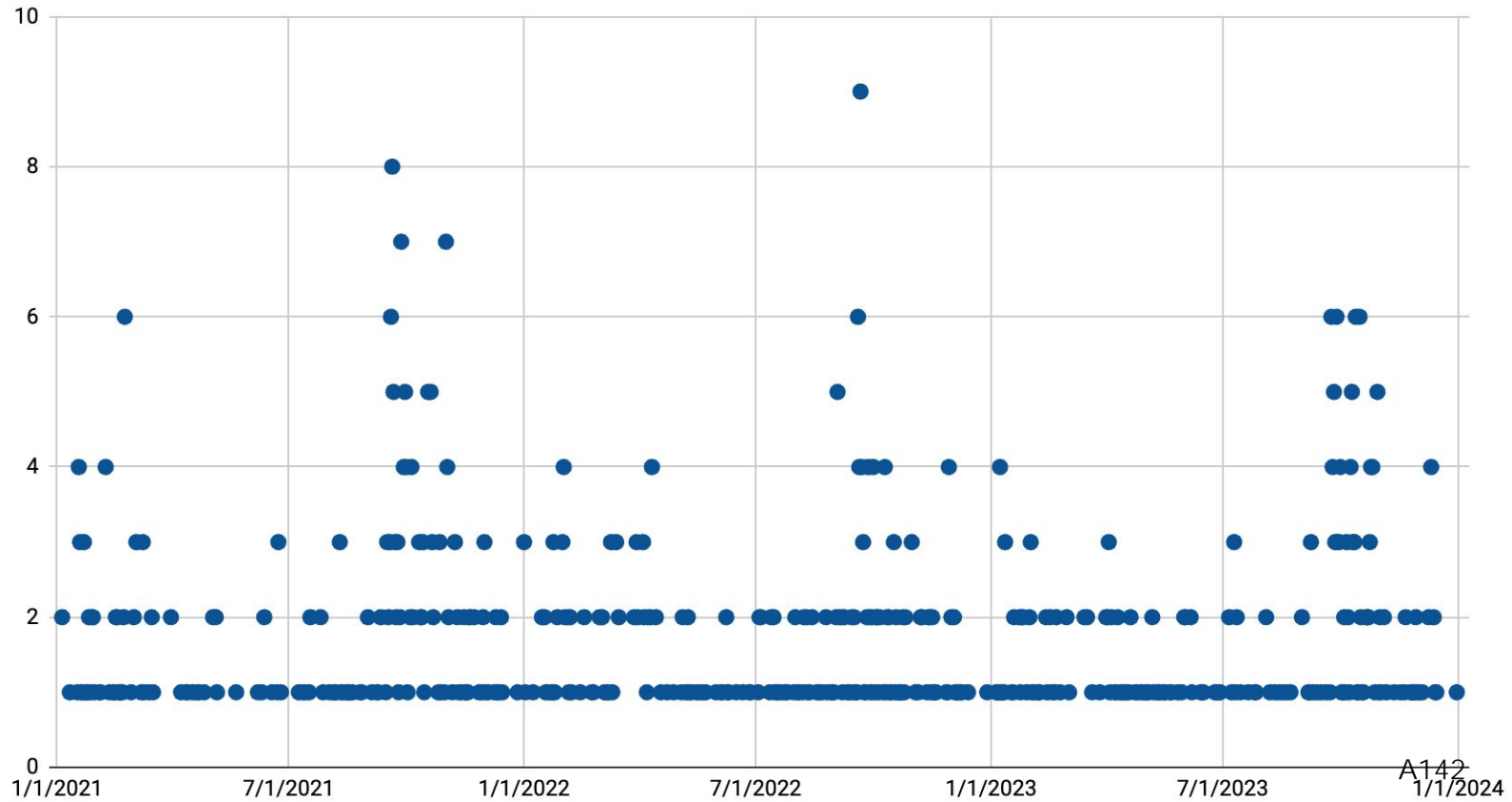
Bike Theft by Month Over Time



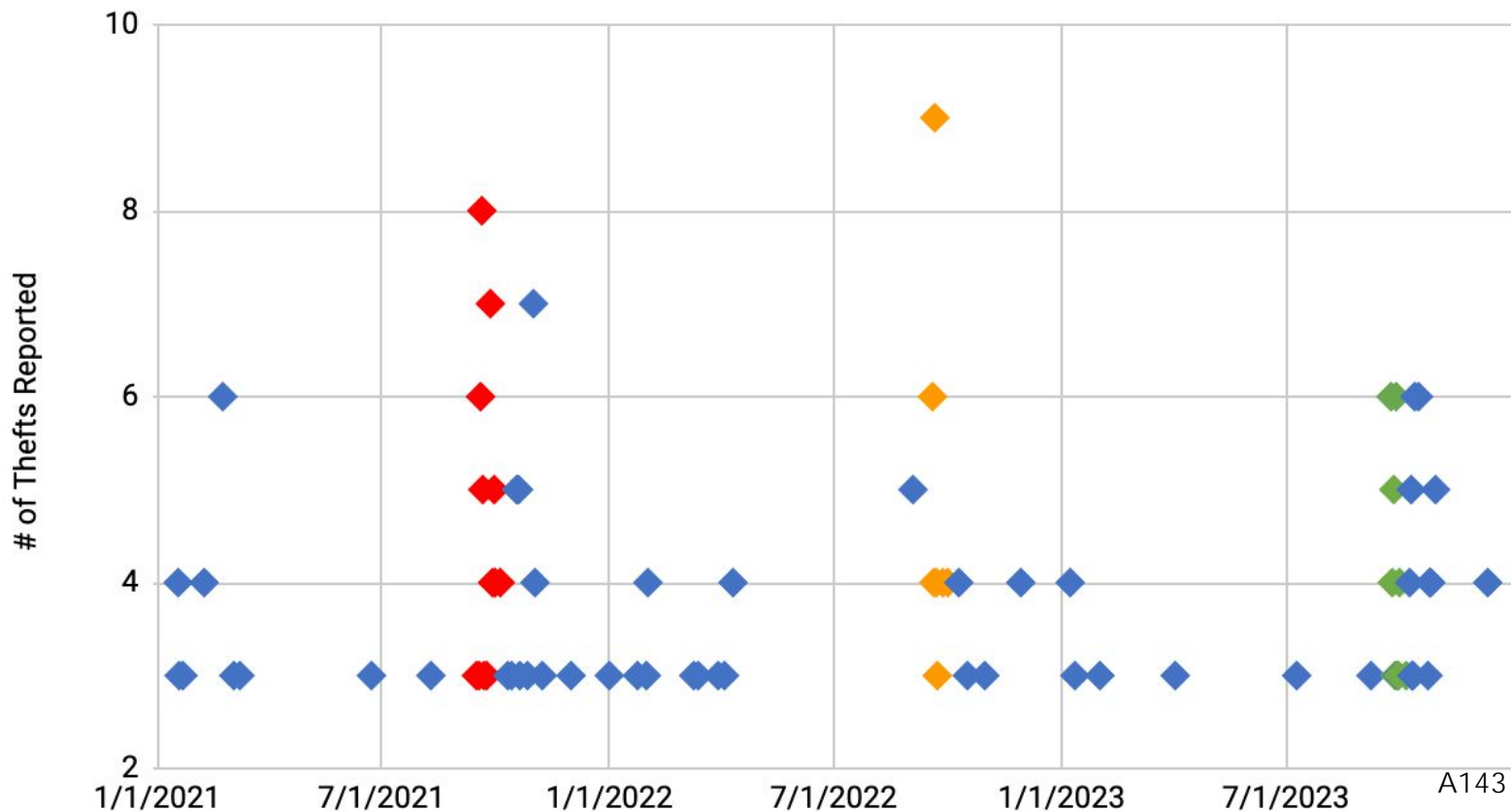
of Thefts on a Reported Day



of Thefts by Day Over Time

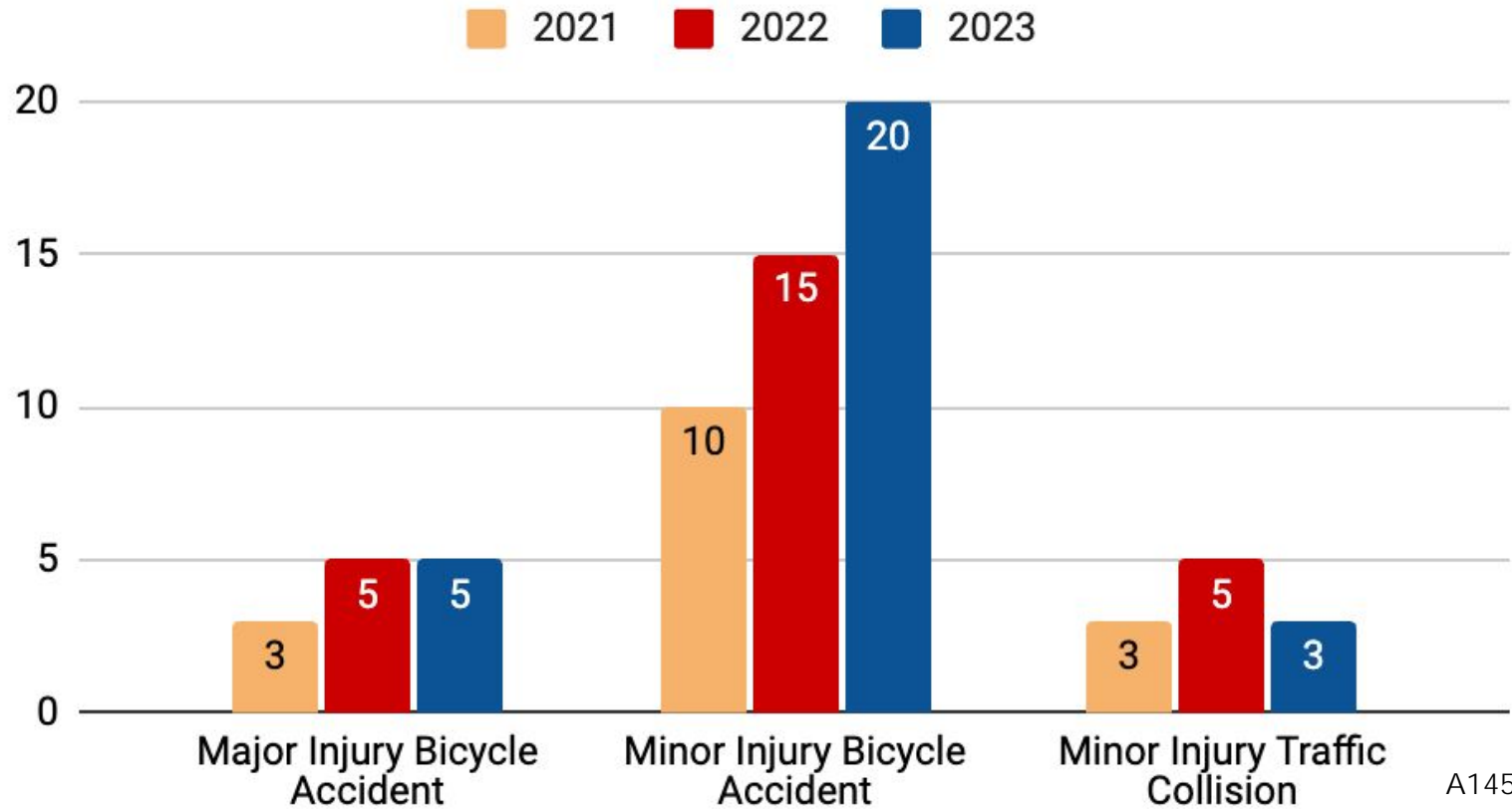


High Theft Days (3+ Reported)



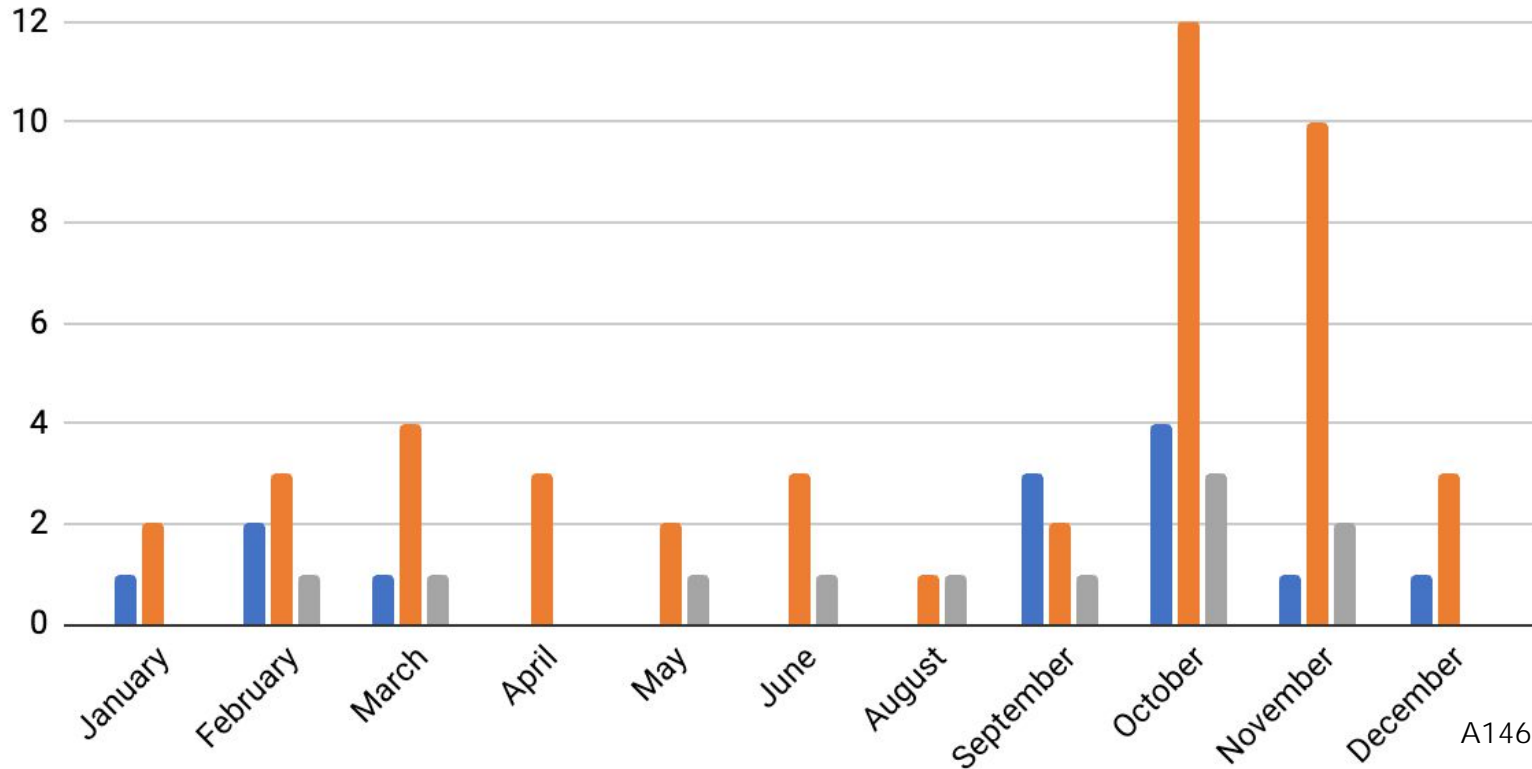
Collision Data

Type of Bike Collision By Year

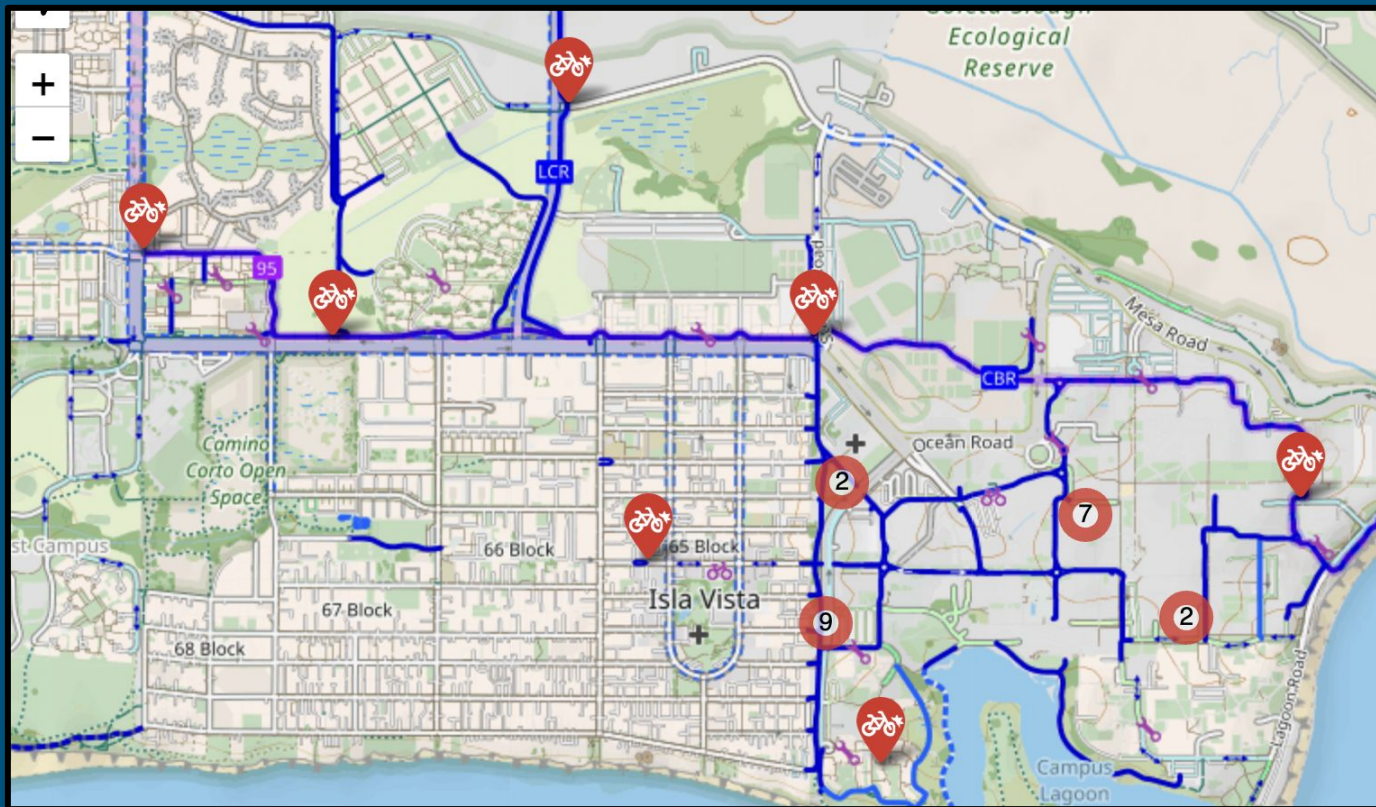


Type of Bike Collision by Month

Major Injury Bicycle Accident Minor Injury Bicycle Accident Minor Injury Traffic Collision



BikeMaps.org Collision Data (Jan 2021-Dec 2023)

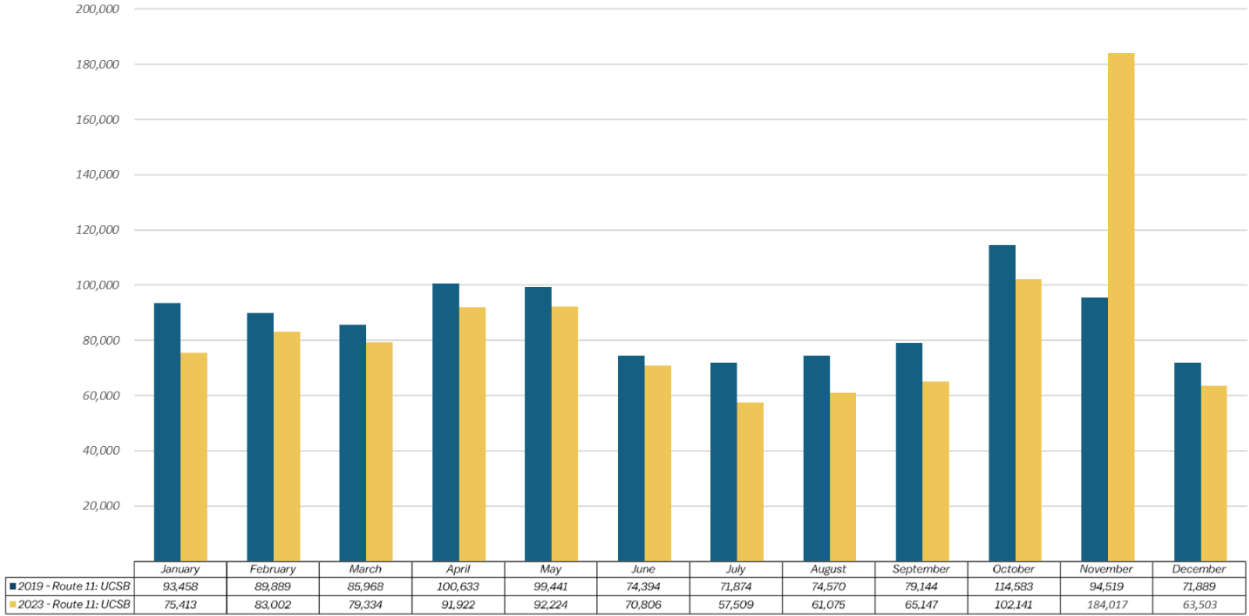


MTD Bus Data

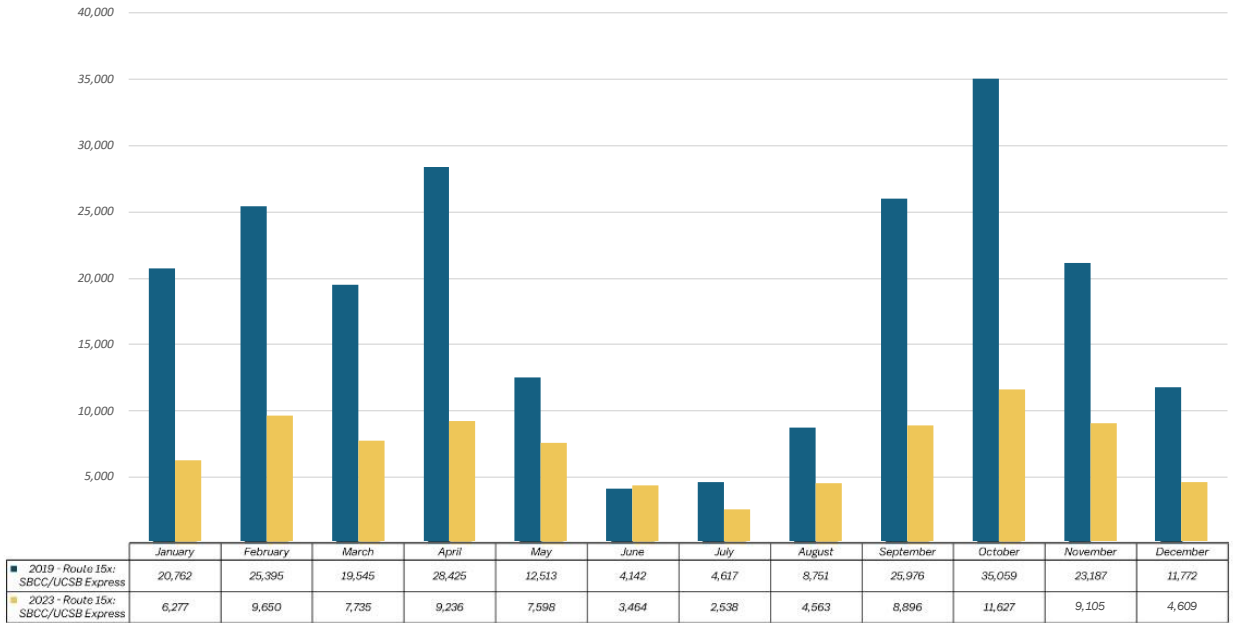
Ridership Volume in 2019 versus 2023 by Route

Data for the following graphs come from the Santa Barbara Metropolitan Transit District's monthly reporting, found here: <https://sbmtd.gov/about/agendas-archives/>

Line 11: UCSB

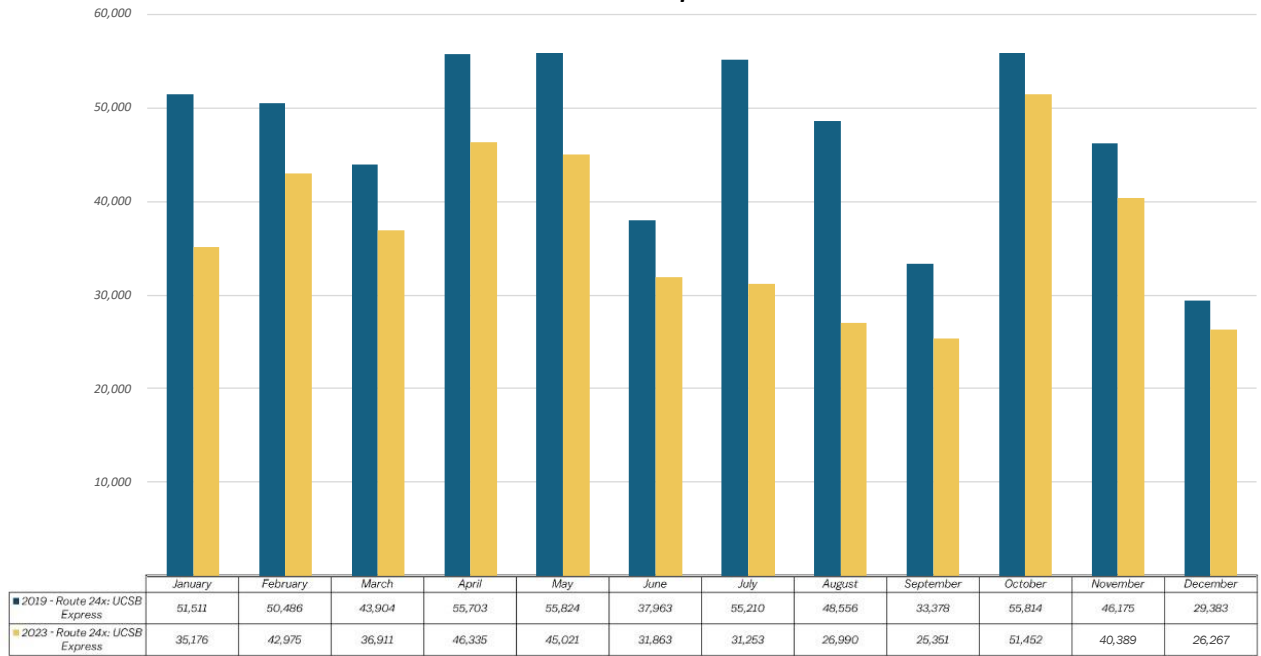


Line 15x: SBCC/UCSB Express

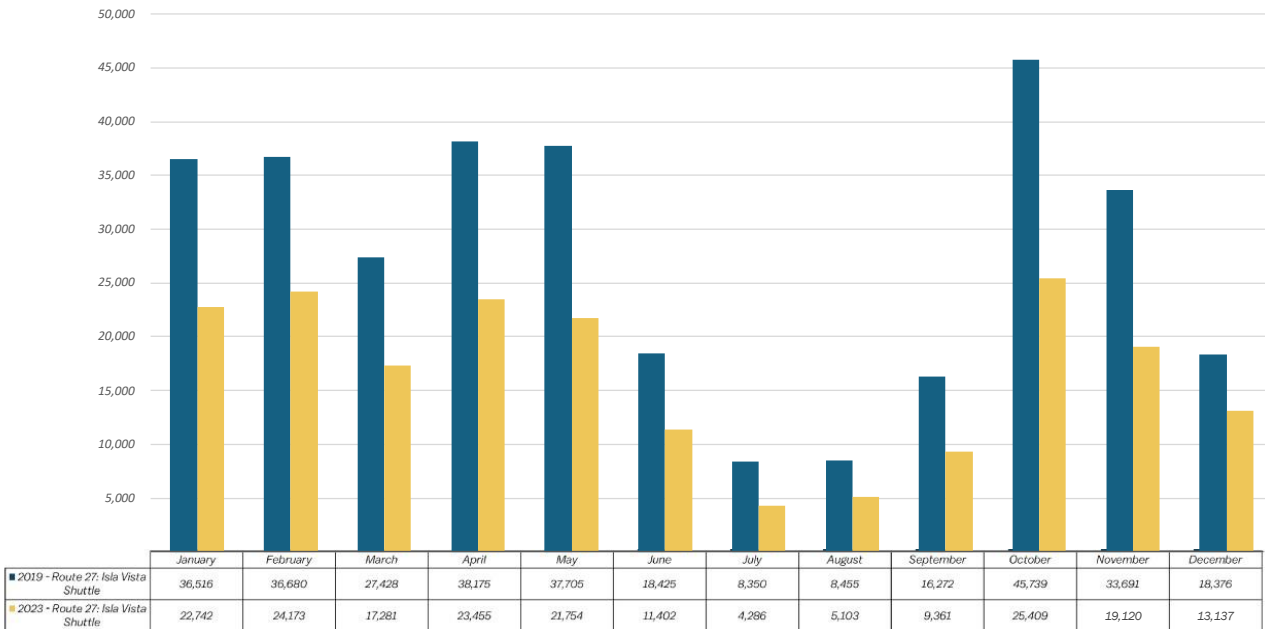


APPENDIX J

Line 24x: UCSB Express

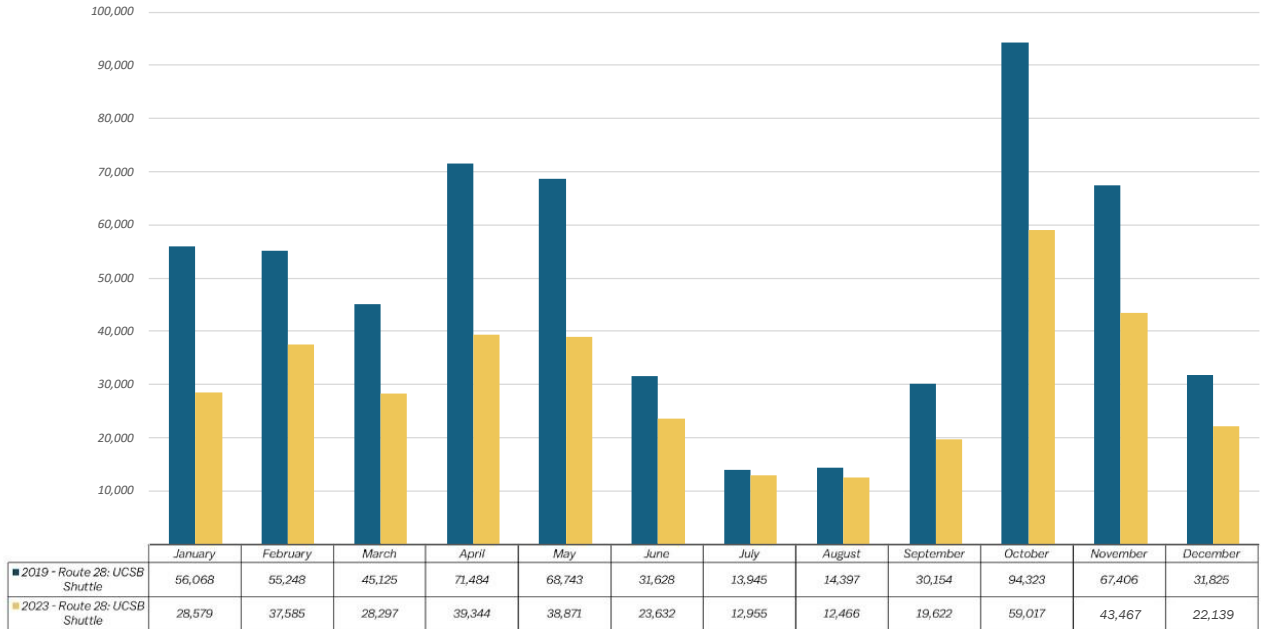


Line 27: Isla Vista Shuttle



APPENDIX J

Line 28: UCSB Shuttle



Evaluation of Bus Stop Amenities

Location	ADA	Shelter	Seating	Lighting	Adequate Queuing Space	Bus Stop Sign
Abrego & Camino Corto	No	No	No	Yes	No	Yes
Abrego & Camino Del Sur	No	No	Yes	Yes	No	Yes
Abrego & Camino Pescadero (S)	Yes	No	No	Yes	No	Yes
Abrego & Camino Pescadero (N)	No	No	Yes	Yes	No	Yes
Camino Pescadero & El Colegio (W)	Yes	No	Yes	No	No	Yes
Camino Pescadero & El Colegio (E)	Yes	Yes	Yes	No	Yes	Yes
Camino Del Sur & Picasso	Yes	Yes	Yes	Yes	No	Yes
El Colegio & Camino Corto (N)	Yes	No	No	Yes	No	Yes
El Colegio & Camino Corto (S)	Yes	Yes	Yes	Yes	No	Yes
El Colegio & Embarcadero Del Mar (S)	Yes	No	No	Yes	No	Yes
El Colegio & Embarcadero Del Mar (N)	Yes	Yes	Yes	Yes	No	Yes
El Colegio & Los Carneros (S)	Yes	No	No	Yes	No	Yes
El Colegio & Los Carneros (N)	Yes	Yes	Yes	Yes	Yes	Yes
El Colegio & Stadium	Yes	Yes	Yes	Yes	Yes	Yes
El Embarcadero & Sabado Tarde (E)	Yes	No	No	Yes	No	Yes
El Embarcadero Road & Sabado Tarde (W)	No	No	No	Yes	No	Yes
Santa Catalina Hall	Yes	Yes	Yes	No	Yes	Yes
Seville & Embarcadero Del Mar (N)	Yes	No	Yes	No	Yes	Yes
Seville & Embarcadero Del Mar (S)	Yes	No	Yes	No	Yes	Yes



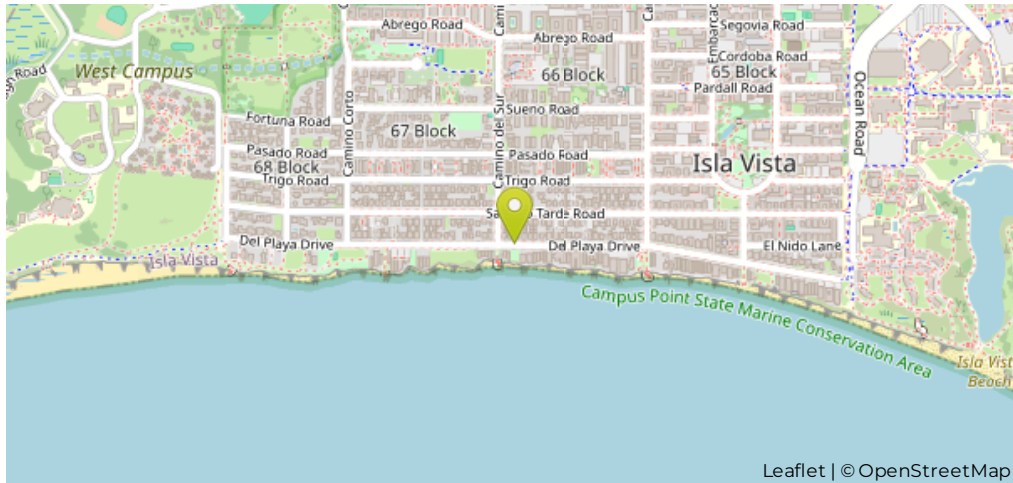
Isla Vista Community Services District - REPORT

Mark Friedlander
12/04/2023

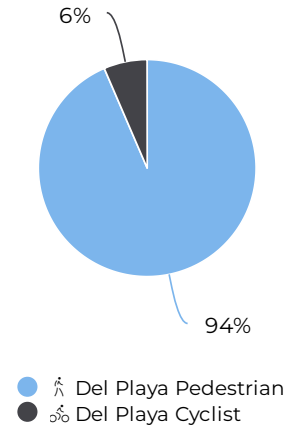
Del Playa

January 1, 2023 → December 3, 2023

Location



Distribution by User Type



Daily Avg. - Week - Pedestr...

📅 01/01/2023 → 12/03/2023

Daily Average

3,224

📈 Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Weekend - Ped...

📅 01/01/2023 → 12/03/2023

Daily Average

3,852

📈 Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Week - Cyclists

📅 01/01/2023 → 12/03/2023

Daily Average

214

📈 Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Weekend - Cyc...

📅 01/01/2023 → 12/03/2023

Daily Average

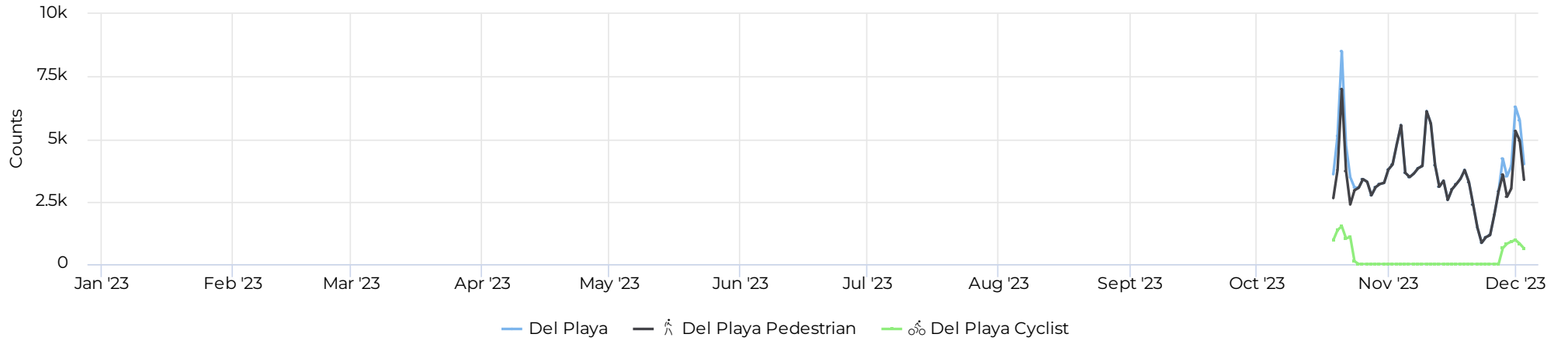
285

📈 Compared to 01/02/2022 → 12/04/2022

Del Playa

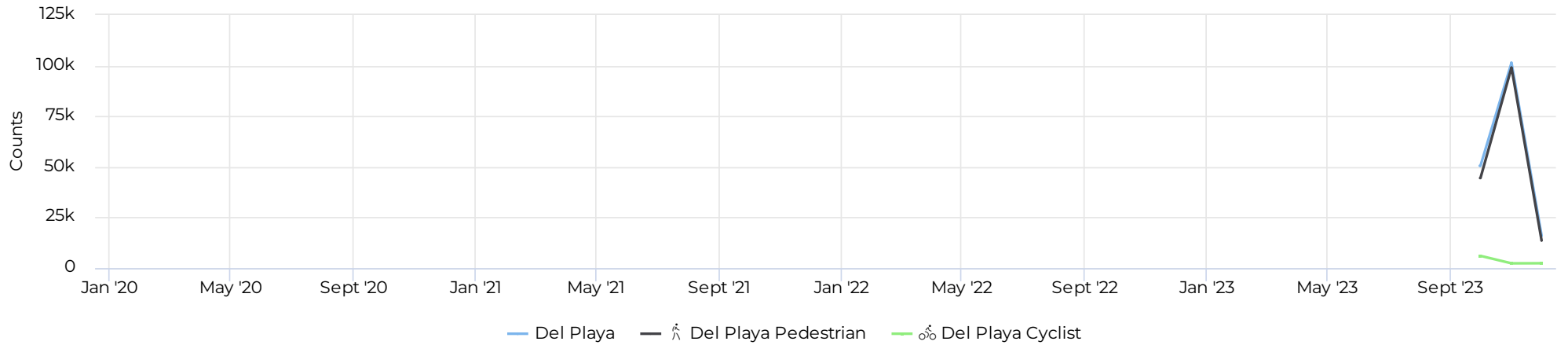
January 1, 2023 → December 3, 2023

Daily traffic



Monthly traffic

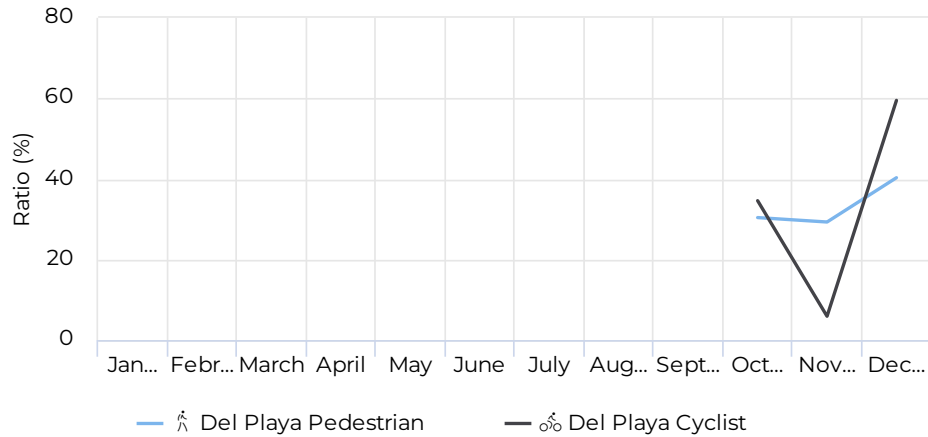
01/01/2020 → 12/03/2023



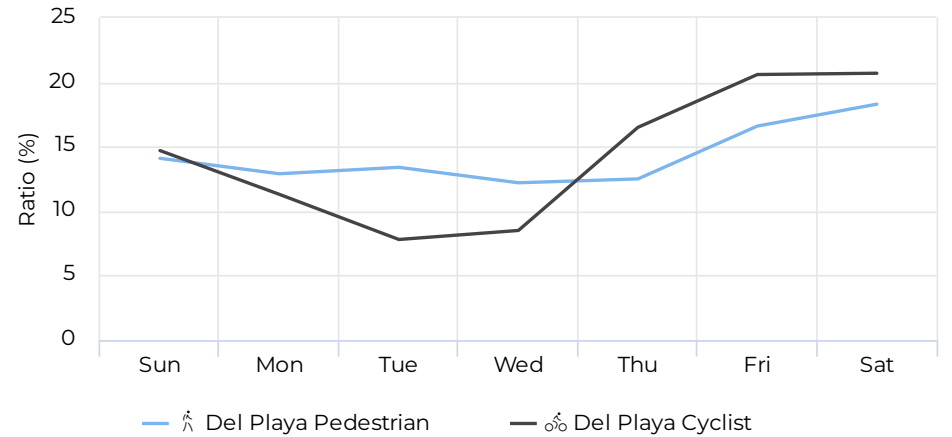
Del Playa

January 1, 2023 → December 3, 2023

Monthly Profile

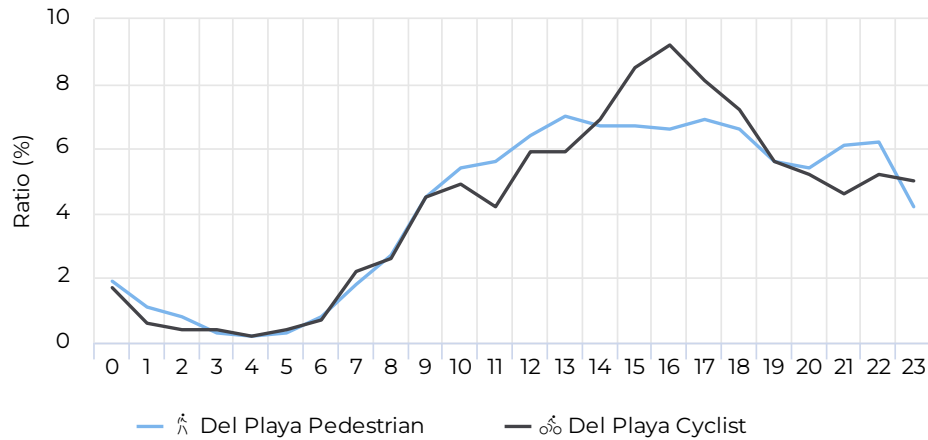


Daily Profile



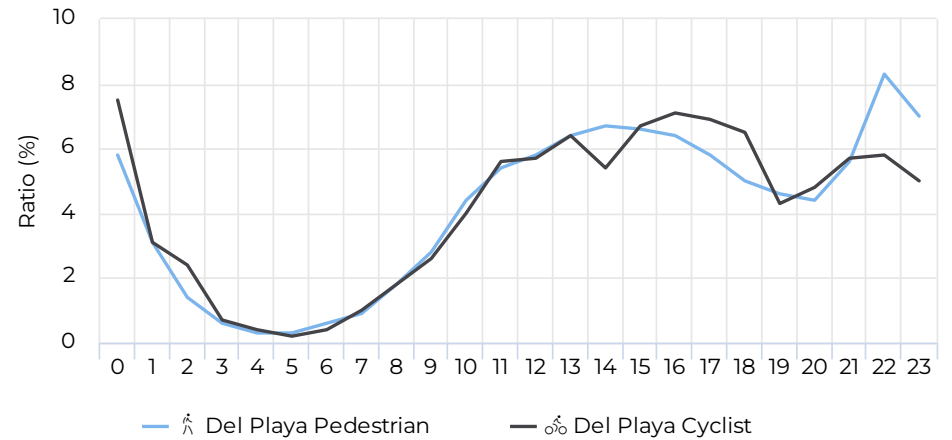
Hourly Profile - Weekdays

01/01/2023 → 12/03/2023



Hourly Profile - Weekend

01/01/2023 → 12/03/2023

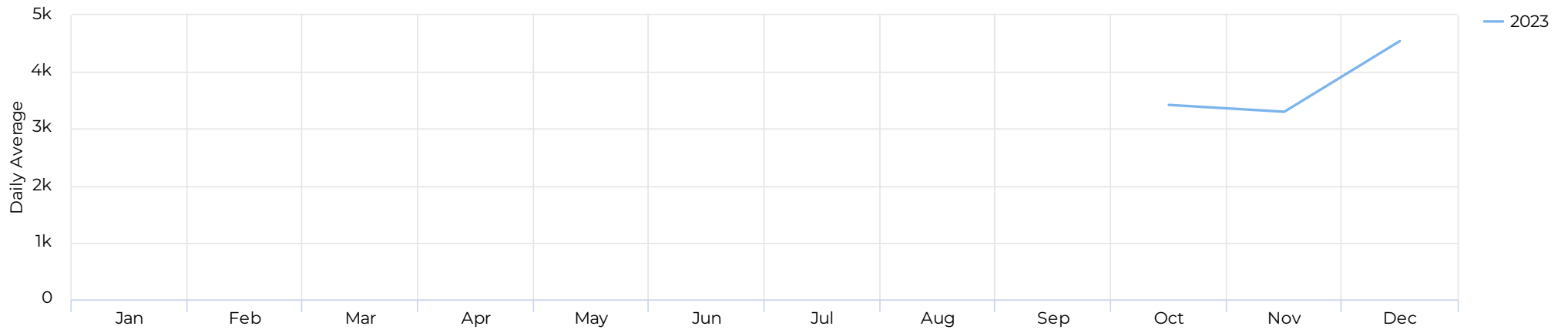


Del Playa

January 1, 2023 → December 3, 2023

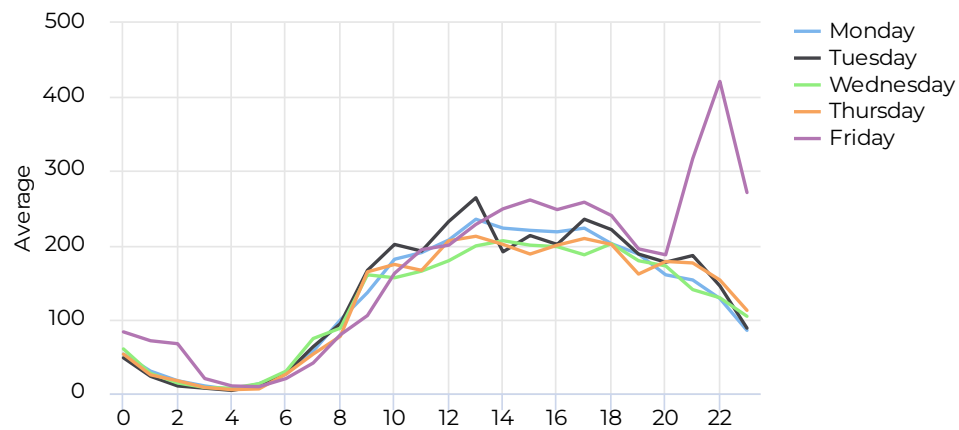
Annual Comparison - Pedestrians

01/01/2020 → 12/03/2023



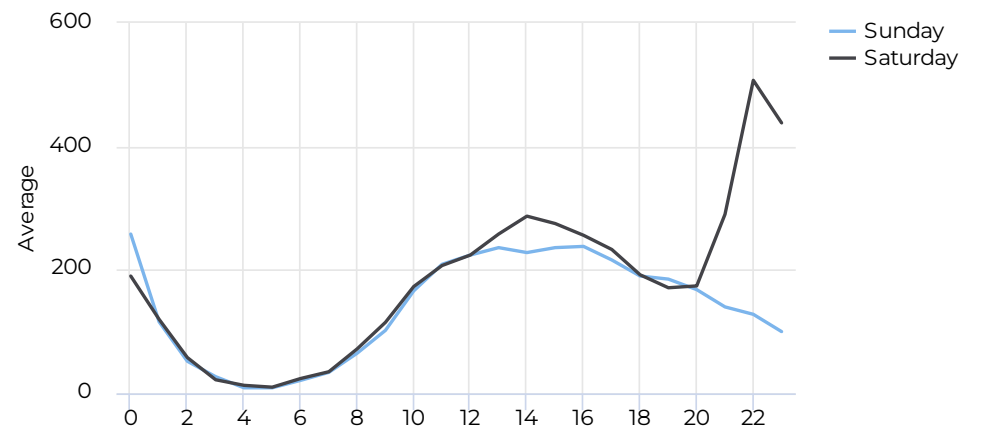
Hourly Profile - Pedestrians

01/01/2023 → 12/03/2023



Hourly Profile - Pedestrians

01/01/2023 → 12/03/2023

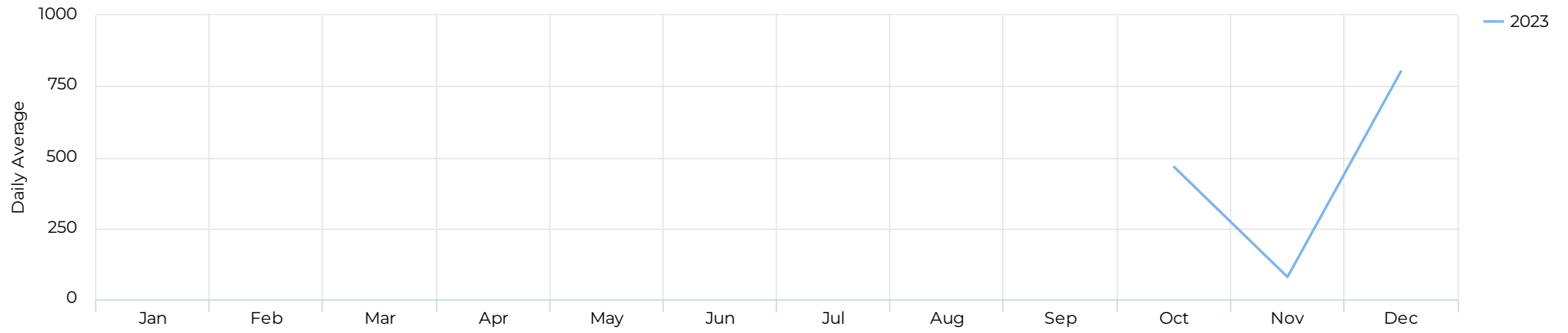


Del Playa

January 1, 2023 → December 3, 2023

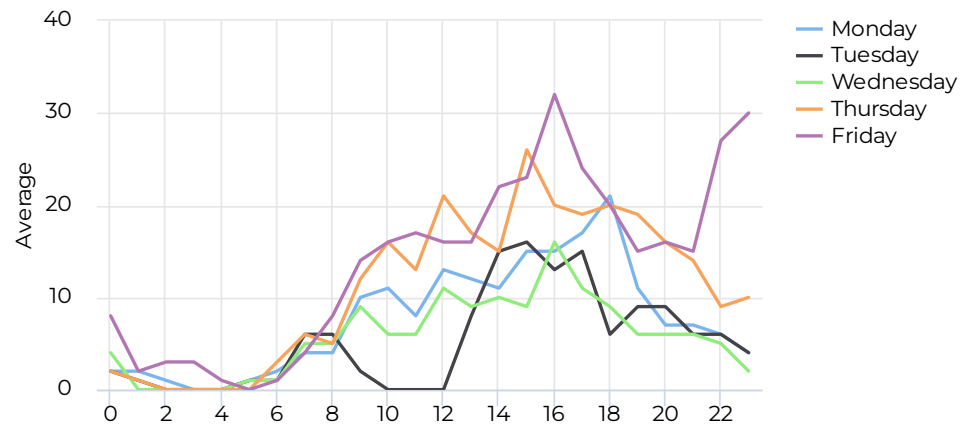
Annual Comparison - Cyclists

📅 01/01/2020 → 12/03/2023



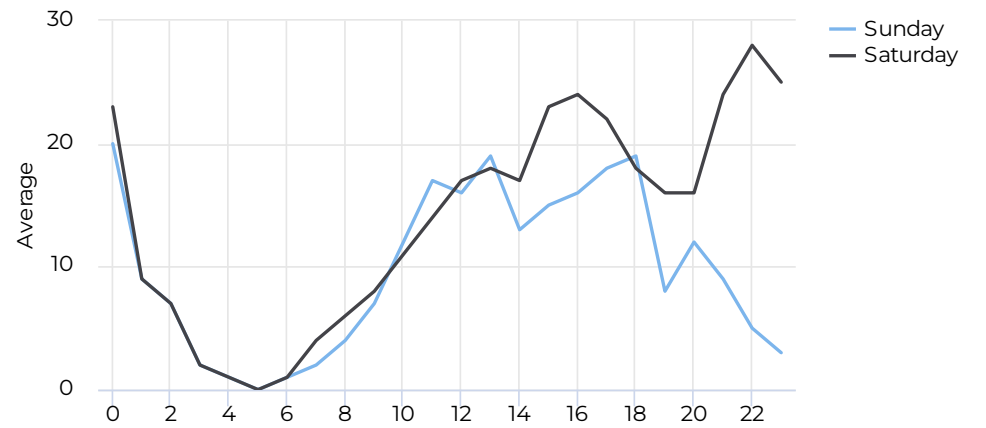
Hourly Profile - Cyclists

📅 01/01/2023 → 12/03/2023



Hourly Profile - Cyclists

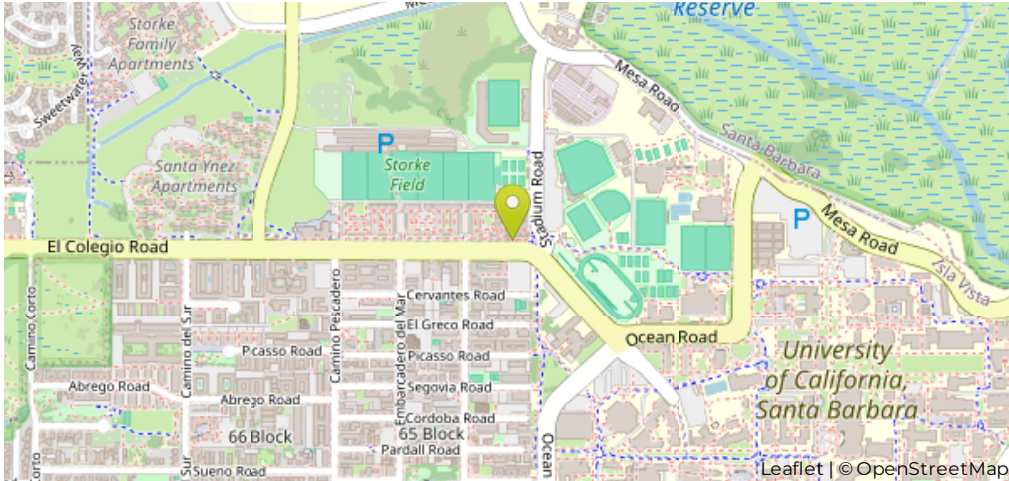
📅 01/01/2023 → 12/03/2023



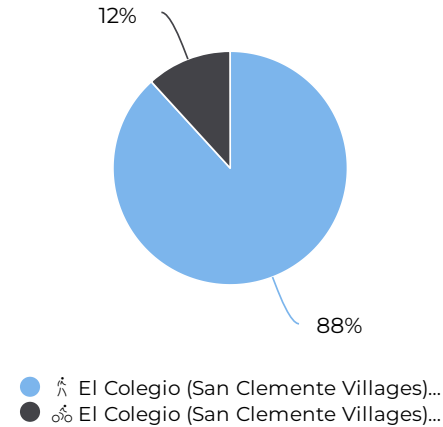
El Colegio (San Clemente Villages)

January 1, 2023 → December 3, 2023

Location



Distribution by User Type



Pictures Gallery

No Data

Daily Avg. - Week - Pedestr...

01/01/2023 → 12/03/2023

Daily Average

8,546

Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Weekend - Ped...

01/01/2023 → 12/03/2023

Daily Average

5,239

Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Week - Cyclists

01/01/2023 → 12/03/2023

Daily Average

1,336

Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Weekend - Cyc...

01/01/2023 → 12/03/2023

Daily Average

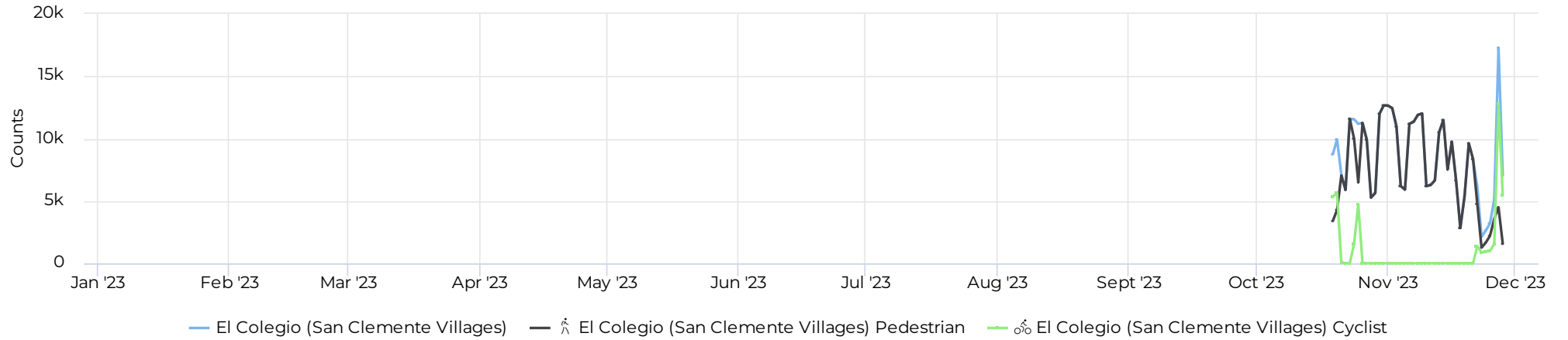
220

Compared to 01/02/2022 → 12/04/2022

El Colegio (San Clemente Villages)

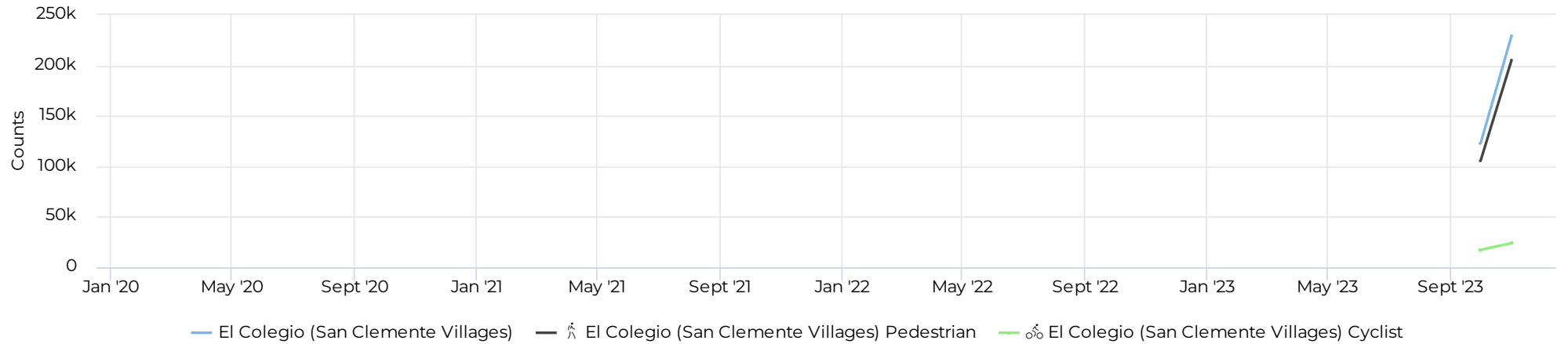
January 1, 2023 → December 3, 2023

Daily traffic



Monthly traffic

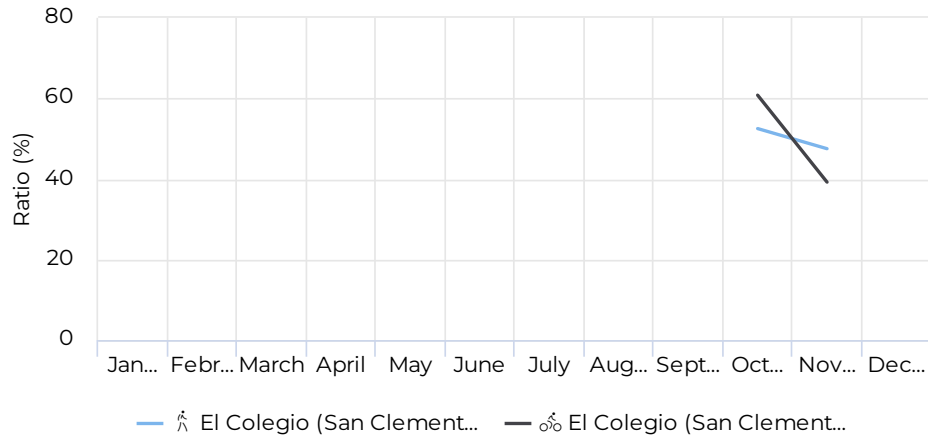
01/01/2020 → 12/03/2023



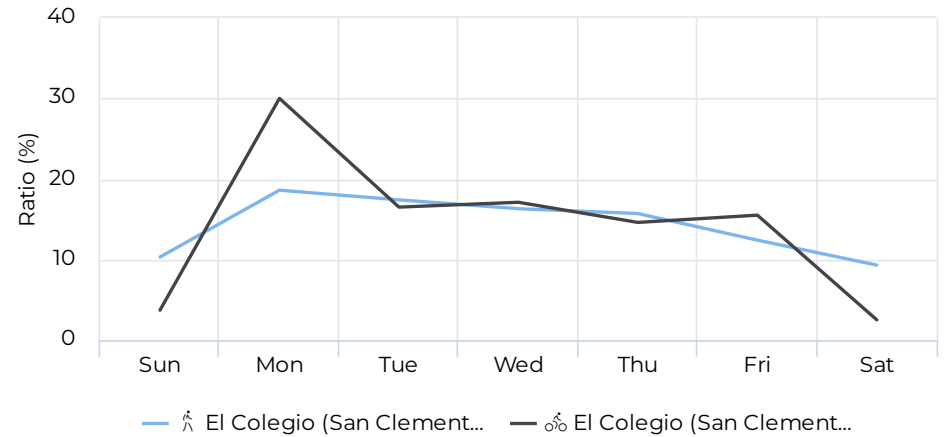
El Colegio (San Clemente Villages)

January 1, 2023 → December 3, 2023

Monthly Profile

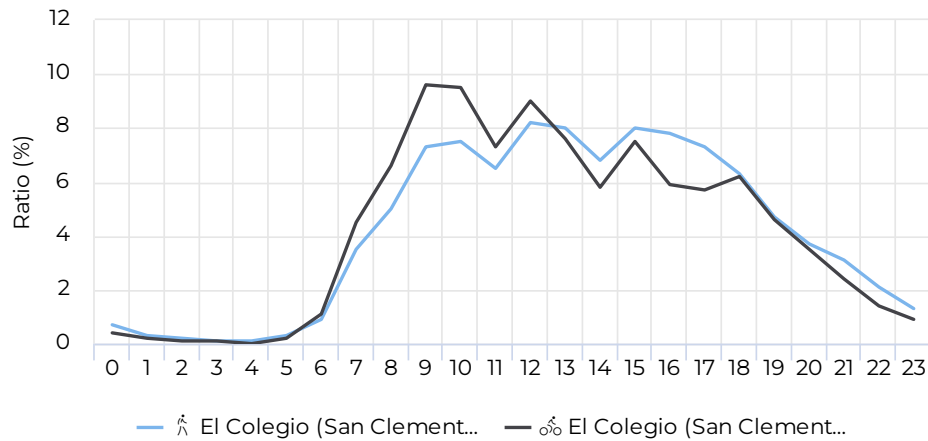


Daily Profile



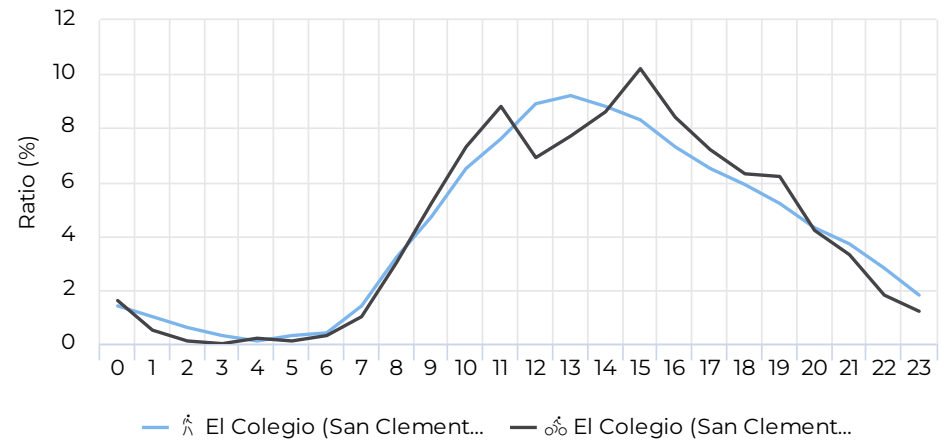
Hourly Profile - Weekdays

01/01/2023 → 12/03/2023



Hourly Profile - Weekend

01/01/2023 → 12/03/2023

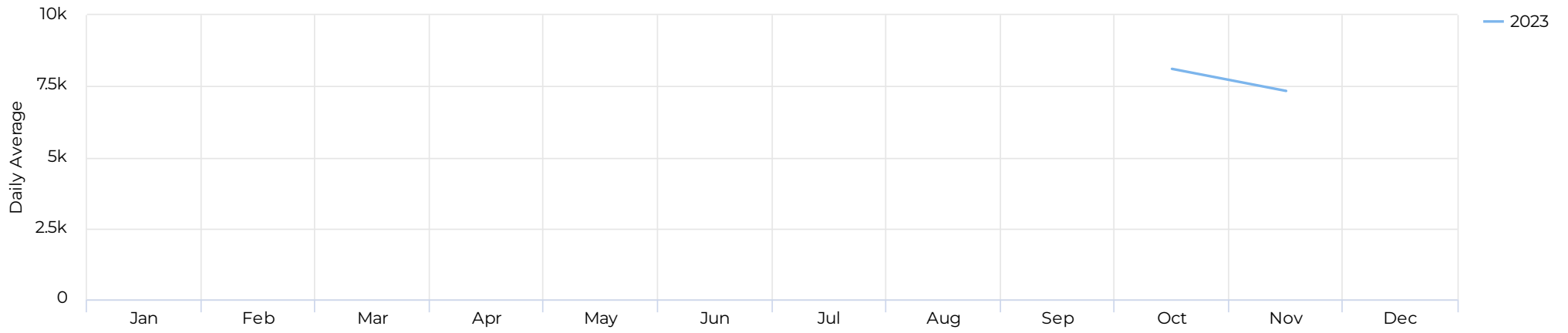


El Colegio (San Clemente Villages)

January 1, 2023 → December 3, 2023

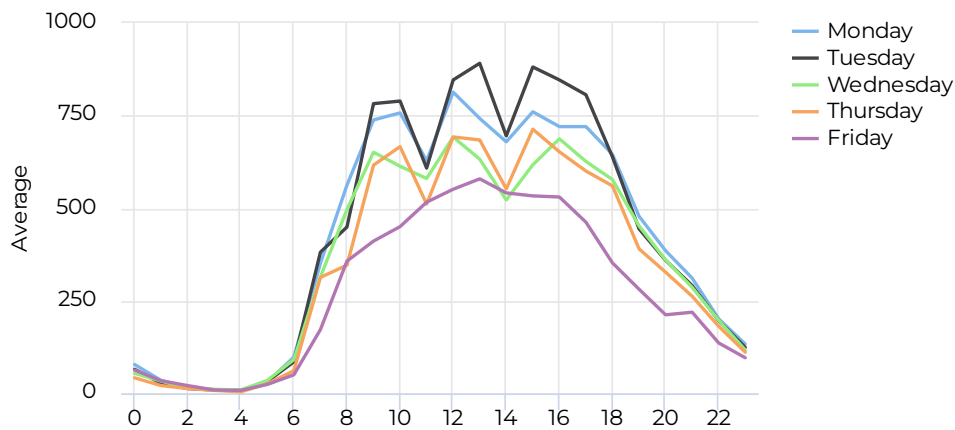
Annual Comparison - Pedestrians

01/01/2020 → 12/03/2023



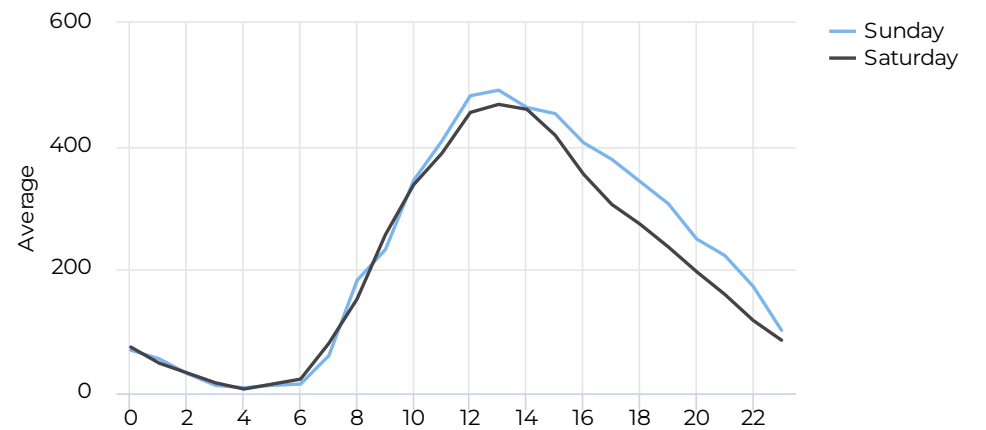
Hourly Profile - Pedestrians

01/01/2023 → 12/03/2023



Hourly Profile - Pedestrians

01/01/2023 → 12/03/2023

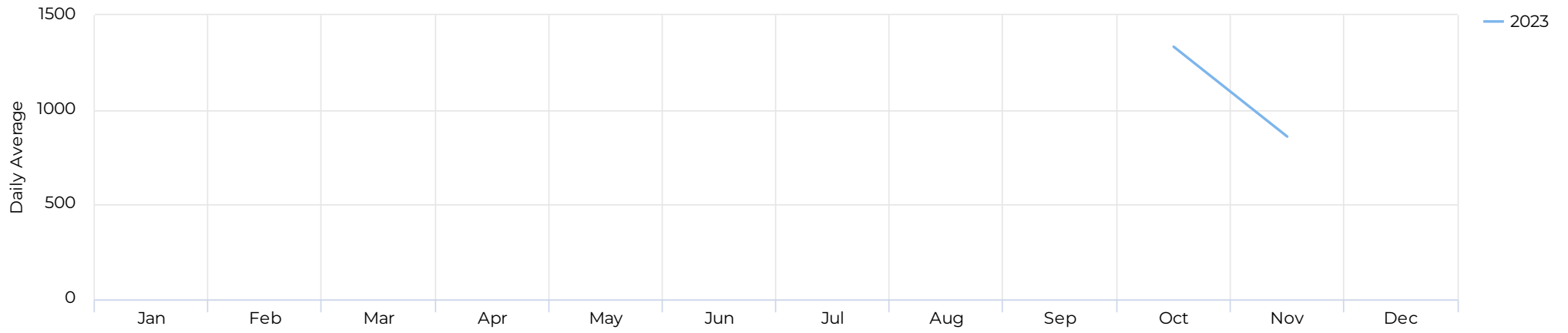


El Colegio (San Clemente Villages)

January 1, 2023 → December 3, 2023

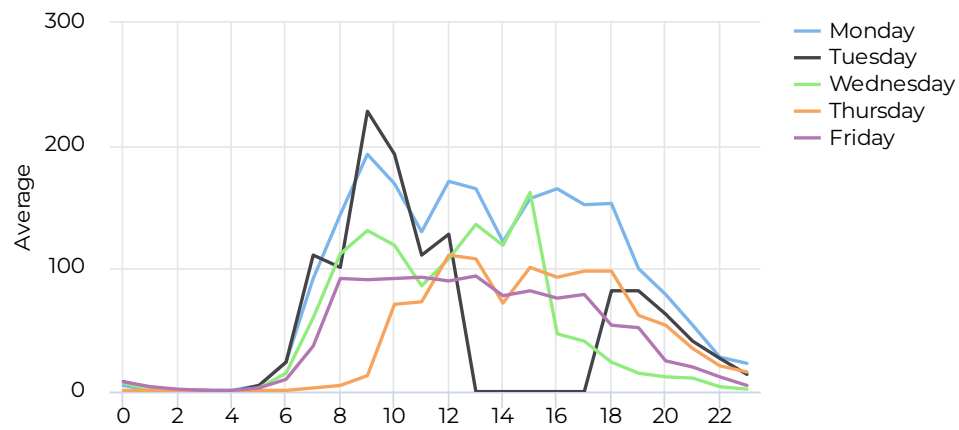
Annual Comparison - Cyclists

📅 01/01/2020 → 12/03/2023



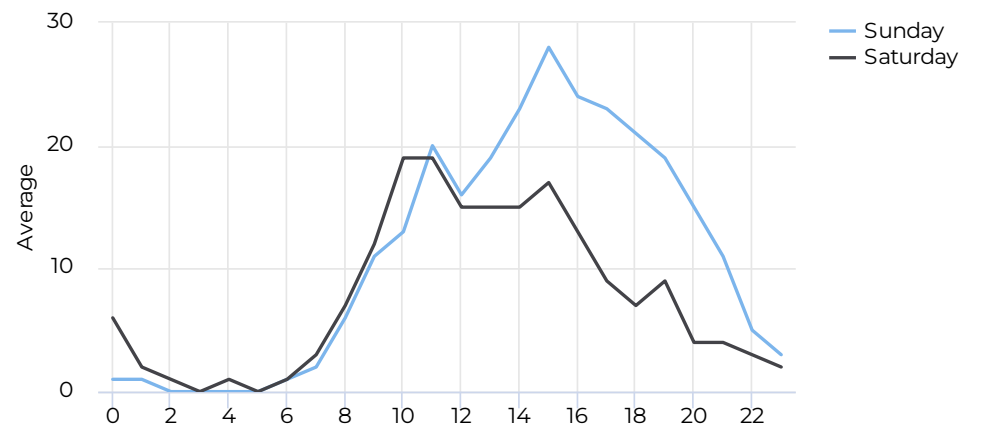
Hourly Profile - Cyclists

📅 01/01/2023 → 12/03/2023



Hourly Profile - Cyclists

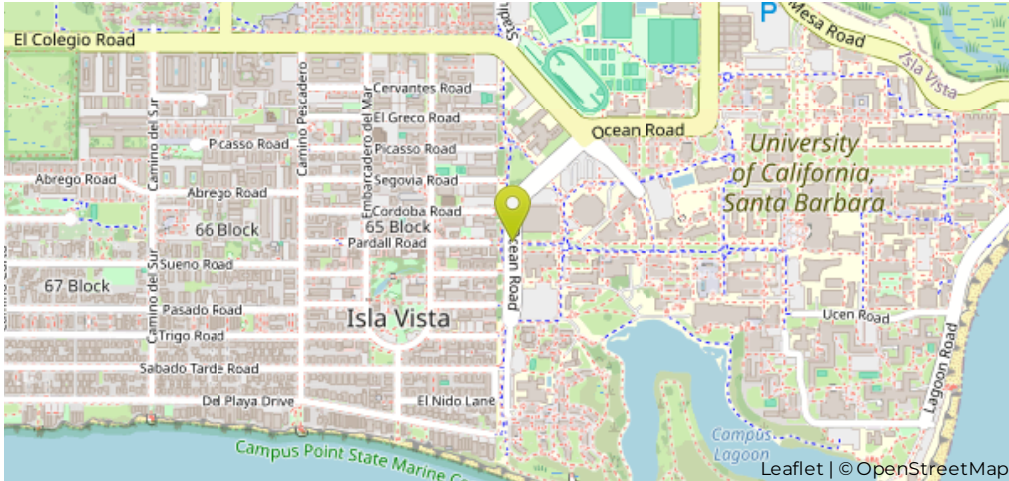
📅 01/01/2023 → 12/03/2023



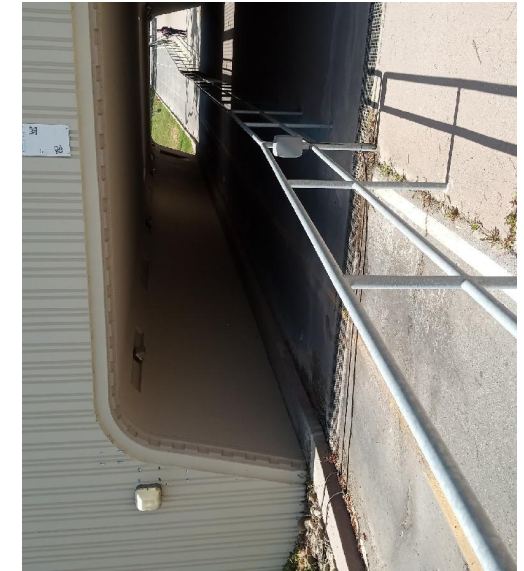
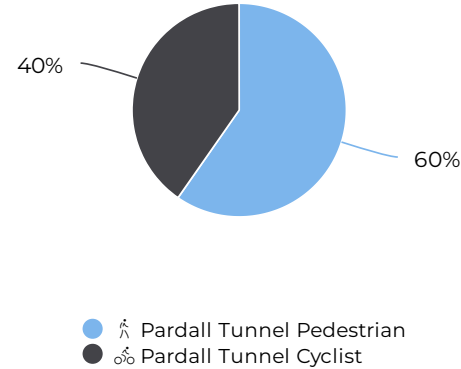
Pardall Tunnel

January 1, 2023 → December 3, 2023

Location



Distribution by User Type



Daily Avg. - Week - Pedestr...

📅 01/01/2023 → 12/03/2023

Daily Average

949

📈 Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Weekend - Ped...

📅 01/01/2023 → 12/03/2023

Daily Average

223

📈 Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Week - Cyclists

📅 01/01/2023 → 12/03/2023

Daily Average

641

📈 Compared to 01/02/2022 → 12/04/2022

Daily Avg. - Weekend - Cyc...

📅 01/01/2023 → 12/03/2023

Daily Average

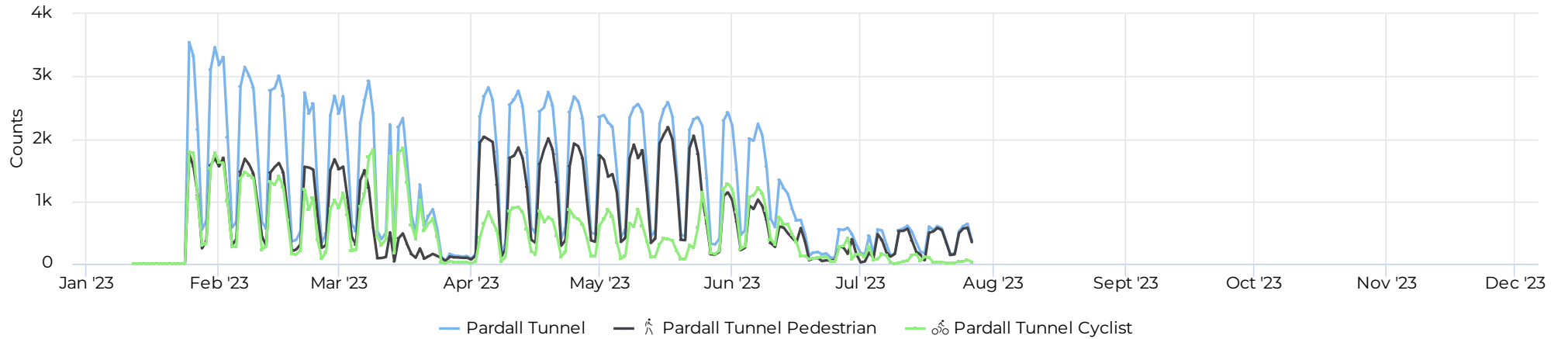
151

📈 Compared to 01/02/2022 → 12/04/2022

Pardall Tunnel

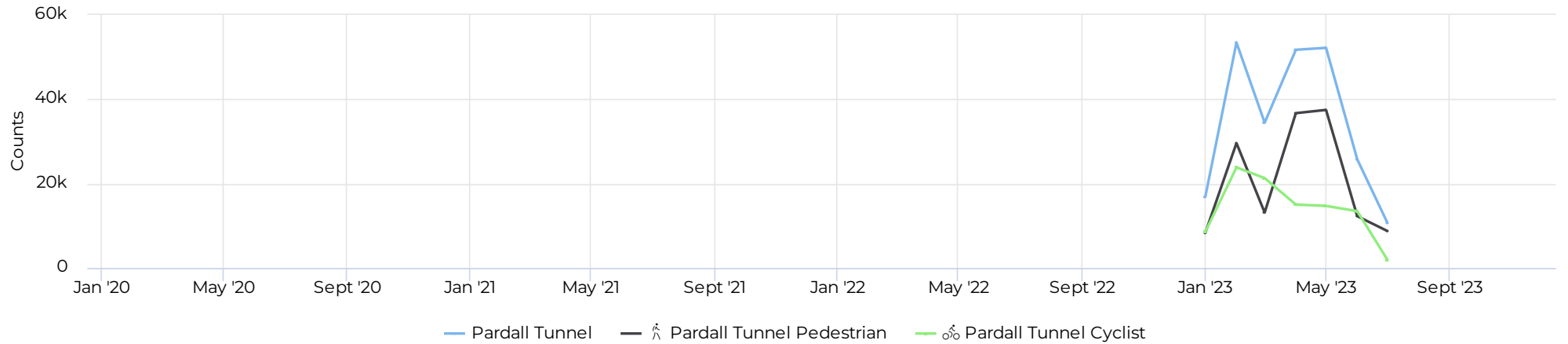
January 1, 2023 → December 3, 2023

Daily traffic



Monthly traffic

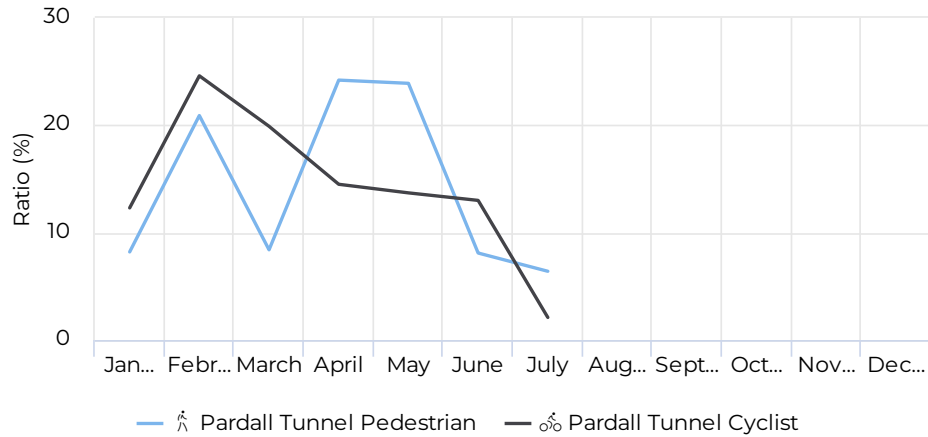
📅 01/01/2020 → 12/03/2023



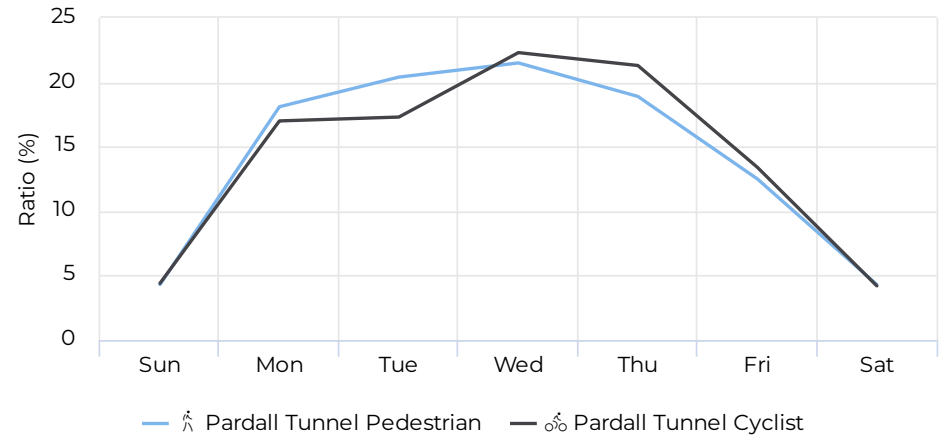
Pardall Tunnel

January 1, 2023 → December 3, 2023

Monthly Profile

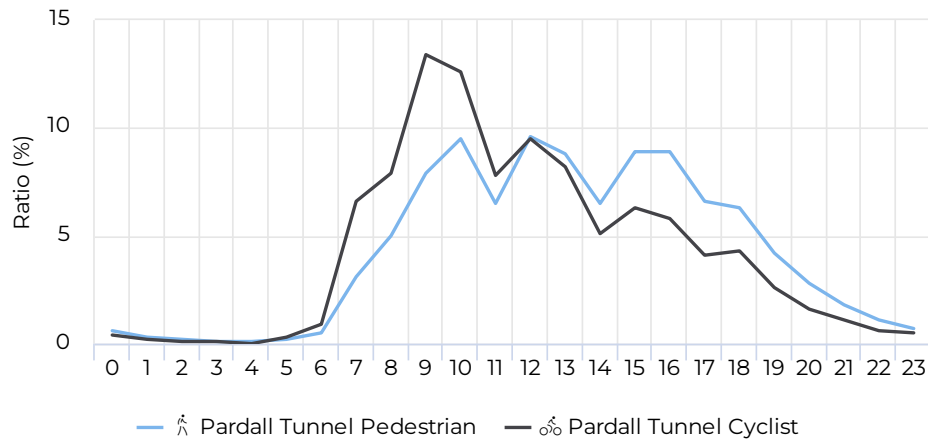


Daily Profile



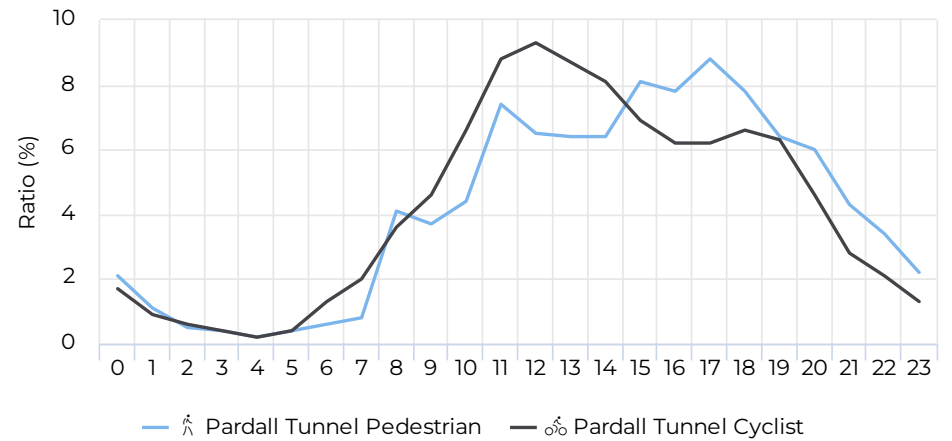
Hourly Profile - Weekdays

01/01/2023 → 12/03/2023



Hourly Profile - Weekend

01/01/2023 → 12/03/2023

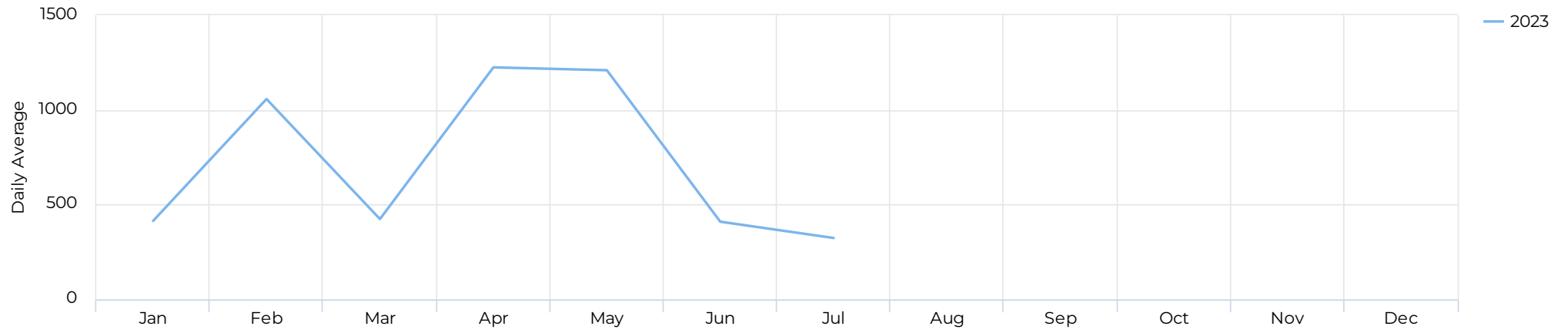


Pardall Tunnel

January 1, 2023 → December 3, 2023

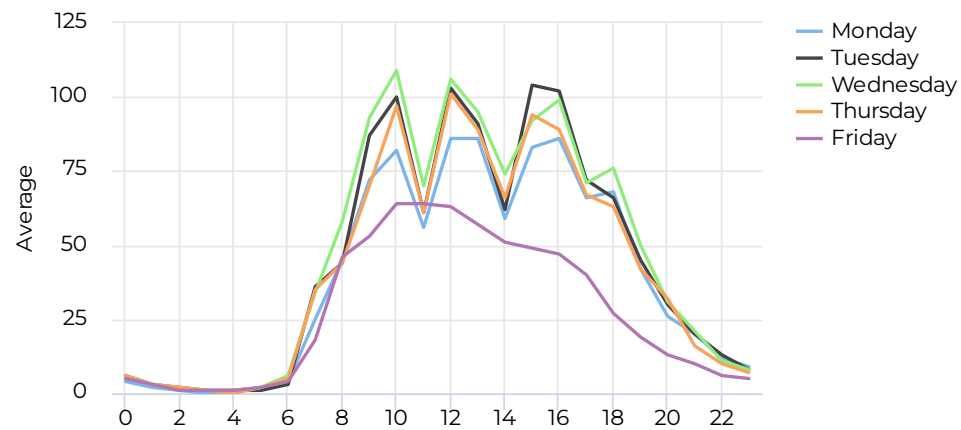
Annual Comparison - Pedestrians

01/01/2020 → 12/03/2023



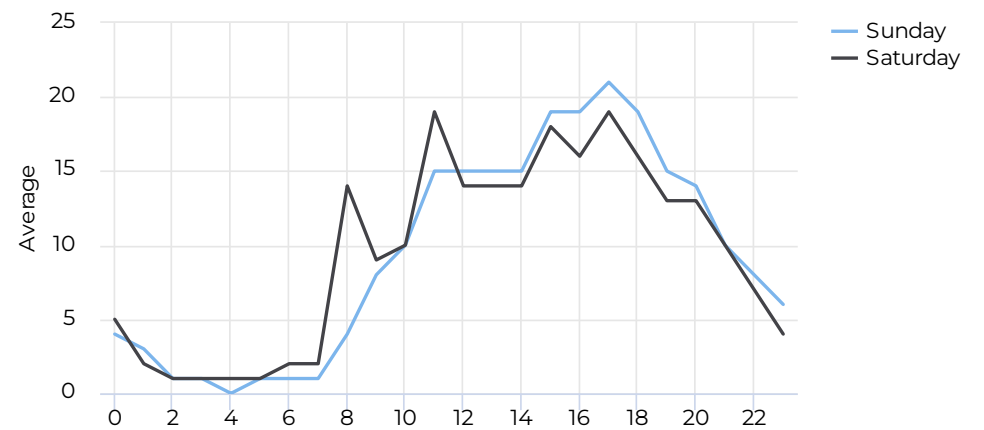
Hourly Profile - Pedestrians

01/01/2023 → 12/03/2023



Hourly Profile - Pedestrians

01/01/2023 → 12/03/2023

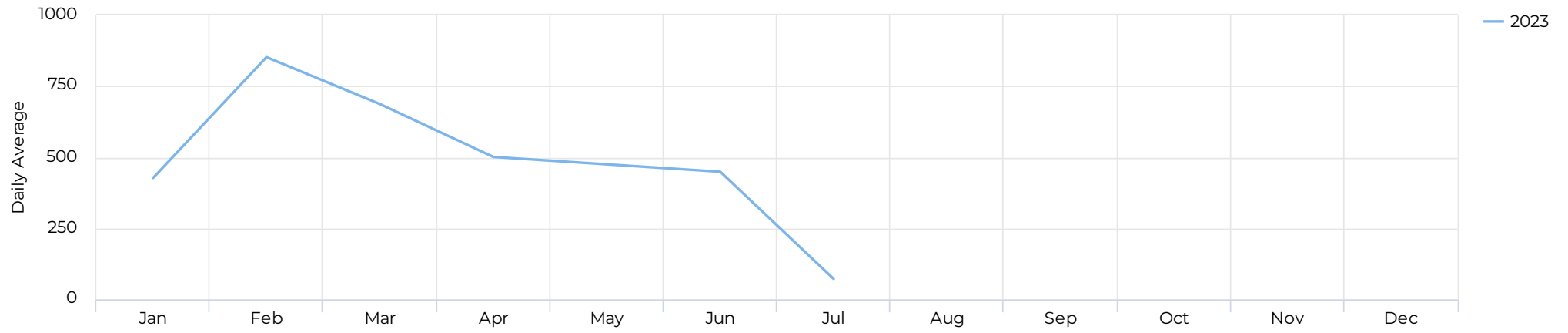


Pardall Tunnel

January 1, 2023 → December 3, 2023

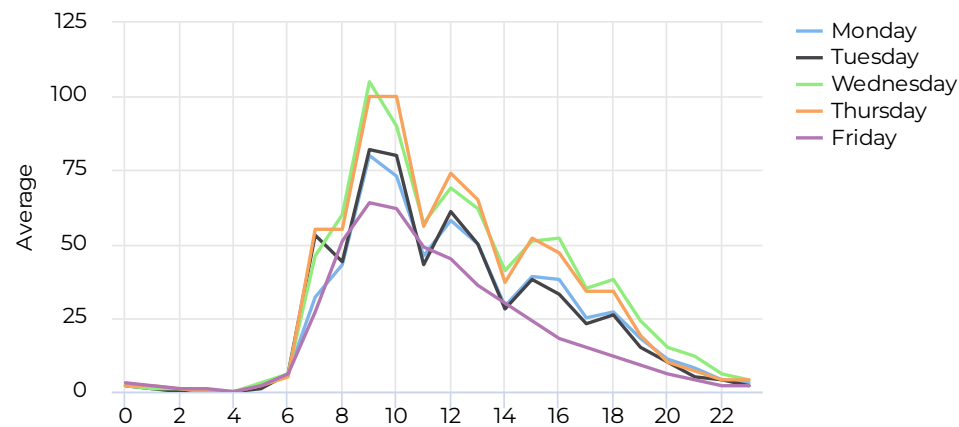
Annual Comparison - Cyclists

📅 01/01/2020 → 12/03/2023



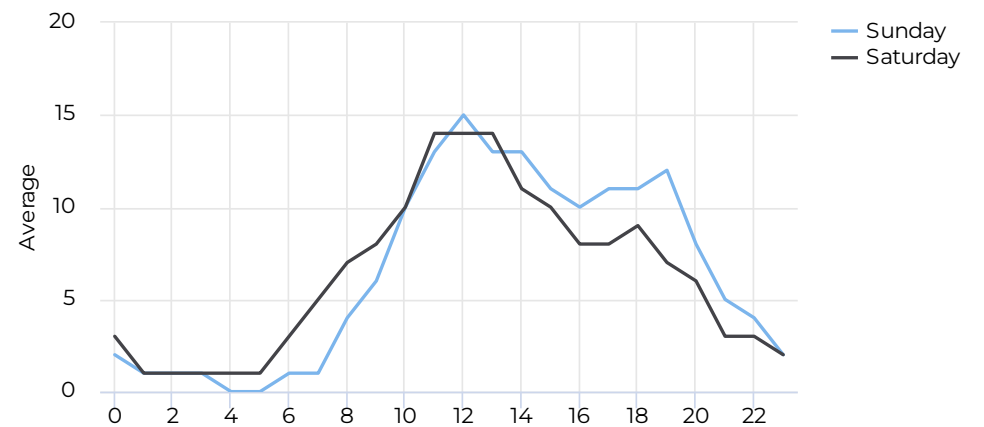
Hourly Profile - Cyclists

📅 01/01/2023 → 12/03/2023



Hourly Profile - Cyclists

📅 01/01/2023 → 12/03/2023



Micromobility Data

Map of Shared Scooter Trip Volumes for Fall Quarter 2020



Map of Shared Scooter Trip Volumes for Winter Quarter 2022

