

Handout from TPW mtg. 8/16/07 oral
Communication

Suggestions for improving bicycle safety along the Mission Street corridor
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Mission Street serves both as a state highway and a business and residential main street of the Westside of the City of Santa Cruz. Whereas it might be best for cyclists to avoid riding on Mission Street as much as possible, it isn't entirely feasible to avoid since there are many biking destinations on Mission Street. These destinations include three bike shops, several grocery stores, restaurants, DVD stores, and much more. Four schools are within five or less blocks of Mission Street, this makes crossing Mission Street unavoidable for many school children.

Here are some suggestions for improving bicycle safety along Mission Street:

- Large and frequent pavement markings warning motorists "Caution: Watch for Bicycles"
- Post large, bright, bold signs at either end of Mission Street telling motorists they are entering a "safety zone - watch and slow for pedestrians and bicyclists"
- Place rumble strips on either end of Mission Street to alert motorists to slow down as they enter the "main street" section of Mission Street.
- Legalize biking on the sidewalk with speed limits of 10mph or less and bikes must yield to pedestrians.
- Keep bike lanes (or shoulder markings) maintained and painted where they currently exist (small section between Chestnut and King Street)
- Set stop light timing so a cyclist has enough time to cross Mission Street.
- Put in more pedestrian crossings.

Ways to improving bicycle safety for alternative routes along the Mission Street corridor:

- Make King Street into a Bike Boulevard. This would make King Street safer for bicycles. Currently King Street is just OK for biking but it is narrow forcing cyclists to either ride assertively by biking in the middle of the car lane or ride to the right close to park cars where they are vulnerable to being hit by a parked car's opening door. Many cities have bike lanes such as Palo Alto, Davis, and Berkeley.
- Build the Coastal Rail Trail. The rail corridor parallels Mission Street from Bay Street to Schaffer Road at the far Westside of town. This would provide a car free route for school children and commuters. The intersections with the rail trail and the streets would have to be designed for safe bike and pedestrian crossings.
- Bike route signs directing cyclists to King Street, California, and Escalona and away from Mission Street. The City of Santa Barbara has bike route signs directing cyclists to downtown, across town, or to the beach.
- Signs directly cyclists to cut through alleys or streets to access Mission Street stores without biking on Mission. Such as directing cyclists down a public alleyway that leads to Trescony Park off of King Street to Mission Street.
- Promote through signage and written material, less busy routes to major destinations such as downtown and UCSC. Such as the Arroyo Seco Canyon trail and Spring Street to reach UCSC to avoid Bay and High Streets. The trail through

Neary Lagoon from Bay and California to reach downtown and avoid Bay and Laurel Streets.