

**Table 4-15
Bicycle Implementation Strategies**

Public Identified Pedestrian/Bicycle Modes	Bicycle Elements in All Alternatives	Possible Implementation Strategies
<ul style="list-style-type: none"> • Improve safety of pedestrian trips & plan roadways/ streetscapes for their needs 	<ul style="list-style-type: none"> • Bike lanes added within Study Area, some class III and most class I as recommended in SBCAG’s <i>Regional Bikeway Study</i> (June 1994) 	<ul style="list-style-type: none"> • Complete missing segment of the Cabrillo Boulevard Bikeway (Cliff Drive segment) • Install Class II bikeway on Linden Avenue from Beach to El Carro (Highway 101 overcrossing) • Install Class II bikeway on Via Real between Padaro Lane & Santa Ynez Avenue • Install Class I bikeway (Pacific Coast Bikeway) • Install Class II bikeway on both sides of Canon Perdido Street from Bath Street to Alisos Street, & on Alisos Street from Canon Perdido to Highway 101 • SBCAG and local jurisdictions to implement “funding” actions identified in SBCAG’s <i>Regional Bikeway Study</i> (June 1994) • SBCAG, MTD and local jurisdictions to work together with local bicycle groups to identify specific safety improvements as described in the Miscellaneous Facilities section of the <i>Regional Bikeway Study</i> (June 1994)
<ul style="list-style-type: none"> • Plan for better intermodal connections 	<ul style="list-style-type: none"> • Bicycle facilities proposed at major transit or rail stations 	<ul style="list-style-type: none"> • Work with bicycle groups to coordinate bike ancillary facilities (e.g. lockers, showers, racks on buses) at locations identified in SBCAG’s <i>Regional Bikeway Study</i> within the Highway 101 Corridor including: <ul style="list-style-type: none"> • MTD’s downtown Transit Center, • Parking Lot # 3, • Parking Lot # 2, • Parking lot near MTD bus stop in downtown Goleta, • at area park and ride lots, • Santa Barbara Rail station • MTD to expand initial bike rack on bus demonstration program into an on-going program • MTD and SBCAG to seek federal Transportation Enhancement monies for additional bicycle facilities at transit stations and additional bus racks to carry bicycles • SBCAG and local jurisdictions to implement “Intermodal Connections” actions identified in SBCAG’s <i>Regional Bikeway Study</i> (June, 1994) • Bicycle facilities to be installed at any new express bus stops or at any new rail stations
<ul style="list-style-type: none"> • Encourage bicycling and provide for continuous bike lanes with premium amenities 	<ul style="list-style-type: none"> • Bike lanes within Study Area improved to the level recommended in SBCAG’s <i>Regional Bikeway Study</i> (June 1994) 	<ul style="list-style-type: none"> • SBCAG and <i>Transit Solutions</i> to coordinate with bicycle groups to develop bicycle based implementation priorities for inclusion in an enhanced TDM ordinance • Install Class II facility on Casitas Pass overcrossing of Highway 101 • Install a Class I alternative to Route 1 along the Southern Pacific Railroad right of way. • Identify funding for all bicycle improvements identified in SBCAG’s <i>Regional Bikeway Study</i> located within the Highway 101 Corridor • SBCAG and local jurisdictions to implement “interjurisdictional” actions identified in SBCAG’s <i>Regional Bikeway Study</i> (June, 1994)