



4

GOAL 2:

**CLOSING GAPS  
IN THE BICYCLE  
NETWORK**



## GOAL 2: CLOSING GAPS IN THE BICYCLE NETWORK

**Make bicycling an accessible and convenient mode of transportation by developing a continuous network of safe bikeways that connects neighborhoods and destinations.**

- **Goal:** A broad statement of purpose that supports community-developed priorities. Each goal provides an organizational structure for policies and implementation strategies.
- **Measurement of Success:** A quantifiable measure that can be used to evaluate the achievement of a goal.
- **Policy:** A specific principle that guides implementation of the Bicycle Master Plan.
- **Implementation Strategy:** An action or set of actions that can be considered for implementation.

Throughout the outreach process, closing the gaps in the network came up as a priority for the community. Existing gaps in the bicycle network were analyzed and mapped, influencing many of the recommendations in this chapter.

Closing gaps in the network may refer to either closing physical gaps in the bicycle infrastructure, or enhancing existing facilities to better connect and increase use of existing routes. The recommended bicycle network can be found on Figure 4.1. Specific information regarding each facility recommended here is also detailed in Chapter 7: 20 Bicycle Projects.

### Goal 2: Key Measurements of Success

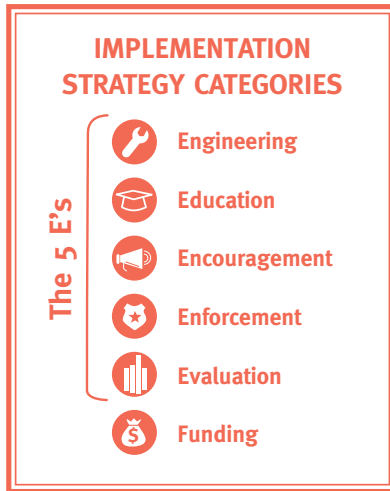
- 1 Add at least 30 miles of bikeways by 2030 (as was done in the 1998 SB BMP).
- 2 Secure grant funds by 2020 to implement all Phase 1 projects.





# POLICY 2.1

## NETWORK EXPANSION AND GAP CLOSURES

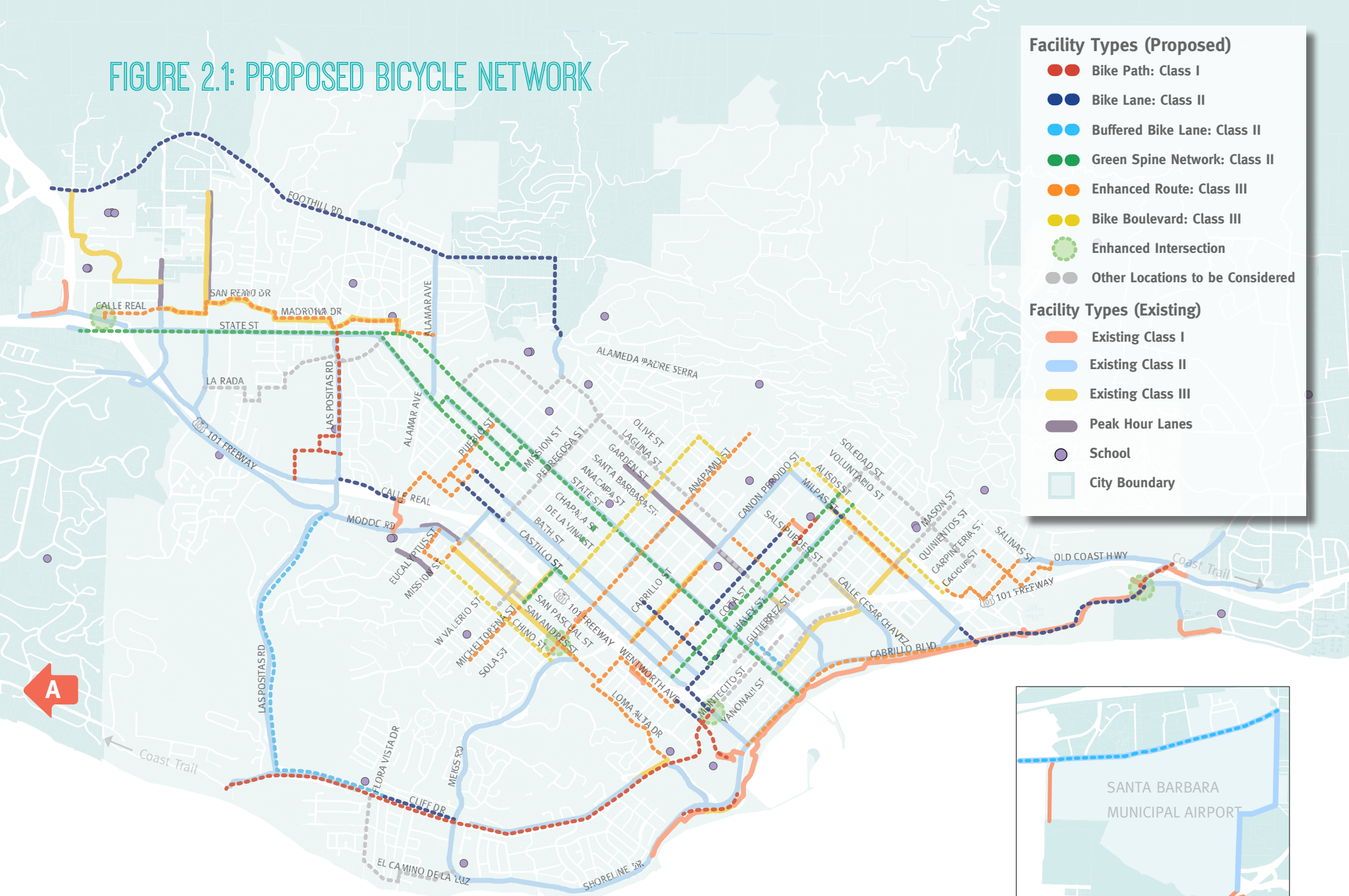


**Through implementation of the Bicycle Master Plan, the City shall expand the bikeway network and close gaps in the existing system. (Expanded SB BMP 2.1)**

### Implementation Strategies

- 2.1.1: Network Expansion.** Construct network facility improvements presented in this Plan, beginning with those presented as high-priority and attainable. (See Figure 2.1 for the full proposed Bicycle Network Plan)
- 2.1.2: Facilities Near Points of Interest.** Provide bikeways to serve major areas of attraction, such as shopping centers, public buildings, parks, places of employment, schools, the Waterfront, and the airport. (Expanded SB BMP 2.1.5; CE1997 4.2.1)
- 2.1.3: Coastal Trail and Access.** Work with local and state agencies to enhance the California Coastal Trail and coastal access facilities. (SBCAG ATP 2015)
- 2.1.4: Regional Network Collaboration.** Improve coordination between the City, County, other South Coast Cities, SBCAG, and other relevant entities to work toward an integrated regional bikeway network (by connecting on routes such as Calle Real and Coast Village Road). (Consolidated SB BMP 2.1.7; CE 2011 C2)
- 2.1.5: City Department Coordination.** Establish defined roles and responsibilities for relevant City departments in the implementation of the SB BMP, including the planning, funding, construction, and maintenance of bicycle facilities.
- 2.1.6: Coordination with Schools.** Work with schools and school districts to identify needs related to connecting with surrounding neighborhoods via active transportation modes. (2015 ATP Policy 2.1)
- 2.1.7: Community Input.** Create a process for expanding the bikeway network that encourages community input into the scheduling of the on-street projects, and flexibility with respect to the timing of the implementation. (Expanded SB BMP 2.1.1)

# FIGURE 2.1: PROPOSED BICYCLE NETWORK



Note: More information regarding each facility shown here is available in Chapter 7: Recommended Bicycle Facilities



## POLICY 2.2 FUNDING

The City shall seek and allocate adequate funding to enhance the bicycle network.

### Implementation Strategies



**2.2.1: General Fund Transportation Allocation.** Create new funding sources for multi-modal safety improvements, education, and infrastructure.



**2.2.2: Capital Improvement Program.** Ensure that SB BMP and future projects are components of the CIP.



**2.2.3: Development Review.** Require bicycle travel and parking facilities during the review of new development, reconstruction, or construction projects. Bicycle facilities can be achieved through:

- Purchase, dedication, and other means of property acquisition
- Conditions of approval
- Enforcement of the Santa Barbara Municipal Code, Parking Section (SB BMP 2.1.9 and CE 1997 4.2.3)
- Bicycle parking development standards update

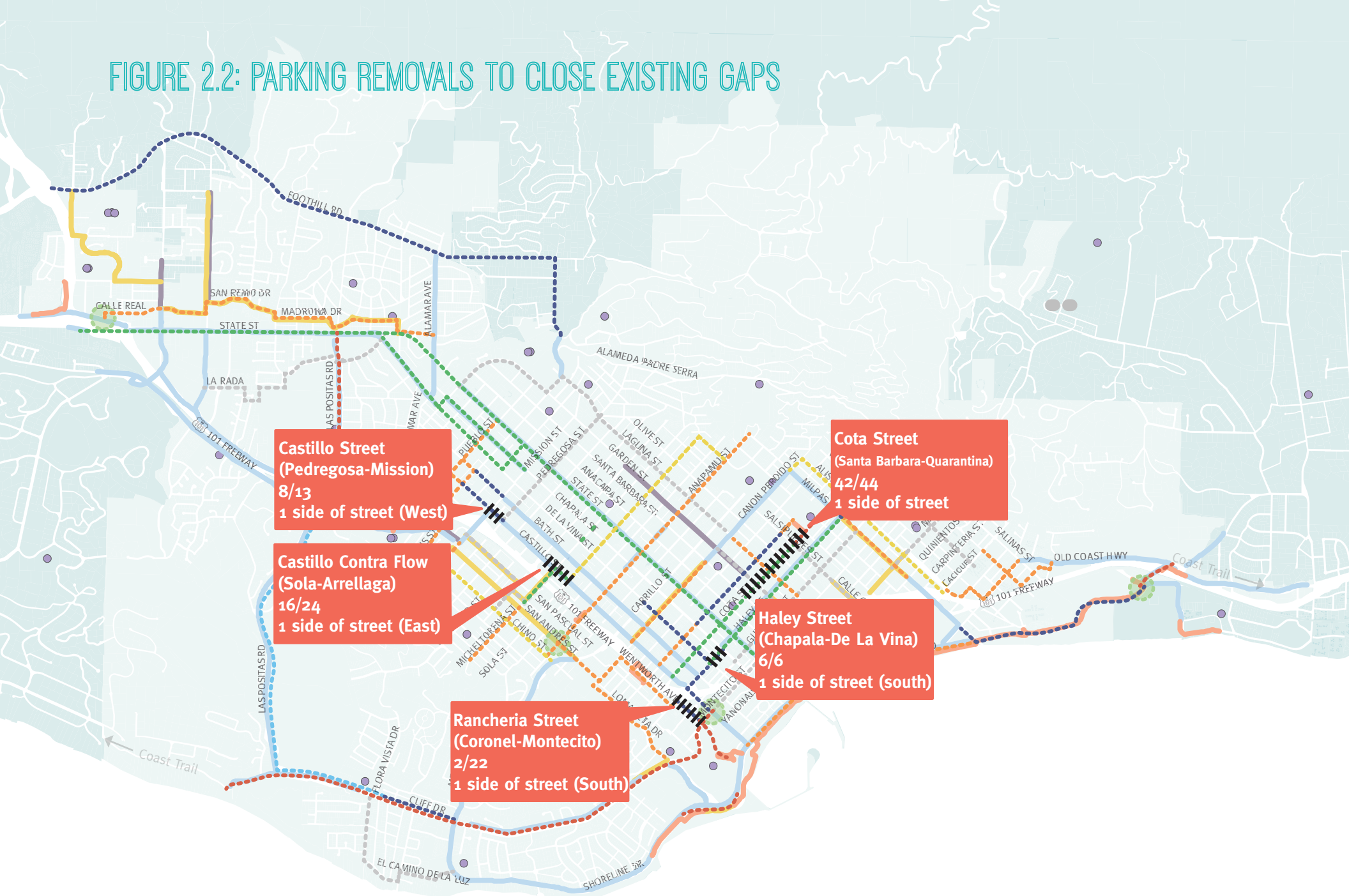


**2.2.4: Grant Funding.** Seek bicycle project funding through local, (e.g. Measure A) State (e.g. Active Transportation Program), and federal grant programs. (Rephrased SB BMP 2.1.12)



**2.2.5: Mobility Coordinator.** Ensure continued funding for the Mobility Coordinator Position. (CE1997 4.3)

## FIGURE 2.2: PARKING REMOVALS TO CLOSE EXISTING GAPS



Note: The ratio shows number of parking spaces occupied out of the total number of parking spaces available at time of the parking survey.