

## **UC SANTA BARBARA**

### **Sustainable Infrastructure Practices – Bicycle Paths and Parking Areas**

Contact: Administrative Services

**Revised: Effective July 1, 2012**

Supersedes: Interim Policy July 1, 2010 through June 30, 2012

Pages: 2

## **BICYCLE PATHS AND PARKING AREAS**

### **OVERVIEW**

The bicycle system at UCSB is a primary element of the campus transportation network, serving over 12,000 students and academic and staff employees daily. The unique pattern of separate bicycle paths was developed and funded during the intensive capital construction era of the 1960's. That plan integrated a system of paths with grade separations and roundabouts that separated motorists and pedestrians from bicyclists. UCSB is committed to continue its leadership role in providing bicycle paths and parking areas for its cyclists, working within budgetary, regulatory, safety, and programmatic constraints, for a more sustainable society.

#### **I. RESPONSIBILITIES**

The senior associate vice chancellor and associate vice chancellor for Administrative Services are responsible for collaboratively overseeing the implementation of these practices.

#### **II. SCOPE**

These standard practices apply to all construction with project approval after June 30, 2012, on University owned or leased property or third party lease-backs, including all new buildings, and all renovations and modifications with a total project cost of \$5 million or more.

#### **III. STANDARD PRACTICES**

UCSB is committed to providing an infrastructure that supports and encourages bicycling as an alternative mode of transportation to and around campus. Working within budgetary, regulatory, safety, and programmatic constraints, as a standard practice, construction with project approval after June 30, 2012, on University owned or leased property or third party lease-backs, including all new buildings, and all renovations and modifications with a total project cost of \$5 million or more should help provide:

- A. **Bicycle parking areas** associated with the building's use. Bicycle parking areas should be:
1. Designed with adequate capacity and bicycle racks, providing bicycle parking for 25% of the building occupants, including academic and staff employees and students, plus a minimum of 60% of the classroom capacity.<sup>1</sup> If an increase in demand for bicycle parking is identified during site programming, the parking capacity should be commensurately increased.
  2. Designed to provide 5% of the building occupants with secured bicycle parking (lockers or other dedicated space). Dedicated space may be within the building and be managed by a building's designated representative. Exterior lockers shall be managed by the UCSB Transportation Alternatives Program. Shared, multi-building, solutions are encouraged.
  3. Visible from the building's primary entry or have signage that directs cyclists to the parking area.
  4. Defined clearly by a stable surface (permeable and non-slip surface) which is easily maintained, durable, and includes landscaped borders to improve their appearance and reduce visual impacts. Whenever feasible, a tree canopy should be included or retained to reduce the heat gain.
  5. Lit adequately.
  6. Completed and useable at the time of the building's opening.
  7. Replaced when a building project displaces an existing bicycle parking area. Alternate bicycle parking should be provided until the replacement parking area is completed.
- B. **Bicycle path(s)**, with any needed intersections, to link existing bicycle path(s) to the new bicycle parking area(s). If construction or construction traffic damages bicycle paths, the project should repair or replace the bicycle paths to sustain/improve the bicycle infrastructure in accordance with the campus long range plan. When infrastructure projects need to cross a bicycle path, it may be preferable for the work to tunnel under the path rather than divide the bicycle path.
- C. **Pedestrian crossings** of bicycle paths (with high volumes of pedestrians and/or bicycles) that include a pedestrian refuge zone with tactile warning markers at walkways; and turning refuges and safe dismount zones into bicycle parking areas with high bicycle flow rates.
- D. **Shower and changing facilities**, when lacking, to support bicycle commuting by academic and staff employees and students.

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<sup>1</sup> Bicycle parking ratios may be periodically refined based on bicycle use statistics, surveys, and experience.