Energy Cycles Bike Path Proposal

Energy Cycles is a club that uses and promotes alternative transportation for commuting. We are currently working with the Santa Barbara City Transportation Committee for implementation of a downtown bike way program. Our goal here today is to connect the Santa Barbara City College bike path with the city bike way. This would further connect the County, State and National bike commuting programs. Our Campus proposal is to be implemented in the 1980 Spring Semester.

1. It is proposed that a designated bike and pedestrian path be implemented on the through road travelling upward from Castillo Street and Cabrillo Boulevard, moving up the left hand side of the fire road adjacent to the Humanities Bldg., and stopping at the left-hand turn leading into the City College core. The bike path continuing north on the fire road leads to the left side of the library patio bike parking section.

2. It is proposed that a bike and pedestrian path be implemented at the West Cliff Drive entrance leading south toward the Music and Drama Department, over the curb onto the left side of the path moving southeasterly to the Y-intersection. At this intersection the striping of the main bike path shifts to the right side of the path to stop at the bridge. Also at the Y-intersection, a second bike way continues south down the left side of the existing path to the lower parking lot. The two northbound lanes of the bike paths leading from the bridge and the lower parking lot are connected by a branch path just before reaching the grassy triangle. The bike path will be striped on the inner side of its curve. At this point, the necessary pedestrian markings shall be provided.
3. We agree for the present, that there should be no bike riding at all on the Loma Alta bridge due to safety factors and liability. We strongly urge the Board to consider raising the south side railing so that bike and pedestrian commuting can be safe and efficient on this bridge.

4. It is proposed that a path be designated for bicyclists leaving the east end of Loma Alta bridge. This path would leave the bridge turning right onto the east side of the main entrance road, making a left turn onto the north side of the driveway leading to the Campus Bookstore bicycle parking area.

5. It is proposed that the bike path behind the T-Buildings be designated as only a bike path. It is also proposed that the decomposed granite bike way join the existing path behind the T-Buildings to the turning point of the fire road, thus making the bike-way continuous skirting the campus. This turning point of the fire road is just beyond the library patio bike parking area. The cost of the decomposed granite bikeway is to be incurred by the students. The existing wheelchair ramp behind T-2 must be moved to the south entrance of the building.

6. There will be no riding through the main entrance except for the main bike path and the parking facilities directly before the Administration Building. Students would be prohibited from riding bikes on the interior part of the campus.

Parking Proposal

1. In front of the library.
2. In front of the Campus Center.
3. In front of the Bookstore
4. In front of the entrance to the campus.
5. In the lower lot near the gym.
6. On the West Campus near the Performing Arts Building.
Materials Needed

1. Signs: CAUTION, STOP, YIELD, SLOW, HAZARD warning symbols as needed.
2. Speed bumps placed at pedestrian crossways ("Botts dots" would serve this purpose well).
3. Paint, brushes, and Campus paint compressor.

By-laws for Bike Safety

1. Give pedestrians right-of-way.
2. Walk where signs indicate.
3. Obey all rules.
4. Ride only in designated areas.
5. Riding prohibited in the interior of the Campus.
6. Park bikes only in designated areas.
7. Bike riders keep within marked lanes.

The Energy Cycles Club would like to assist in the implementation of the bike paths. At present, we are organizing a bike safety program for the education of the staff, faculty, and student body.

Design Standards for the Bike Paths

1. LANE WIDTHS: Each lane of a two-way bike path shall be no less than 3½ feet nor more than 5 feet in width.
2. MARKINGS: All striping and delineation shall conform to the Manual of Uniform Traffic Control Devices.
   A. COLORS: Pavement markings shall be WHITE or YELLOW. BLACK is used with the above colors for contrast and appearance, or to cover obsolete markings. BLACK shall be used in conjunction with WHITE or YELLOW on all light-colored pavements.
B. PLACEMENT OF COLORS: YELLOW is used for CENTERLINES, WHITE, for EDGELINES and LANELINES. BLACK is for contrast only.

C. DIMENSIONS OF MARKINGS: All longitudinal pavement markings shall be no less than 3 inches nor more than 4 inches in width. Transverse markings shall be no less than 6 inches nor more than 8 inches in width. Centerlines and lanelines shall be DASHED on a 1:3 ratio, providing a 4' stripe and a 12' gap. (A 2' stripe with a 6' gap may also be used instead.) We will place "follow-marks" prior to any striping. A SOLID centerline shall be painted for 20' before and beyond any crosswalk, intersection, or any other hazard directly in the path of travel, or as needed.

Crosswalks, stop-bars, all messages and arrows shall be WHITE. Messages shall have letters 2' in height and be 3' in width. The EDGELINES separating the bikepath lanes from the walkway shall be WHITE. We will construct stencils for messages.

D. "PED XING", "WALK XING," "WALK BIKE", "CAR XING" messages may be accompanied by signs, but these are subject to vandalism. However, it is difficult to steal or deface pavement messages.
Senate Transportation Committee

Members: Bob Greenan, David VanderSchuit, Stephen Zaharias

Energy Cycles: Peter Hodges (Engineer and architect)

List of Items and Expenses

I. Paints
   *A. White Traffic Paint. $6.98 per gallon. Need 20 gallons. Cost = $139.60
   *B. Yellow. $7.98 per gallon. Need 05 gallons. Cost = $39.90
   *C. Black. $6.98 per gallon. Need 05 gallons. Cost = $39.90

II. Paint Supplies
   A. Thinner. $3.98 per gallon. Need 02 gallons. Cost = $7.96

III. Path Items.
   A. Speed Bumps. $0.36 per 100. Cost = $36.00
   B. Epoxy glue. $2.00 - $3.00 per can. Cost = $02.00

Total: $262.36

* Note, the longevity of the paint is between 2 - 5 years.

Note: The above items are essential for the implementation of the bike path.

Note: These supplies are obtainable from Santa Barbara Paint Factory at Cost.

The following Items are optional and are not essential for the bike path.

I. Signs
   A. Ped. Xing. "24X24" is $13.00; for lettering of P, E, D, X, I, N, G, it is $9.00
      Pole is $18.00 to $19.00
      Cement is $5.00 a bag.
   B. Slow Sign "24X24" is $13.00
      Pole is $18.00 to $19.00
      Cement is $5.00 a bag.
   C. Yield Sign "30X30" is $10.15 - $14.60 (for reflective).
      Pole is $18.00 to $19.00
      Cement is $5.00 a bag.

II. Decomposed Granite
   A. Decomposed Granite for the extension is $37.50 for 1.5 tons. Bag is $3.75
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Question: Who is going to pay for this proposed project?

Answer: The Student Senate has exactly $300.00 allocated towards the proposed bike path.
Energy Cycles will pay for the paint.
Additional monies in the future can come from Senate Fund raising events.

Opinion: In the opinion of the Student Senate there is more than enough funds available for the undertaking of this most worthy project.

Question: What about Labor?

Answer: What about it? The Senate Transportation Committee has all ready agreed to volunteer the labor for painting etc.

Reminder: Our current figure is $262.36 for the project and we have more than enough funds to carry through with this project.

Benefits to the college: This will be the first time S.B.C.C. will have a bike path. The pay off to the college is enormous!!!

1. Safety will be much more effective.
2. Fewer auto-bike accidents will occur.
3. Encourage conservation.
4. Encourage alternative transportation.

The Student Senate feels that this is one of the finest projects to come along in recent years in which the students and the college will both benefit from. On behalf of the Student Senate and The Senate Transportation Committee and Energy Cycles I would like to thank all of you for your consideration of this project.

Sincerely,

[Signature]

Stephen Maharias
A3B President