

# CHAPTER 7

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## Goal 3 Removing Destination Barriers

*"To provide support for people and their bicycles once they reach their destinations."*

The final step in the Bicycle Master Plan is to remove barriers for bicycle travelers once they reach their destinations. There are several examples in Santa Barbara of popular locations that do not provide adequate bicycle racks. In these places bikes are found locked to trees, railings, and decorative bollards. Parking facilities will help manage and control indiscriminate bicycle parking and encourage riders to feel secure that their bicycle will be safe from theft while unattended. But personal lockers, showers, and changing areas will encourage commuter cycling as well. Finally, building in bike parking amenities and changing facilities to new projects would make bicycling to these locations more convenient. Including more comprehensive bicycle provisions in the plan check process for new construction can be instrumental to effecting change: curb cuts, stairway grooves, parking, and access for bicyclists are simple elements in construction projects that make big differences to bicyclists.

### Policy 3.1 - Build Bicycle Considerations into Projects

*Parking for bicycles shall be required in private development, construction, or reconstruction projects.*

#### Implementation

The project approval process for new development currently specifies only the number of bicycle parking spaces that must be provided concurrent with automobile parking for non-residential projects. However, different land uses will require different amounts and types of parking. For example, schools, and other facilities such as parks, that would expect large numbers of children, should provide a greater proportion of bicycle parking. Retail commercial space might be best served by short-term parking for customers, while office commercial space may require more long-term parking for office workers. New developers might be resistant to the increased cost associated with providing bicycle facilities; however, when integrated into the early stages of planning and design, these costs are small compared to construction and space costs for automobile parking. Also, without them, the impact of the other elements of the Bicycle Master Plan might be diminished. The City should work cooperatively with developers of all types of properties to properly select and place suitable bicycle parking.

#### Strategies

- 3.1.1 Include the bicycle coordinator in project planning, design, construction, and parking placement.
- 3.1.2 Incorporate bicycle related instructions in the Urban Design Guidelines.

- 3.1.3 In reviewing land development proposals, continue to ensure that planned bicycle components comply with adopted policies and standards.
- 3.1.4 Monitor the use and effectiveness of bicycle parking facilities required by the Santa Barbara Municipal Code.
- 3.1.5 Provide curb cuts and stairwell grooves for access to elevated parking areas.
- 3.1.6 Consider providing bicycle parking dependent on land use, adjacent land uses, and proximity to streets with heavy bicycle traffic. Bicycle parking recommendations may vary from one space per dwelling unit for multi-family residential to 5-30% of automobile parking, conditional on the type of activity being undertaken at the location.

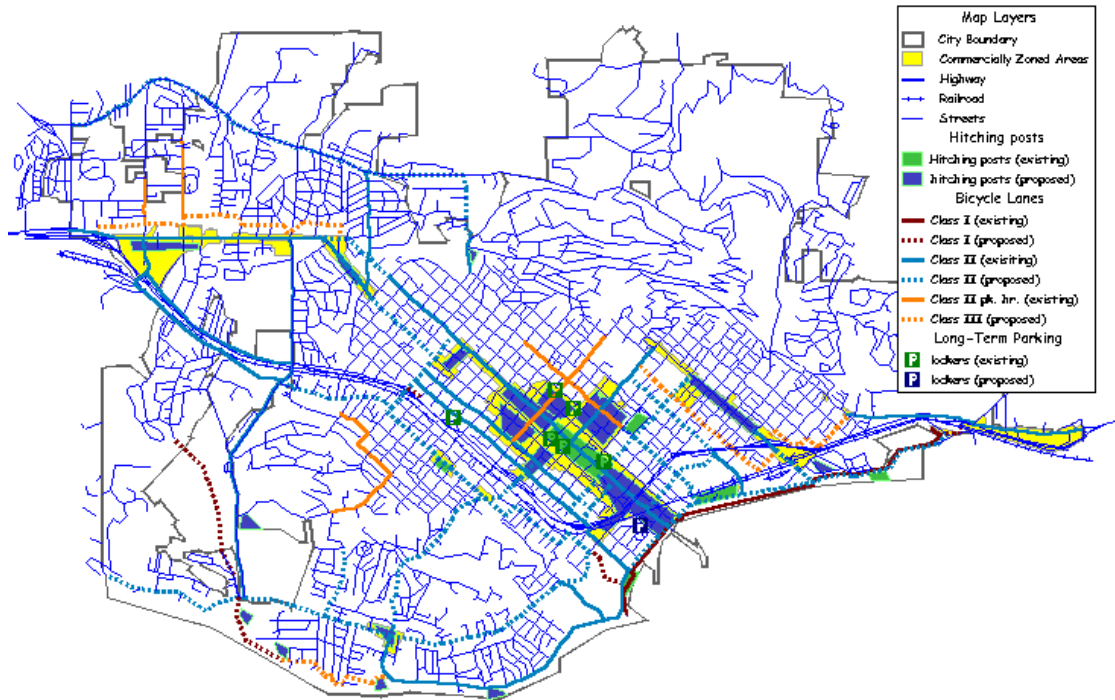
### **Policy 3.2 - Increase Bicycle Parking in Public Places**

*The City shall increase the number of secure, convenient, and attractive bicycle parking and storage facilities on public property.*

#### **Implementation**

Installing bicycle lockers at City work sites such as the library, Public Works Building, and Parks and Recreation might satisfy some bicycle commuters' concerns about their bikes' safety from weather while at work. As specified in the Regional Bikeway Study, "bicycle storage facilities should be provided by the responsible agency at principle bicycling destinations (such as schools and recreation facilities) as well as at public facilities such as state, regional, and local parks, post offices, public libraries, health care facilities, visitor information centers and museums." As with private bicycle rack and locker location, bike parking facilities at public agency buildings and public parks should be user-friendly, well placed, and well lit. In addition to providing secure covered parking for employees, ample space should be provided in convenient locations for visitors to these buildings. Map 7-1 illustrates existing and proposed bicycle parking.

Map 7-1 Existing and Proposed Parking



**Strategies**

- 3.2.1 Keep all bike parking facilities in good condition and well maintained.
- 3.2.2 Encourage replacement of substandard racks with hitching posts at public buildings, popular destinations, and City parks.
- 3.2.3 Locate hitching posts so they are easily seen and accessed from the bikeway.
- 3.2.4 Clearly identify alternative location of hitching posts when they can not be placed near the bikeway.
- 3.2.5 Provide curb cuts and stairwell grooves for access to elevated parking areas.
- 3.2.6 Provide additional hitching posts in locations where parked bikes regularly exceed the available parking.
- 3.2.7 Monitor the use and effectiveness of bicycle parking facilities.
- 3.2.8 Expand the Bicycle Locker Program at transit stops, public buildings, City parks, and other strategic locations as demand increases.
- 3.2.9 Improve bicycle access throughout the Coastal Zone by providing additional hitching posts and/or lockers in public areas including public parking lots.
- 3.2.10 Increase bicycle access from the Westside, Eastside, and Downtown by providing additional bicycle racks and/or lockers in public areas along State Street and throughout the Downtown area.

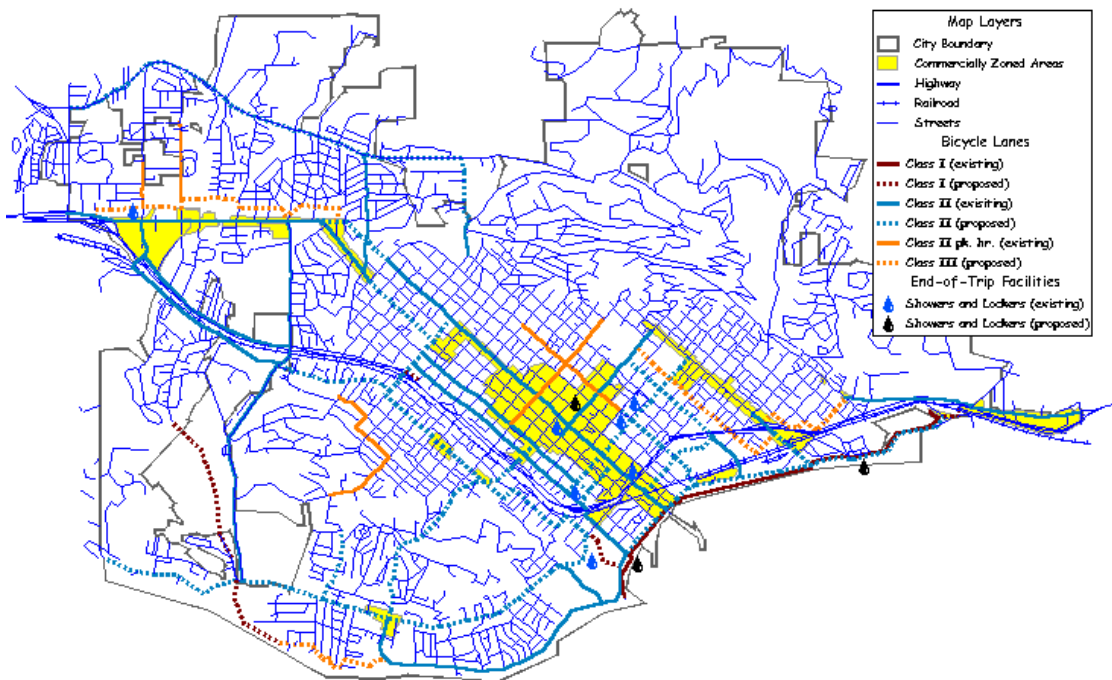
## Policy 3.3 - Providing Support For People Who Ride Bicycles

*The city shall require developing projects to be designed to meet the needs of people who ride bicycles, as appropriate.*

### Implementation

Not only do bicycles need a good place to stand while their riders are not using them, but riders need to be able to arrive at their destinations presentably. Showers and clothes lockers are a convenience to the bicycle commuter concerned about arriving at work sweaty and improperly dressed for the work environment. If future demand warrants the early morning use of Parks and Recreation Department shower facilities, the Department will consider a discount for bicycle users at the Carrillo Gymnasium, Los Baños Pool, or the Cabrillo Pavilion Bathhouse. Buildings and employers that provide for the needs of cyclists further validate the importance of committing to alternative forms of transportation and provide a supportive environment for commuters who choose to bicycle. Municipal ordinances in some other cities include the provision of showers and changing and storage areas for bicyclists. Employers could provide shower facilities to encourage commuting by bicyclists. Public-private partnerships are an exciting direction for implementation of this strategy. Map 7-2 shows existing and proposed locations for showering, changing, and storing clothes.

Map 7-2 Existing and Proposed End-of-Trip Facilities



## **Strategies**

- 3.3.1           Involve local business and Traffic Solutions in development of bicycle programs such as "guaranteed rides home" in case of emergency and provision of changing, showering, and storage areas for bicycle commuters, as appropriate.
- 3.3.2           Explore opportunities for cooperation between private companies with shower facilities and other workplaces in close proximity.
- 3.3.3           Private and public employers and merchants shall be required to provide showers, changing and storage areas, or lunchrooms for bicycle commuters when appropriate.
- 3.3.4           Consider making Parks and Recreation Department shower facilities available for bicycle commuters.

## **Policy 3.4 - Making Intermodal Connections**

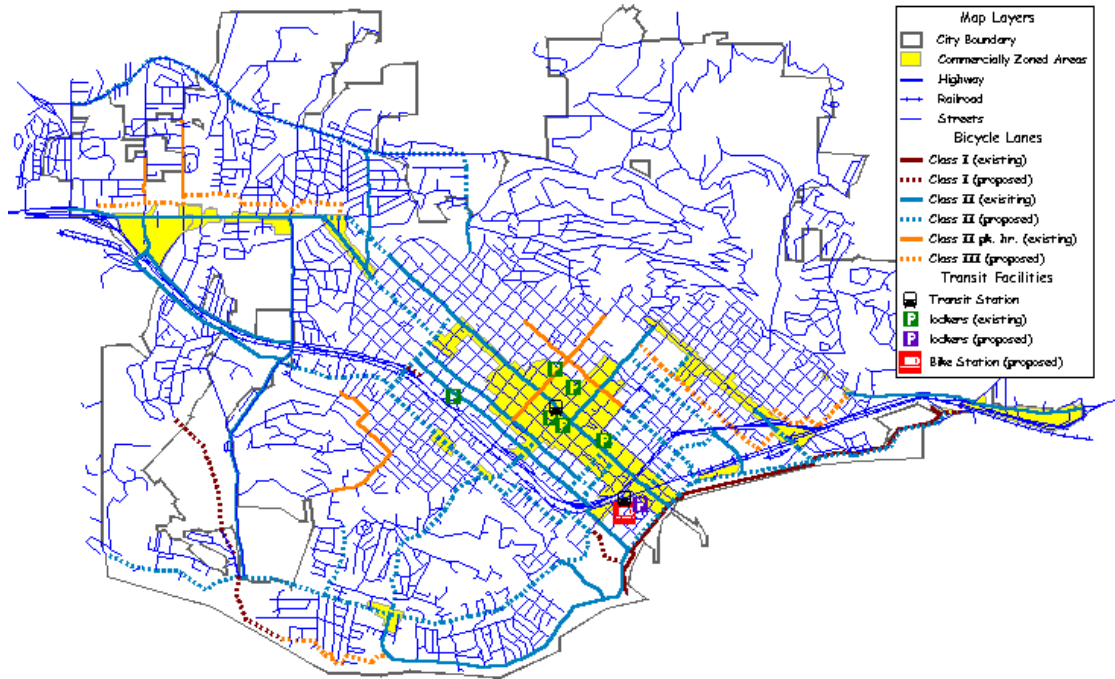
*The City shall encourage transit providers to increase the use of bicycles in conjunction with transit.*

### **Implementation**

Almost 50% of the people working in Santa Barbara are coming from other communities. One of the drawbacks to commuting by bus or train is not having transportation in town. Encouraging multi-modal travel is an exciting method for increasing public transit and bicycle use within our region. The California Car is an innovative addition to rail service. This bike and ride service, and similar service provided by MTD, is convenient to people separated from their destinations by distance, wind, or hills. It allows riders to travel with their bicycles on the bus or train and still have it available at both ends of the trip. Alternatively, transit users may store bicycles in the City for use upon arrival. The City of Santa Barbara should actively participate in planning the placement of bike lockers, group parking areas and good signage to indicate both where lockups are available and how to subscribe to the bicycle locker program.

Not only can transit providers be encouraged to allow bicycles on board, but also, transit stations can be developed as public places for bicyclists to converge. The City of Long Beach provides a great example of a commuter bike station for valet bike parking, quality rentals, repairs, gear and accessories, bike-transit information, and refreshments. In addition a Commuter Bike Club operates through their Bikestation. The renovation of the Santa Barbara Railroad Station provides a timely opportunity to create a bike station linking cyclists to rail service, scenic shoreline, and the Downtown shopping district. Map 7-3 shows existing and proposed intermodal connections.

Map 7-3 Existing and Proposed Intermodal Connections



### **Strategies**

- 3.4.1 Work in cooperation with Metropolitan Transit District (MTD), SBCAG and Santa Barbara County to increase intermodal connections on buses and trains in an effort to increase the range of bicycle use.
- 3.4.2 Encourage bicycle travel by train to Ventura, Oxnard, San Luis Obispo and Los Angeles, thus diminishing automobile usage on Highway 101 and reducing pressure to widen it.
- 3.4.3 Encourage expansion of the Bike and Ride Program by MTD and other regional commuter routes.
- 3.4.4 Consider developing full service bike stations for commuting cyclists and recreational riders near the railroad and bus stations.
- 3.4.5 Explore the development of bicycle paths/amenities to encourage bicycling to and from businesses located on Airport property.
- 3.4.6 Assist transit providers in the placement of bike racks on all buses and secure storage at selected stops.
- 3.4.7 Ensure that transit facilities are equipped with adequate bicycle carrying capacity and that the equipment is consistently deployed.
- 3.4.8 Consider providing bicycle parking and storage at all transit facilities, bus stops, park and ride lots, and passenger rail and airport terminals.
- 3.4.9 Encourage expansion of the California Car, allowing easy walk-on and bike racks on trains.

## **Responsibility for Implementation**

Please see original document to review this table.