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Acknowledgments
I. Executive Summary

Analysis of the BPMPS:

<table>
<thead>
<tr>
<th>Bicycle Circulation</th>
<th>Bike Committee Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>○ There is a lack of detail in describing the expansion of bicycle connections on maps.</td>
<td>Library Walk Bypass (West)</td>
</tr>
<tr>
<td>○ If bicycle use is similar to pedestrian traffic then, bicycle use needs supporting infrastructure in high pedestrian areas.</td>
<td>○ Connect Peterson Hill walkway to Mandeville Lane with additional improvements.</td>
</tr>
<tr>
<td>○ The student bike rack preference is inverted u-racks.</td>
<td>○ Addition of a Peterson hill bypass that connects to the Library Walk bypass.</td>
</tr>
<tr>
<td>○ Bicycle parking and long term storage is needed at transit hubs.</td>
<td>○ Creation of more connections to Lyman.</td>
</tr>
</tbody>
</table>

| Pedestrian Circulation | |
|○ Bicycle Improvements should be prioritized over all pedestrian improvements. | |

| Related Transportation Modes | |
|○ Accessible transportation to off campus residences is prioritized. | |
|○ Revisiting changes to the campus loop is prioritized. | |
|○ Long term planning is needed | |

| Project Recommendations | |
|○ Add curb ramps on either side of Geisel Library service road. | |
|○ Paint line separating east/west traffic and add sharrows to bypass north of Geisel. | |
|○ Designate as a class 1 bicycle path that is easy to access and fully displaces cyclist use of Library Walk. | |
|○ Eliminate disjointed pathways | |
|○ Support of Gilman Bike connections | |
|○ Inclusion of bicycle connections and bicycle parking and long term storage at Gilman Myers. | |

| Safety | |
|○ Provide solutions not punishment. | |
|○ Adding bike education and infrastructure will reduce citations. | |
II. ASUCSD Bike Committee Purpose:

Who are we?
The ASUCSD Bike Committee, initiated by the AS President, Andy Buselt, is a platform to pursue greatly needed bicycle infrastructure improvements on campus in collaboration with administration and any other relevant stakeholder groups. It is comprised of passionate undergraduate students who have insight and can provide valuable perspective about the student transportation experience.

Purpose:
The committee was charged with the responsibility of analyzing, studying, critiquing, and offering recommendations to the existing Bike and Pedestrian Master Planning Study from an undergraduate perspective. Through this, the ultimate vision is to achieve the best bicycle infrastructure improvements possible for the campus. We value the opportunity presented by the administration in initiating the master plan study for us to partake and assist in these proposed changes.

Vision:
The vision of the committee is to have a UC San Diego campus that facilitates and encourages the use of alternative and accessible transportation to campus from the outside community and from within campus so that navigating from one area of campus to another is intuitive, comfortable, safe, sustainable, efficient, and affordable. Of the qualities, safety and sustainability are our primary concerns.

Conceptual Goals:
1. Connecting the University to external communities and greater San Diego transit
2. Connecting to and from internal campus residences, academic facilities, workplaces and recreation centers.

![Diagram of campus bike infrastructure]
An ideal campus to model a bike system off of is UC Santa Barbara.

Here is an example of a bicycle map currently featured at UC Santa Barbara:
Here is an example of bike routes at the University of Arizona.
III. Analysis of the UCSD Bicycle & Pedestrian Master Planning Study

2. Bicycle Circulation

Figure 5.1 (From Draft) shown above shows community and regional bike connections. Villa La Jolla and the Voigt Bridge should not be excluded from this illustration. A connection on La Jolla Village Drive should be shown because there is no other way for students to bike to campus from University City; the connection of the Gilman Bridge is currently not in existence.
Figure 5.2 (From Draft) shown above shows important connections. These arrows indicate short distance connections but lack many important connections. The map should illustrate long distance connections as well as connections that extend to the local community. An example of long distance connections would be having an intuitive connection from North Campus transfer housing to Revelle College. Villa La Jolla Drive and Voigt drive east of Gilman.

Assuming cyclist needs are similar to pedestrian needs (as indicated by the pedestrian activity in Figure 3.6 p. 54), there is no existing bike infrastructure in the internal parts of campus to accommodate cyclists--as seen in Figure 2.2 (p. 35).

The type of bike racks students prefer are inverted u-racks rather than the recommended Peak Racks. The Bike Committee concluded that we do not prioritize the construction of any new pedestrian institutions, but any new bike lanes must be weary of any restrictions in certain path areas and

3. Pedestrian Circulation Analysis
The Bike Committee concluded that we do not prioritize the construction of any new pedestrian institutions, but any new bike lanes must be weary of any restrictions in certain path areas and
must not be detrimental to already heavily trafficked areas. Other Improvements include updates and expansion to lighting to increase wayfinding, security, and visibility.

4. Related Transportation Modes Analysis
As students, we value the extensive system of transportation on this campus provided by both Transportation and Parking Services and the relationship with SANDAG and Metropolitan Transit System. Given the current financial standing of TPS, we understand that transitions may need to occur until a new funding model is actualized.

As students, we prioritize accessible transportation to off-campus residential areas that are currently covered by the Arriba, Nobel, Scripps, and Hillcrest routes. We also value the Regents shuttle.
In regards to the coverage by MTS, we recognize and appreciate the bus zone service that TPS has secured and maintained on our behalf. Given the lack of bike and pedestrian infrastructure currently, we understand the reason for offering a Campus Loop shuttle. As improvements are made for cyclists and pedestrians, however, we suggest revisiting the frequency at which the Campus Loop is offered before implementing cuts to routes that off-campus residents depend on.

Looking ahead, we recommend integrating affordable access to new transit methods, such as the Light-Rail Trolley in a manner that is as considerate of UCSD’s ecosystem as possible.

5. Project and Program Recommendations Analysis:
The top priority projects outlined can greatly improve campus bike systems. However, here are some issues from the student perspective.

1A Hopkins Lane Walkway Improvements
The proposed Hopkins Lane walkway improvements are significant improvements to the existing lane. However, the absence of a class 2 bicycle lane in these improvements makes it so that this section of roadway does not fully prioritize bicycle connections. It would give pedestrians a high quality facility but not cyclists. The proposed creation of a class 3 route with sharrows still places cyclists in the road which is not a significant improvement in safety for cyclists from existing conditions where cyclists, pedestrians and cars share the road. The creation of high quality pedestrian facilities is important to improving this section of campus because it eliminates students from walking in the roadway. The removal of parking spaces to make the entrance to the snake path more visible is key because it will help direct bike travel and increase safety entering and exiting the snake pathway. This entrance on Hopkins Lane should be kept wide and visibility is a priority. A note to keep in mind is that with these sidewalk improvements, there is the potential for increased cyclist use of sidewalks to avoid the cars and roadway. Curb ramps could be put into the east sidewalk at Geisel Library Service Road so that bicycles can access the wheeled bypass without riding in the street.

1B Library Walk Bypass (North)
The proposed improvements to a Library Walk Bike Bypass north of Geisel Library should have a designation as a bicycle bypass. The Existing pathway is too narrow to accommodate
both bikes and pedestrians. We have two primary suggestions for how to alleviate conflict between cyclists and pedestrians while improving circulation. First, is painting a line down the middle of the walkway to designation east/west travel. Second is the addition of sharrows to highlight bike traffic in both directions.

3A Peterson Hill Wheeled Bypass
This project area is an area of high traffic, steep grade and safety concerns. This area has the potential to serve as a major connection to a bike network and improve pedestrian safety. As proposed the project fails to satisfy the needs for bike users to fully bypass Library walk in a safe and efficient way.

3B Library Walk Bicycle Bypass
The route should facilitate a natural flow for bike traffic to serve as a complete replacement to Library Walk. The route should be designated as a class 2 bike lane or class 1 bike path so that students would not have to "discover it" in order to use it. The route should serve as a connection that gives students the option of bypassing library walk without going on the dirt or into a parking lot. It would be ideal if there was a bike route that paralleled Library walk going north/south on both the west and east sides. A consistent issue with biking on this campus is that the routes are often disjointed. For example, I had mentioned how on Ridge Walk when you are biking near Peterson Hall and Muir Lane, the path diverges into two options but neither reconnect to a bike path or lane anywhere. that road has no distinguished bike path and the sidewalks are often to filled with pedestrians to use. The most ideal situation from the student perspective would be to have bike routes that are distinguished from pedestrians and traffic that serve as long distance connections across campus. Currently, a biker has to bike from place to place and figure out the best haphazard combination of places to ride to get across campus. There is not bike route that connects the Village to Revelle or that connects Warren to Revelle or Sixth to ERC.

4 Gilman Bicycle Path Connection
The Gilman Bicycle connection is something that would greatly improve commuting from east campus to west campus via bicycle.

6 Myers Drive Walkway Improvements
Improvements on Myers Drive could include designated bikeways to connect the main transit terminal on campus to an improving bike network. Long term enclosed parking is also needed at the Gilman transit hub.

9 Ridge Walk Bike Improvements
The Ridge Walk bike improvements can be expanded upon and is elaborated in the recommendation section of this report
6. Safety and Regulatory Recommendations
Main priority should focus on limiting punishment for students and look toward offering students more opportunities to avoid breaking regulations while still being able to efficiently commute via bicycle/skateboard/scooter.

Library Walk regulatory policies are recommended to be mitigated by additional paths through the eucalyptus groves, allowing library walk itself to be closed to bikes/skateboards 24/7 while still giving those modes of transportation viability.

It is recommended that enforcement of locking bicycles to the wrong objects can be avoided by simply increasing the availability of usable and convenient bike parking spots such that students will no longer have to lock their bikes to unofficial parking objects. Administration should work with students to determine the best place for bikes racks.

7. Implementation and Costs
It is recommended that one or more positions are established specifically for the research and application of grants and funds.
IV. Bike Committee Recommendations

The Bike Committee has established four main priorities for the year regarding bike infrastructure:

1. North-South Wheeled Bypass of Library Walk (West)
2. Three East/West Corridors: Library Walk Bypasses
3. Muir College Drive Bike Path
4. Shovel-ready projects (painting lines for bike lanes, bike racks)
1. North-South Wheeled Bypass west of Library Walk:

Recommendation:
Contrary to the BPMPS, students are in favor of a pathway that would parallel Library Walk to connect Peterson Hill with Mandeville Lane all the way through the grove and not through the existing parking lot.

*The bike lane should be easily accessible to cyclists travelling south along Peterson Hill and also cyclist traveling south along Mandeville Lane. In addition to the proposed improvements of the pathway leading down Mandeville Lane, we recommend the creation of a separate path for cyclists to access the bypass in two areas: Along the south side of Peterson Hill and a connecting path to Lyman.*
Current Conditions:
Here is an example of painted bike lanes at San Diego State University:

Bike lanes at UC San Diego could resemble this bike lanes and consist of the school colors which would be cohesive with the campus color scheme and themes.
**A. Peterson Hill Bicycle Bypass**

**Recommendation:**
Creation of a separate pathway for cyclists and other wheeled transportation that could easily connect to the Library Walk bypass.

**Current Conditions:**

Currently, all types of traffic share the same pathways between Geisel Library and Peterson Hall. With the improvements of a wheeled bypass through the eucalyptus grove west of Library Walk, there will be a need for cyclists to access this bypass. In current conditions, heavy east/west pedestrian traffic along the existing pathway will make it difficult for cyclists to access. Several improvements can be made to ensure increased ease of access and safety.
Possible Improvements:

Option #1

It is difficult and dangerous to reach the bicycle bypass while going down Peterson Hill. This separate pathway would help with the current problems by allowing faster moving downhill cyclists to have a direct access to the wheeled bypass by the way of a direct connection.
B. Wheeled Bypass Connections to Lyman

Recommendation:
Creation of a direct bicycle pathway or widening of existing pathway from the parking lot behind Student Health Services and painted lanes down the length of Lyman.

Current Conditions:
Possible Improvements:
Option #1:
Recomendation: Create lines painted down Lyman west of Library Walk would create an east/west corridor that would connect the north/south Library Walk bypass to Mandeville Lane and Price Center.

Other campuses currently have implemented this concept and have experienced benefits and drawbacks.
C. Library Walk Lyman Bicycle Crossing

Recommendation:
Creation of a designated bicycle crossing over Library Walk with adequate signage and directional paint.

Lines could be painted to indicate a designated bicycle route approaching Library Walk from both east and west. Stripes across Library Walk would indicate to pedestrians that it is a bicycle crossing area. Cyclists approaching Library Walk would not have the right of way over the traffic on Library Walk and must stop before crossing, obeying the stop sign and the already in place bicycle dismount zone.
D. Mandeville Lane Bypass

Recommendation: Widen existing pathway to accommodate for wheeled traffic and realign pathway for better flowing bicycle traffic by paving existing dirt pathway or adding bicycle roundabouts.

Students currently must avoid traffic by going onto the street where there is a high danger to safety. The current pathway is narrow and steep. Cyclists and pedestrians do not have enough space for joint use of this path. The conjunction of this path with Lyman is at a 90 degree angle which is difficult to maneuver during high traffic times.

Current Conditions:
Possible Improvements:
*Another alternative route for a new bike facility that could provide further circulation would be a pathway between the Faculty Club and the grove at the same elevation of the faculty club that runs north/south from Peterson Hill to Mandeville Lane.

2. **Three East/West Bike Corridors:**
The creation of *three* East/West Bike Corridors will significantly increase bike safety, efficiency and bike transit on campus.

1. A designated bike lane down Lyman starting at Mandeville Lane and ending at Myers Drive accompanied by a bike crossing over Library Walk at Lyman lane.
2. The project improvements of the Wheeled bypass and Snake Path north of Geisel Library
3. Improvements on Mandeville Lane sidewalk including curb ramps for a wheeled bypass south of the International Center to facilitate access to Center Hall or the future development and connection of Rupertus with Mandeville.
3. Muir College Drive Bike Path Connection to Ridge Walk:
Ridge Walk contains several sections without bike connections. Traveling south/north along Ridge Walk is disrupted by Muir Lane and Muir College Drive. Peterson Hall and Muir Lane, the path diverges into two options but neither reconnect to a bike path or lane anywhere. that road has no distinguished bike path and the sidewalks are often too congested with pedestrians to use.

On Campus Connections:
The on campus bike system needs to be looked at in terms of origination and destinations. The ideal system would connect points of origination with destination points.
See the map below which outlines the conceptual framework of the campus
On the map are the housing bed capacities for each location on campus. The largest concentration of on campus residences is north campus with over 4,000 combined bed capacity. Overall, the highest concentration of pedestrian and bicycle transit is in the center of campus. All the residents on the outer edge travel inward to class and outward to home so infrastructure should fit this need. This provides the conceptual foundation for further improvements to accommodate the larger population of north campus residences and parking structures.

Residential Student Population flow from North Campus to the center of campus:
Map of Proposed Improvements:

In order to make UC San Diego a more bike friendly campus, the internal transportation networks that service pedestrians and wheeled transportation need to be realigned to provide an intuitive and continuous flow from the edge of campus to the center.
Current Conditions:

The red indicates all current pedestrian walkways around Peterson Hall. Currently, there is no bike infrastructure in this area. There is also no intuitive route for cyclists. This is a key junction in transit for students and is a large gap in the bicycle network. This area connects the north campus to the southwest portion of campus (Revelle and Muir) and also connects the largest residential areas on campus to the central part of campus as well as eastern campus. Currently, students bike through the parking lot and cross the street while avoiding cars and the narrow pedestrian congested walkways.
**Possible Improvements:**

**Recommendation:**
The creation of a class 1 bike path adjacent to the pedestrian sidewalk along Muir College Drive.

*This would create a bicycle connection that would link the northern part of Ridge Walk with the southern sections of Ridge Walk with minimal construction. It would get cyclists out of the roadway and would increase the likelihood that students would use a designated bike facility. Currently, bikes cars, and carts share a narrow roadway at peak traffic times when pedestrians fill the sidewalks.*

**Peterson Hall Bike Path Realignment:**
The pathway connection in front of Applied Physics and Mathematics Building is essentially a four way intersection with bikes, skateboards, pedestrians and carts all using the same pathways. Separation of these transportation modes would increase the safety of this intersection.
4. Shovel Ready Projects:
   1. Painting lines to separate alternative wheeled transportation from pedestrians.
   2. Improving and maintaining current transportation routes.
   3. Creation of a campus bike map.

Bike Racks and Bike Parking:
- Installation of new Bike Racks and Bike Parking Lots. Existing Rack numbers from 2011 study on page 46: 2,788 racks with capacity for up to 6,957 bicycles. This includes large capacity long term bike storage for use over summer and winter breaks.
- A bike rack audit can be performed to determine which bike racks are underused so that they can be relocated to alternate sites.
- Need based locations for additional bike racks:
  - Center Hall
  - Warren Lecture Hall
  - Price Center Near Round Table Pizza/ Cafe Roma
  - Library Walk near Book Store
  - All main transit areas: Mandeville, Gilman & Meyers, parking garages
Other Priority Projects:

There are many areas on campus that lack bike infrastructure and serve as gaps in a bike network. See the images below for examples of roads that do not have proper bike access. These three roadways are the major transportation corridors to campus and without bikeways, the current conditions discourage bike use and decrease cyclist safety. This has impacts on shuttle dependency and reduction of parking availability.

Gilman Drive and La Jolla Village Drive Interchange:

Sections of roads that connect to Gilman Drive do not have designated bike access. This problem is addressed by the Off-Campus project H.

Villa La Jolla:

There is no bike lane on Villa La Jolla. For cyclists going to the shopping center, this is the most logical and
direct route. Current conditions are forcing cyclists into a dangerous roadway or onto a narrow sidewalk.

**Voigt Bridge:**

The Voigt Bridge has only narrow pedestrian walkways and no bike lane. Many cyclist commuters use this roadway as an entry point to campus. This also connects large eastern parking facilities.
V. Transportation Commission Proposal

I. PURPOSE
The Bike Committee recommends the creation of an Associated Students Transportation Commission. This would be a student run commission that works to maintain and improve transportation access, sustainability and efficiency. Transportation includes UCSD shuttles, MTS, bicycles and other modes of transportation in the present or future. The Commission would promote ACCESS, SAFETY, EDUCATION through all forms of transportation of UC San Diego.

II. TRANSPORTATION
The commission would have the responsibilities of drafting an annual transportation report and an annual transportation report card.

The annual report would update the student body on the state of transportation, areas of improvement and the report would also provide goals and implementation plans to achieve those goals for the following year. The report would also include a 5 year long term visionary plan.

An annual report card would grade the campus transportation system on several categories including, Finances/Affordability/Value, Sustainability, Access, Quality of Service.

The Commission would also be responsible for maintaining relationships with Physical Planning and the Transportation & Parking Services, MTS, SANDAG, NCTD, local community groups like LJCPA and UCPG and the Vice Chancellor in charge of Transportation as well as the Chancellor.

III. BIKE CULTURE
This Commission would be responsible for the cultivation of a UC San Diego bike culture through various programming and projects. Responsibilities would include conducting bike rack audits, promotional programs, safety programs, bike education and the implementation of a unique and innovative bike sharing program.

A. Student Managed Bike Sharing Program
During the initial year, the commission would devote significant time and resources for research, development and implementation of a pilot sharing program. The bike sharing program would be accessible to all students and faculty and would dramatically increase bike use on campus and off campus.
Bicycle Sharing Conceptual Unit Design

1. Power source attached to the back axle.
2. Electric power connection attached to the bike frame. Connects power source to locking system
3. Metal U-Lock
4. Locking System
5. Keypad for user to input Identification number
6. Tracking/Security technology

B. Bike Share Locations
   i. Major transportation hubs are the ideal locations for bike sharing programs to be located.
      1. Mandeville Lane
      2. Gilman Myers
      3. Price Center
      4. Peterson Hall
      5. Gilman Parking Structure
   ii. City of San Diego Bike Sharing partnership with DecoBike
      1. The City of San Diego is implementing a new bike sharing program that is in the beginning phases.
IV. STRUCTURE

A. CONCEPTUAL INTERNAL STRUCTURE

The commission will be comprised of at least two full time paid staff to manage all transportation issues and serve as the official advocates for students in transportation matters.

- Executive Director of Transportation: compile report card, liaison for students, deals with anything off campus: bike lanes, buses, trolley. Interacts with SANDAG, MTS and NCTD.
- Programming/Operations/Bike Assistant Director: Bike Sharing, Safety, Advocacy, Bike Sharing Programs
- Possible Staff Positions: financial analyst, infrastructure analysts, public relations, media, bike system analyst

B. TRANSPORTATION ADVISORY BOARD

The structure of the Transportation Commission would include a transportation advisory board that would meet quarterly to talk about the broader vision and goals of transportation. One person from the administration would be apart of the advisory board to be an advisor, and serve as a contact as resource and connection.

Members of the Advisory Board:
- Transportation Commission internal directors and staff
- AS President (Ex-officio),
- GSA President
- Graduate Student at Large Representative
- Faculty Representative
- Staff Representative
- Administrator from Physical Planning Department
- TPC Representative (x2)
- AS AVP Local Affairs
- AS AVP ESJA
- AS VP Student Life Representative
- Vice Chancellor of Student Affairs Representative
- Urban Development & Transportation Director (SSC),
- ACCB Representative
- Pedal Club Representative
- UCSD Bike Shop Representative
Acknowledgments

Members of the working group that developed the Bike Report:

- **Simran Anand**  
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- **Allison Bagnol**  
  A.S. Sixth Senator

- **Andrew Buselt**  
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