



Feedback Report

CONGRATULATIONS! THE LEAGUE OF AMERICAN BICYCLISTS HAS DESIGNATED UNIVERSITY OF UTAH AS A BICYCLE FRIENDLY UNIVERSITY AT THE GOLD LEVEL. Reviewers were very pleased to see the current efforts and dedication to promoting cycling for transportation and recreation on your campus. Congratulations on your leadership!

CAMPUS PROFILE

BIKE PROGRAM WEBSITE: [HTTPS://SUSTAINABILITY.UTAH.EDU/ENGAGEMENT/ACTIVE-TRANSPORTATION-INITIATIVES/](https://sustainability.utah.edu/engagement/active-transportation-initiatives/)

INSTITUTION TYPE	STUDENT ENROLLMENT	% OF STUDENTS LIVING OFF-CAMPUS	CAMPUS ROADWAY MILES	% OF ROADS UNDER UNIVERSITY CONTROL
National/Regional University	33,047	82%	30	24%
CAMPUS TYPE	STAFF & FACULTY	AVERAGE DISTANCE TO CAMPUS	PATHWAY MILES	CAMPUS SIZE
Urban	29,975	8 miles	52	1,800 Acres

Below, reviewers provided key recommendations to further promote bicycling at University of Utah along with a menu of additional pro-cycling measures that can be implemented in the short and long term. We strongly encourage you to use this feedback to build on your momentum and continue to improve your campus for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

HIGHLIGHTS OF UNIVERSITY OF UTAH'S 2022 BFU

APPLICATION INCLUDE:

- » U Bike Week
- » Point B Transportation student advocacy group
- » Campus Bike Shop
- » New secure bicycle parking rooms within newly constructed buildings and new parking garages built within U Health campus area.
- » Bike Skills Training program
- » Annual Bicycle Friendly Driver Training for Campus Shuttle operators
- » Bicycle Sub-Committee of Transportation Committee, Transportation Safety Committee
- » Bicycle Master Plan implementation tracker website
- » Biennial Bike Census

KEY STEPS TO PLATINUM:

- » Elevate and improve the biking and walking resources on the Commuter Services website.
- » Increase the quality of bicycle parking on campus. Develop a campus-wide institutional policy requiring all campus bike racks to meet APBP design guidelines. (See Engineering)
- » Host a League Cycling Instructor (LCI) seminar at least every other year to increase the number of local LCIs qualified to teach bicycle safety classes on campus. Consider a peer-to-peer education model to engage more students and increase the effectiveness of your bicycle education on campus. (See Education)
- » Ensure there is a strong bicycling component in the new forthcoming Parking and Transportation plan, or develop an update to the 2011 Campus Bicycle Master



Plan to reflect current needs and continue to guide the long-term physical and programmatic vision for your campus. (See Evaluation & Planning)

- » *Continue working with campus and city/county/state officials to improve riding conditions on and around campus and to develop programs, policies, and infrastructure that will help to increase bicycle ridership and safety and decrease driving rates on campus.*

See the following menu of additional recommendations to learn how your campus can improve in these and other areas to become more bicycle-friendly.

ENGINEERING

Campus Roadway & On-Road Bicycle Network

- » Work with Salt Lake City to increase and improve connectivity of the on-road bicycle network on and around your campus. Below are several recommendations for specific infrastructure types to consider to ensure your bike network meets national standards and best practices. Ensure that your campus and community both follow a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Adopt a campus-wide Bicycle Accommodation Policy or Resolution to ensure that all pathway and building construction projects on campus consider and accommodate optimal bicycle access. See the University of Mississippi's Bicycle & Pedestrian Accommodation policy at bit.ly/OleMiss_BikeAccPol or the University of Arizona's policy at bit.ly/UAZ_BikeAccPol.
- » Consider implementing car restrictions or even car-free zones on campus to increase safety by reducing the potential for conflicts between cars and bicyclists and

pedestrians.

- » Institute campus-wide measures to calm vehicular traffic and increase the safety of cyclists and pedestrians. Learn more about traffic calming from the Project for Public Spaces: bit.ly/PPS_TrafficCalm101.
- » Lower the speed limit to 20 mph on campus streets. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car traveling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Learn more about speed management techniques from NACTO: bit.ly/NACTO_Speed. The United Nations Road Safety Collaboration developed a Speed Management Manual for policymakers at bit.ly/WHOSpeed.
- » Place wayfinding signage at strategic locations around campus. By helping bicyclists more easily and conveniently navigate your campus, you will help them to focus on riding more safely and predictably, for the benefit and safety of everyone. Here are some best practices from the Washington, DC Area Council of Governments: bit.ly/DcWayfind. Learn more about bike route wayfinding signage and markings system best practices from NACTO: bit.ly/NACTO_wayfind.
- » Improve bicyclist safety by eliminating or restricting on-street car parking on campus. Car parking lanes can be converted to travel lanes for bicyclists (either buffered or protected bike lanes) and/or can be used to increase bike parking capacity through on-street bike corrals. If campus roads have bike lanes adjacent to on-street car parking, ensure that the travel lanes for bicyclists are wide enough and well-buffered so as to avoid putting riders in the "door zone." If possible, arranging protected bike lanes so that they are located between the parking lane and curb provides greater protection and buffer than arranging bike lanes between car parking and car travel lanes. Removing on-street car parking also



- provides greater curb access to accommodate multi-use needs especially those with ADA needs.
- » Consider converting any existing low-speed/low-traffic streets on campus into bicycle boulevards through additional traffic calming measures. Learn more at bit.ly/NACTOBikeBlvds.
 - » Your application indicated that your campus does not have buffered bike lanes or cycle tracks. Consider adding these to your campus where possible. Buffered bike lanes or cycle tracks offer an added layer of protection from conventional bike lanes and raise the comfort level for people bicycling. The buffer separation also allows for curb access and space for a car door to open if the buffered bike lane is next to car parking. Learn more about them at the NACTO website: bit.ly/NACTO_BufferedLanes.
 - » Bike Boxes, typically used at signalized intersections, are a great tool to consider to increase visibility and comfort for people on bikes. Bike boxes can be used to make turning at intersections safer especially where there may be conflicts between motorists and bicyclists. Read more about the benefits and uses of bike boxes on NACTO's website: bit.ly/NACTO_BikeBoxes.
 - » Pilot/demonstration projects featuring bike facilities or traffic calming measures can be instrumental ways to show what your vision is for the use of the street space. Many cities work with local entities to pilot projects to gather feedback and test out an idea before building and selecting a permanent design. Oftentimes organizations host or build their own demonstrations to show what they would like to see. Examples of pilots/demonstrations are pop-up bike lanes, parking protected bike lane demonstrations, and a pop-up bike/bus lane. Learn more about pilot/demonstrations by reading these articles: Temporary and Pop-up Bike-Ped Infrastructure (bit.ly/EcoCount_PopUp), Pop-Ups for Safe Routes to School (bit.ly/SRTS_PopUp), and Tactical Urbanism Guide (bit.ly/TacticalUrbanismGuide).
 - » Consider implementing automated (e.g. camera or video) speed enforcement for motor vehicles on your campus roads, and/or work with your local community to do the same on roads on and around your campus. When considering this mechanism, take into consideration ways to implement it that are equitable and do not further existing disparities for marginalized communities. For more information about this, read BikePedInfo's Whitepaper: bit.ly/PedBikeInfo_AutoEnforcement and these Streetsblog articles about the pros and cons of automated enforcement: bit.ly/StreetsBlog_ProConRedLightCamera and bit.ly/StreetsBlog_AnalysisSpeedCameras.

Engineering Policies and Design Standards

- » Adopt a campus-wide Complete Streets policy and offer implementation guidance for staff. By adopting a Complete Streets policy, institutions direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your campus a better place to live, work and study. Find resources from the National Complete Streets Coalition at bit.ly/CompleteStreetsBFU.
- » Develop an implementation checklist to monitor and ensure the progress of your engineering policies and programs. An implementation checklist is a great way to celebrate accomplishment milestones while keeping track of work yet to be done.
- » Provide ongoing training opportunities for engineering and planning staff related to accommodating bicyclists. Learn more at bit.ly/NHI_FHWA_Training.
- » Address potholes and other roadway hazards for bicyclists in a time sensitive manner to keep your bicyclists comfortable and safe. Develop a policy or standard operating procedure that mandates that potholes are filled within 24-48 hours of being reported.



- » Host in-person forums to address any grievances bicycle facility users may have and to generate new ideas for future plans.
- » Develop a policy or standard operating procedure to ensure that alternative accommodations for all on- and off-road bikeway facility closures are always provided and maintained during construction if bikeways are impacted by that construction. Such a policy should also require that all temporary accommodations be well-marked or communicated, and should be just as accessible (if not more) to anyone walking, biking, or rolling as the original facility it is replacing.
- » Make sure that the appropriate signage and markings are used to notify users of changes and alternative routes during construction. Advance notice of these accommodations will go a long way to help folks make appropriate plans for travel, especially for those with ADA needs.
- » Even if a construction project doesn't specifically impact dedicated bike facilities, know that the roads affected are likely still used by cyclists, and so it is important to still include bicycle-specific or inclusive wayfinding signage for all construction projects. Consider developing a new policy or amending your existing construction policy to include bicycle-inclusive or specific signage as a standard part of all future construction projects on campus.
- » Always provide temporary bike parking during construction whenever any existing rack(s) become obstructed. Beginning/end of trip bicycle parking is essential for accommodating cyclists on your campus, even during construction. If temporary bike parking can not be provided within close proximity of the original impacted racks, then provide clear signage to help bicyclists find the closest temporary or permanent alternative racks, including clear way-finding and expected timeframe for the work.
- » Expand your bike parking ordinance/policy to include minimum bike parking requirements for all existing buildings on campus in addition to the requirements for new buildings. Check out this guide to passing an effective bicycle parking ordinance at bit.ly/BikeOrdinance.
- » If applicable, expand your bike parking ordinance/policy to include all parking garages, in addition to new and existing buildings. Check out this guide to passing an effective bicycle parking ordinance at bit.ly/BikeOrdinance.
- » Consider strengthening end-of-trip facility policies, such as allowing bicycle parking to substitute for car parking, or eliminating minimum car parking requirements for new buildings or developments on campus.
- » Develop bike parking design standards for your campus that conform to the Association for Pedestrian and Bicycle Professionals (APBP) bike parking guidelines. The APBP guidance offers useful information for selecting and installing appropriate bicycle parking that is safe and secure. Find the latest versions of the APBP Bicycle Parking Guidelines here: http://bit.ly/APBP_BikeParking.
- » Cargo and adaptive cycles come in all shapes and sizes, and your campus bicycle parking should accommodate this full range, including hand bikes, tricycles, recumbents, and various models of cargo bikes. Strengthen your campus bike parking standards to include strong accessibility requirements. Check out these resources to learn more: Ground Control Systems ADA Accessible Bike Parking (bit.ly/GCS_AccessibleBikeParking) Colorado State University's Policy for Inclusivity (bit.ly/CSU_InclusivePolicy) Turvec's guide to accessible cycle parking (bit.ly/Turvec_AccessibleCycleParking).
- » Not only do ebikes (electric/pedal-assist bikes) need to be charged to work properly, but they need a place to do this. Develop a plan to install ebike charging stations on your campus to accommodate current and future ebike users' needs. E-bikes are often also already more expensive than "acoustic" bikes, and so your ebike



users on campus will also appreciate additional security options for their ebike parking, such as key-card access indoor bike rooms – making a great opportunity for charging stations. Once charging stations are available on your campus, be sure to communicate and advertise their availability so that anyone who is considering using an ebike knows that they will have the opportunity to charge their bike once on campus. There are a plethora of options for charging facilities but here is an example to consider: Bike Energy (bike-energy.com).

Bicycle Parking and Storage

- » Increase the amount of high-quality bicycle parking on campus to meet growing demand. See the basics of bike parking at bit.ly/APBP_BikeParking, and learn more about campus-specific bike parking considerations at bit.ly/GroundControl_Guide.
- » Consider constructing a bike station to provide centrally-located, secure, indoor parking for cyclists. The Bike Center at the University of Minnesota (see: bit.ly/UMBikeCenter) is a great example of a bike station that can serve as a hub for commuters providing repair services, shower and locker facilities, and bike route and event information.
- » In addition to bike valet services during special events, consider year-round bike valet services to make biking as accessible and welcome as possible! See what the University of Arizona is doing to encourage bicycling through an all-year free daily bike valet: bit.ly/UA_Valet. In Portland, Oregon Health & Science University (OHSU) partners with Go By Bike to offer free valet bike parking to students, employees, and the general public every day, Monday-Friday 6am-7:30pm: bit.ly/OHSU_Valet.
- » Providing temporary bike racks or corrals for special events is a great way to offer additional space for bicycle parking at an event and encourage people to bike to these events instead of driving and worrying about finding or paying for car parking. Partnering with your events department or city to find additional equipment to use as bike racks is a great way to accommodate this temporary yet predictable and reoccurring need.

- » Develop a policy to allow staff and faculty employees to keep bikes in their workspace if space allows. This shouldn't be the only storage option available to employees, but it can be a nice fall-back if traditional secure bike storage is overcrowded, or if they forgot to bring a lock.
- » Upgrade all campus bike parking so that 100% conforms to the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines. Find the latest APBP Guidelines at bit.ly/APBP_BikeParking, and learn more about campus-specific bike parking considerations at bit.ly/GroundControl_Guide.

Multi-Modal Transportation Accommodations

- » Your application indicated that automobile parking permits are currently made available for over 80% of your total campus population. Establishing a more limited number of parking permits or beginning to charge a fee for parking permits will help your students and employees recognize the true cost of parking: Motor vehicle parking spaces can cost thousands of dollars to construct, hundreds to maintain annually, and are an inefficient use of land. As bike ridership increases on your campus, consider reducing the quantity of parking available by repurposing the land. One car parking space can easily provide ten bicycle parking spaces and the construction of a bicycle parking space can cost 30 to 300 times less than a car parking space. See bit.ly/CostsofParking, bit.ly/ParkingLandUse, and bit.ly/CarvBikeParking for more information and sources.
- » Consider increasing the vehicle parking permit fee for students and employees who drive to/on campus. The additional financial resources could be spent on bicycle and pedestrian infrastructure and amenities. Making it more expensive to park on campus will also encourage commuters to carpool or try alternative modes of transport.



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- » Develop a trade-in or cash-out incentive program for students and employees who opt to trade-in or decline a vehicle parking permit. Many universities and other major employers are beginning to offer these kinds of incentive programs to alleviate the demand for vehicle parking, and to further incentivize alternatives like biking, walking, and public transit. See the University of Kentucky's Cash Out program details here: bit.ly/BFU_UKY_CashOut. Learn more about these types of offerings in this StreetsBlog Article: bit.ly/StreetsBlog_CashOut.
- » Reduce the number of students who bring a car to campus by setting limits on parking passes or permits for certain groups, such as first-year-students, on-campus residents, or even all undergraduate students. Some campuses have even set a limit for parking permits for off-campus students that is based on the proximity of their housing to campus.
- » All transit vehicles such as campus shuttles and buses should accommodate bicycles with bike racks or with access on the vehicle. See this report on integrating bicycling and transit: bit.ly/BikeTransitReport. Provide education on using transit bike racks such as the following video from Spokane Transit: bit.ly/Spokane_BikesBusRack.
- » promoting the "Share the Road" message. Consider Stanford's multi-pronged approach to Bike Safety through events and programs such as a bike safety Dorm Challenge, a bike safety campaign led by Sprocket Man (bit.ly/SprocketMan), and a bike safety pledge detailed at bit.ly/StanfBikePledge. See below for more ideas to educate both bicyclists and motorists about roadway safety.
- » Expand the reach of your bicyclist education programs by introducing a bike ambassador program like Colorado State University's RamBassador program (bit.ly/RamBassadors), UCI Irvine's Bike Ambassador program (bit.ly/BikeUCI_Amb) or The College of William & Mary's Bike Ambassadors program (bit.ly/WMBikeAmb).
- » Consider expanding motorist education on your campus by requiring a 'Share the Road' test or Bicycle Friendly Driver training and quiz as a prerequisite to purchasing a parking pass or permit on campus. Work with a local League Cycling Instructor to offer the League's new Bicycle Friendly Driver curriculum (bit.ly/BFDriver) to all motorists accessing your campus.
- » Explore new ways to incentivize safe bicycling and driving behavior through new technology and mobile apps. For example, "This App Saves Lives" (TASL) is a free mobile app that rewards drivers (and cyclists!) who abstain from phone-based distracted driving (and biking!). With TASL, drivers earn points and rewards for time spent driving undistracted. Learn more about TASL at bit.ly/BFU_TASL, or download the iOS App directly at: apple.co/38nkPm7 and use referral ID "LEAGUEBFU" at sign-up.
- » TASL's new 'Parent Portal' feature allows the parents of young drivers to monitor and reward their child's safe driving behavior. Share this Parent Portal overview (PDF) in your next parent newsletter, along with the code "LEAGUE30" for them to receive 30% off any Parent Portal subscription: bit.ly/TASLParentPortalOverview. Learn more about the

EDUCATION

Awareness Campaigns & Information Sharing

- » It is essential to continually make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your education campaign



TASL Parent Portal at: bit.ly/BFU_TASL_Parents.

Classes & Training

- » Offer your existing classes more often to reach more people, or consider adding new classes to cover a wider variety of topics. Consider partnering with a local League Certified Instructor (LCI) to host classes. They have access to a wide array of class curriculums to offer in classroom or outdoor settings. You can find a list of local LCIs here: bikeleague.org/content/find-instructor Additionally, reaching out to your local bike groups is a great way to be able to offer classes if you do not have the capacity to do so or to leverage work that the group might already be doing and can be offered to your campus community.
- » Make sure you're promoting your classes to as many people on campus as possible, and that you're offering classes often enough and at times and locations that work for as many students, staff, and faculty as possible. Host classes during orientations or other convenient times for students, staff and faculty. Work with other departments, campus clubs, and student organizations to offer tailored classes and reach specific audiences where they are. Consider adding new language and accessibility accommodations if needed, and also consider how and where classes are advertised.
- » Team with an on-campus or local bicycle group, bicycle shop or a League Cycling Instructor in your area to offer maintenance workshops on campus. Aim to offer these opportunities at least quarterly to reach a wider audience of students and employees. A short tutorial on how to change a flat can empower a person to ride their bike more often.
- » Help your bicyclists ride year-round by including education on safely riding in rain, ice, and snow (if applicable). Help students and employees understand what gear they should consider using for inclement weather, as well as what riding techniques will help keep them safe in slippery road conditions.
- » Choosing the right size bike can be the difference between an enjoyable and comfortable ride or one that feels intimidating and uncomfortable. Offer a class that covers basic bike fitting and how to choose a bike to help new riders on your campus learn about finding the best bike for them. Oftentimes, partnering with your local bike shop or outdoor store is a great place to start to bring someone to a campus event, fair, or safety presentation to talk about the wide range of bike options available.
- » In addition to educating cyclists, consider adding safety education for drivers on your campus, including driving commuters, fleet operators, delivery drivers, or anyone else operating a campus-owner motor vehicle. The League is helping keep all road users safe by offering the Bicycle Friendly Driver training, which all League Cycling Instructors (LCIs) now have the ability to teach. The training aims to educate motorized vehicle drivers about how and why bicyclists travel the roadways in the ways they do with the objective of developing a shared understanding for all users. Contact a local LCI to bring this curriculum to your campus. Learn more about the Bicycle Friendly Driver curriculum here: bit.ly/BFDriver.
- » Consider creating online or virtual bike safety and maintenance learning opportunities to increase ease and accessibility for these topics. While in-person and on-bike/hands-on instruction is essential for gaining direct experience and practice riding or doing repairs, many topics can be covered through online instruction, videos, interactive quizzes, or webinars. Check out the League's new online learning center to further expand your bike safety education offerings on campus: <https://learn.bikeleague.org>. New learning modules are being added regularly, including interactive bike safety quizzes that complement the Smart Cycling curriculum that all LCIs are equipped to teach.
- » Start a bicyclist and motorist ticket diversion program. Students given a citation are offered an opportunity to waive fees for violations by attending a bicycling



education course. This should include a classroom and on-road component. See U.C. Davis' Bicycle Education and Enforcement Program at bit.ly/UCDavisBEEP.

- » Consider a peer-to-peer education model to increase the effectiveness and reach of your bicycle education on campus. Arizona State University hosts a League Cycling Instructor (LCI) Seminar on its campus once every 18 months to maintain enough LCI-certified students to sustain their peer education model. LCI-certified students are then paid by the school to teach bicycle safety classes to other students, allowing the campus to offer a wide variety of bicycling classes year-round. See the full list of Bike Classes available at Arizona State University at bit.ly/ASULCI or learn more about becoming LCI certified at bit.ly/BFULCI.
- » Host a League Cycling Instructor (LCI) seminar on campus to increase the number of active local LCIs. Having local instructors will enable your institution to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, and have experts available to assist in encouragement programs. Learn how to host an LCI seminar at bit.ly/Host_LCI_Seminar.
- » Be sure that all emergency vehicle drivers are included in any Bicycle Friendly Driver training opportunities offered on your campus, and consider making the training a prerequisite for employment or part of ongoing professional development for emergency vehicle drivers on campus.

ENCOURAGEMENT

Bicycle Culture, Support, and Promotion

- » Emphasize the importance of bicycling on campus by encouraging your President or Chancellor to lead or participate in an annual bike ride. See how Marquette University's President led a ride to celebrate the opening of a new bike share dock on campus at bit.ly/MarqBubl.

- » Demonstrate the university's commitment to bicycle infrastructure by having a trail construction or maintenance day, either on campus or in the community, and recruit students and employees to participate.
- » Participate in the National Bike Challenge as a campus! The National Bike Challenge offers prizes, community, and friendly competition to encourage daily ridership. Anyone can sign up for free anytime! Learn more at bit.ly/NatBikeChallengeBFU.
- » Celebrate bicycling as a mode of sustainable transportation by scheduling a campus car-free day. See the example set by Princeton at bit.ly/PrincetonCarFreeDay.

Access to Bike Share, Bicycle Equipment, and Repair Services

- » Increase the number of bikes available in your bike share system. A successful campus bike share system is a convenient, cost effective and healthy way of encouraging students and employees to make short trips by bike. To increase the bikeshare options on your campus, consider a home-grown program such as the University of Louisville's free daily check-outs and long-term bike loans through recycled and refurbished bikes: bit.ly/ULBikeShare, or bring in an established and experienced bikeshare or micromobility vendor to your campus, such as Lime (bit.ly/BFU_lime).
- » Expand your bike share program to offer long-term bike loans of a semester or longer. Such a move would encourage dedicated ridership on campus or accommodate cyclists unable to bring a bike to campus. Wake Forest University's Re-Cycle offers affordable \$5 semester-long rentals to students: bit.ly/WFURCycle.
- » In addition to making short- and long-term bike share options available for students, consider offering a departmental bike share program for faculty and staff in various academic and administrative units. The University of Florida refurbishes abandoned bikes on campus to supply its departmental program, providing



bicycles at no cost to enable UF faculty and staff to conduct campus business. Any campus unit at UF can request a Department Bike Share bicycle through a convenient online form. Free maintenance and repairs are included as part of the program, as well as a lock and a helmet with each bike. Learn more about UF's program at bit.ly/UF_DBS.

- » Electric pedal-assist bikes are a great way to break down barriers for people who want to bike. If you don't have these bikes as part of your campus or community-wide bike share fleet, advocate to have them included. See how Portland State uses their city's bike share electric bikes here pdx.edu/transportation/biketown.
- » Consider adding adaptive bikes and cycles to your bikeshare program, such as hand pedal bikes, tricycles, recumbent cycles, tricycles, and electric bikes. Western Washington University offers free adaptive hand-pedal cycle rentals as part of their Outdoor Center rental offerings. While commuter and mountain bikes are available to rent for a nominal fee, the hand pedal cycles are available at no cost: https://bit.ly/WWU_adaptive_rentals.
- » It's great that your campus has a co-op or bike center. Below are some ideas of additional services you could offer at your bike center to expand its role on campus, reach more newcomers, and meet the needs of more campus cyclists.
- » Consider providing your campus with a mobile bike repair service. These are helpful to meet cyclists where they are for repairs, as well as to increase awareness by joining up with regular events, or create a presence on different parts of campus on a regular schedule. Check out Stanford's mobile bike repair service here: stanford.io/3MMHQNW.
- » Consider initiating bike messenger services out of the campus bike center. Such a service could also act as an employment or volunteer opportunity for students, and potentially as a revenue source to help support the center.

Bike Theft and Loss Prevention

- » To help curb bike theft on your campus, develop a program that allows students to trade in older, less effective bike locks with high-quality U locks. The University of Colorado Boulder has a successful Bicycle Lock Swap Program where students can trade in a cable lock for a free U-lock: bit.ly/BoulderLockSwap. Similarly, Boise State University offers \$5 off the price of a new U-lock for anyone training in an old cable lock at their Cycle Learning Center (campus bike shop). See their bus ad for the program here: bit.ly/BoiseLockTrade.
- » Start a recovery system for stolen or impounded bicycles on campus. A formal online system like Bike Index can be a valuable tool for tracking and recovering recovered or impounded bikes (bit.ly/BFU_BikeIndex), and informal tools like a Facebook group can also be useful. See the unofficial Facebook group maintained at Michigan State University to help campus community members recover stolen bikes: bit.ly/MSUhatesBikeThieves.
- » A digitized or online tracking system can help streamline your abandoned bike tagging/removal system so that bike owners can more easily claim and reunite with their bike if it has been mistaken for abandoned. Some online bike registration systems have built-in tools to help campuses with this problem, such as Bike Index's Impound tool: bit.ly/BFUBikeIndex.

Route-Finding Support

- » In addition to campus bike maps, develop and offer an online route-finding service for student and staff cyclists interested in journeying to or from further off campus. Many schools have used online programs and tools such as RideAmigos (bit.ly/BFU_RideAmigos) to manage a variety of Transportation Demand Management functions, including route-finding assistance for students and employees. See UC Berkeley's RideAmigos site as an example: bit.ly/UCBerkeley_RideAmigos.



EVALUATION & PLANNING

Staffing and Committees

- » Continue to expand the Bicycle Program Manager's time focused on bicycle projects, or create a new full-time position. This staff person should spend more time working closely with the Bicycle Advisory Committee, reviewing development proposals to ensure that bicycle requirements are incorporated and to assess bicycling impacts, developing and implementing educational and promotional programs, writing grant proposals, serving as the contact for bicycling inquiries and complaints, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring communities, transit agencies and other departments to implement policies and projects. See this report on the importance of Bicycle & Pedestrian program staff: bit.ly/BikePedStaff.
- » Encourage your Bicycle Advisory Committee to meet more often, ideally monthly. Having an official Bicycle Advisory Committee (BAC) that meets frequently is critical to building support for bicycle improvements as it ensures that the bicycle program is held accountable to the campus population and surrounding communities. Colorado State University's Campus Bicycle Advisory Committee (CBAC) has a robust and representative membership that meets monthly and shares meeting agendas and minutes online: bit.ly/CSU_CBAC.
- » Expand your Bicycle Advisory Committee's time to focus more of its time on bicycle-specific issues.
- » Include more stakeholders in the Bicycle Advisory Committee to ensure that the members of the committee reflect the diversity and ability levels of cyclists on your campus. Consider adding representatives from: local city/county/regional government staff, faculty/researchers, student racing team or club members, International Student Affairs

or similar group or department, or any other groups, departments, or individuals that should be represented.

Planning, Funding, and Implementation

- » Update your Campus Bicycle Master Plan to adhere to current best practices and to recognize new demands for bicycle facilities, programs, and services on campus. Complement infrastructure planning with education and encouragement programs to continue to increase ridership and safety. Develop a clear vision statement and set new ambitious but attainable targets for the next 5-10 years. Check out this Road Map to developing a bicycle master plan at bit.ly/ImplementBikePlan, and look at University of Minnesota's 2019 Bike Plan at bit.ly/UMNBikePlan and Montana State University's 2017 Bike Plan at bit.ly/MontanaStateBikePlan as two great examples of updated bike-specific campus plans.
- » **Ensure that there is dedicated funding for the implementation of the bicycle master plan, as well as ongoing bicycle infrastructure and programming needs. Dedicating a portion of automobile parking fees toward non-automobile facilities and services is a great way to establish a baseline annual budget for bicycle improvements. You can also reach outside the university for grants and private funding for specific projects.**
 - » Utilize any current automobile parking fees on campus as a revenue source for your campus' bicycle expenses or introduce such fees.
 - » Use the revenue generated from any on campus traffic citations as a funding source for the campus' bicycle expenses.
 - » Consider reaching out to potential revenue sources external of the university by applying to grants or other private donors.

Evaluating Ridership & Bicyclist Satisfaction

- » In addition to the periodic manual counts currently conducted, consider participating in the National



Bicycle and Pedestrian Documentation Project at bit.ly/NatBikePedDoc.

- » Take advantage of online, self-reporting or app-based services like Strava Metro (bit.ly/BFUstrava) or Love To Ride (bit.ly/NatBikeChallengeBFU) to increase your data collection. At Michigan State University, the home-grown MSU Mobility app collects location and motion data from iPhone users while inside the MSU geo-fenced campus. It uploads these data anonymously to a secure MSU server, and the aggregation of these mobility data provides campus planners with a deeper understanding of how pedestrians, bicyclists, and motorists move across MSU's campus at any given time. Learn more at bit.ly/MSUMobilityApp.

Evaluating & Improving Safety Outcomes

- » Develop a reporting system to track bicycle/bicycle and bicycle/pedestrian crashes to help identify conflict points that may need special attention.
- » Expand efforts to evaluate crash statistics to produce a specific plan to reduce the number of crashes on campus. Available tools include Intersection Magic (bit.ly/IntMagic) and PBCAT (bit.ly/PBCAT). See the report *Bicyclist Fatalities and Serious Injuries in New York City, 1996-2005*, at bit.ly/NYCBikeFatalities.
- » **Pass additional campus laws or ordinances that protect cyclists and pedestrians, including the following:**
 - » Develop penalties for motorists who fail to yield to a bicyclist when turning.
 - » Ban parking or driving in a bike lane on campus, with the exception of intersections. Be sure to make motorists aware of this ban through the use of signage and educational campaigns.
 - » Institute a policy specifically penalizing motorists who 'door' bicyclists.
 - » Ban all cell phone use while operating a motor vehicle on your campus.
 - » Establish an explicit ban on texting while driving on

your campus.

- » Consider exploring new policies that would ban cars from parts of campus or develop policies to prohibit residential students from bringing a car to campus.

Other Evaluation & Assessment Tools

- » Conduct an economic impact study to measure the many ways cycling can benefit your campus. Consider partnering with local business or tourism groups on a larger regional study that includes your campus. The University of Arkansas was included in a Walton Family Foundation-funded economic impact study for the Northwest Arkansas Region: bit.ly/Walton_NWAEconStudy.
- » Conduct an environmental impact study on bicycling within your campus to gauge and further promote sustainability efforts. See Minnesota State University, Mankato's example at bit.ly/MankatoEnviro.
- » Conduct a Health & Wellness impact assessment for your campus to show the health-related benefits of investing in more bicycling infrastructure and programming. Consider partnering with a community health organization, campus health department, or related academic unit to conduct the assessment.
- » Conduct a Bicycle Level of Service (BLOS) or Bicycle Level of Traffic Stress (BLTS) Assessment for your campus. Knowing the level of service you provide when it comes to bicycle infrastructure, or lack of it, will go far in assessing your campus and prioritizing areas in need of improvements. You can find an example of how Boston has integrated a BLOS for their city here bit.ly/Boston_BLOS.

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- » **League reviewers were pleased to see the following improvements planned for your campus in the coming year and beyond, as quoted below from your application. We look forward to hearing**



about your progress on these efforts in your next renewal application, and welcome updates in the interim if you have any announcements or progress reports in the meantime!

- » *"Evaluation and Planning: Two studies are underway now and complete by 2023- 1) our equity centered Climate Action Plan, which will call for bicycle related improvements to meet transportation mode share goals. See: <https://sustainability.utah.edu/climatecommitment/> 2) A parking and transportation study to locate a new parking garage and build our first mobility hub(s). This hub will support all transportation modes, specifically active transportation and public transportation."*
- » *"We anticipate infrastructure changes (pavement markings, dismount zones, wayfinding signage) with challenges associated with shared e-scooters and e-bikes and our SPIN program adding capacity to campus sidewalks, bicycle paths, and roadways. We have research funding in the amount of \$50k/annually to study micromobility and how it changes University Scope 3 emissions. We have a new program that is using energy savings to build needed sustainability infrastructure, and our active transportation network has been identified as a 2024 project that will be funded with 1-3M dollars at that time."*
- » *Lastly, we are filling the gaps on crash data with a new public facing dashboard where all types of crashes (bicycle/ped, Bicycle/car, etc.) will be reported so hotspots can be identified for construction improvements."*

FOR MORE IDEAS & BEST PRACTICES, PLEASE VISIT THE FOLLOWING **BICYCLE FRIENDLY UNIVERSITY** RESOURCES ONLINE:

- » www.bikeleague.org/university
- » www.bikeleague.org/bfu_faq
- » www.bikeleague.org/content/bfu-process-criteria
- » www.bikeleague.org/bfu_blogs

PLEASE ALSO SEE THE ATTACHED SURVEY DOCUMENT FOR ADDITIONAL COMMENTS AND FEEDBACK FROM BICYCLISTS ON YOUR CAMPUS.

The Bicycle Friendly University program is supported by Eco-Counter and League Members. Learn more at www.eco-counter.com and www.bikeleague.org/join.