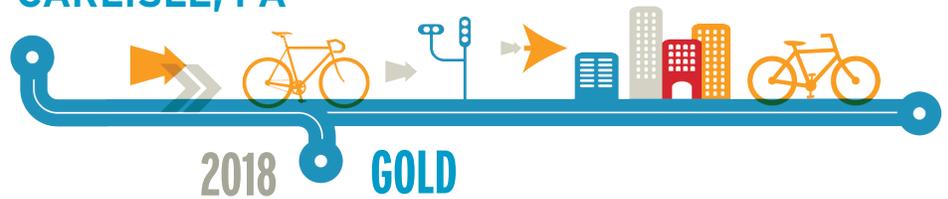




Feedback Report



CONGRATULATIONS! THE LEAGUE OF AMERICAN BICYCLISTS HAS DESIGNATED DICKINSON COLLEGE 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: [HTTP://WWW.DICKINSON.EDU/BIKING](http://www.dickinson.edu/biking)

INSTITUTION TYPE	STUDENT ENROLLMENT	% OF STUDENTS LIVING OFF-CAMPUS	CAMPUS ROADWAY MILES	% OF ROADS UNDER UNIVERSITY CONTROL
Liberal Arts College	2357	0%	3.02	9%
CAMPUS TYPE	STAFF & FACULTY	AVERAGE DISTANCE TO CAMPUS	PATHWAY MILES	
Urban	874	0 miles	3.04	

Below, reviewers provided key recommendations to further promote bicycling at Dickinson College 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 DICKINSON COLLEGE'S 2018

BFU APPLICATION INCLUDE:

- » *Biking@Dickinson program and blog*
- » *Green Bikes and Red Bikes bikeshare programs*
- » *Bike to Farm Potluck*
- » *The Handlebar*
- » *New bike infrastructure including bike room in new LEED Platinum certified dorm*
- » *Formal community partnerships with LifeCycle Cole's*
- » *Cole's Shop & Ride program*
- » *Annual Northside Ride*

KEY STEPS TO PLATINUM:

- » *Establish an automobile parking permit fee for students and employees who drive to campus. (See Engineering)*
- » *Offer more frequent cycling skills classes, Traffic Skills 101 classes and bike commuter classes on campus. Host another League Cycling Instructor (LCI) seminar to increase the number of local LCIs qualified to teach these classes. (See Education)*
- » *Start a bicyclist and motorist ticket diversion program. (See Education)*
- » *Establish a formal incentive program for those who commute to campus by bike. (See Encouragement)*
- » *Increase the number of campus security officers who patrol on bikes. (See Enforcement)*
- » *Expand the Bicycle Program Manager's time focused*



*on bicycle projects, or create a new full-time position.
(See Evaluation & Planning)*

- » *Expand efforts to evaluate crash statistics and produce a specific plan to reduce the number of crashes on campus. (See Evaluation & Planning)*

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

- » Encourage Carlisle to work toward the Bicycle Friendly Community (BFC) designation. See the League's Bicycle Friendly America Advocate Toolkit for slide presentations, scripts, and resources to promote the Bicycle Friendly Community program to your local government leaders: <http://bikeleague.org/bfa/toolkit>. Learn more about the BFC program at <http://bikeleague.org/community>.
- » 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. Learn more about the National Complete Streets Coalition at <http://bit.ly/CompleteStreetsBFU>.
- » Develop a comprehensive Transportation Demand Management (TDM) program to promote bicycling, walking, transit, and other alternatives to Single Occupancy Vehicle (SOV) driving on campus. See Yale's "Transportation Options" site for a great example of the kinds of resources this program should make available at <http://bit.ly/YaleTDM>. A strong TDM program should be accompanied by a planning document such as Georgetown University's 2016 Transportation Demand Management Plan: http://bit.ly/GTU_2016TDM.
- » Provide ongoing training opportunities for engineering and planning staff related to accommodating bicyclists, to ensure that your bicycle accommodation policy or complete streets policy are followed and enforced. Look into classes offered by the National Highway Institute at <http://bit.ly/NHIClasses>.
- » If you aren't able to hire staff internally with expertise in bicycle and pedestrian-specific planning and engineering, consider hiring outside consultants to train your staff and review your plans to ensure they appropriately accommodate bicyclists. The Association of Pedestrian and Bicycle Professionals (APBP) is a great place to find consultants with this specific expertise in your area: www.apbp.org. Search their member directory for professionals in your area at <https://www.apbp.org/search/>.
- » Send relevant staff to conferences and in-person trainings focused on bicycle planning and infrastructure. The annual National Bike Summit is a great place for your staff to connect with their peers and learn about best practices from around the country. Learn more about the Summit at <http://bikeleague.org/summit>.
- » Create a campus-wide policy that commits to only hiring project consultants and advisors who have bike/pedestrian qualifications for all future campus roadway, path, or building construction projects.
- » Consider providing professional memberships to the Association of Pedestrian and Bicycle Professionals (APBP) for one or more related staff. APBP provides its members with access to a dynamic online community of peers and experts across the country, monthly webinars on related topics, a mentor program, and more. Learn more at <http://www.apbp.org/>.
- » Develop or adopt an existing design manual to ensure



your engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards. Check out design resources at <http://bit.ly/BikePedDesign>.

- » Expand your bike parking policy to include all existing buildings on campus in addition to new buildings. Check out this guide to passing an effective bicycle parking ordinance at <http://bit.ly/BikeOrdinance>.
- » Revisit campus policies that currently prohibit bicycles in most campus buildings. While such policies can be reasonable in many cases, it is worth considering if some buildings on campus should permit bicycles inside to accommodate bike storage where safe and secure bike parking is otherwise limited.
- » Establish a motor 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.
- » 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 will help your campus recognize the true cost of parking: Motor vehicle parking spaces can cost thousands of dollars to construct, hundreds to maintain annually, contribute \$73 per space per month to external congestion costs and \$44 per space per month to pollution costs felt by society, 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 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 <http://bit.ly/CostsofParking>, <http://bit.ly/ParkingLandUse>, and <http://bit.ly/CarvBikeParking> for more information and sources.
- » Consider introducing an ‘Occasional Parking Pass’ option as an alternative to the annual or semester-long parking permit for motor vehicles. This option will offer employees and students who commute from off-campus to drive and park to campus on rare occasions when needed, and then rely on more sustainable and active forms of transportation such as biking, walking, and transit throughout the rest of the year for the majority of their commutes. See an example of an occasional parking pass policy from the University of Pennsylvania: http://bit.ly/Penn_OccPass.
- » Consider removing your free or subsidized parking for staff and faculty. The guarantee of available free parking promotes the unconscious decision to commute by car, while potential cyclists cite the lack of available, secure bike parking as a major deterrent to commute by bicycle (<http://bit.ly/CarParkingvBikeParking>).
- » Increase the amount of high-quality bicycle parking on campus to meet growing demand. See the basics of bike parking at <http://bit.ly/PBICBikeParking>.
- » Introduce bike lockers on campus to provide more secure and weather-proof bike parking on campus. Students will be more likely to bring bicycles to campus knowing that they are safe from theft and the elements. The University of Pittsburgh offers paid bicycle parking via bike lockers and cages. Learn more at <http://bit.ly/PittBikeLockers>.
- » Consider constructing a bike station to provide centrally-located, secure, indoor parking for cyclists. The Bike Center at the University of Minnesota (see: <http://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.
- » 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 <http://bit.ly/APBPGuidelines>.



- » Allow students to store their bikes in their dorm rooms.
- » Develop an engineering policy or guidance document that recommends or requires end-of-trip facilities such as showers in non-residential buildings on campus to encourage more people to commute from off-campus by bike. One of the most common excuses people use to not commute by bike is that they don't have a shower at their destination. Lockers can help bike commuters find a place to safely store their belongings while on campus, reducing the need to drive and rely on vehicles for personal storage.
- » 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: <http://bit.ly/BikeTransit>. Provide education on using transit bike racks such as the following video from Spokane Transit: http://bit.ly/Spokane_BikesBusRack.
- » Your application indicated that your campus does not have bike lanes. Consider adding bike lanes to your campus. A great first step could be checking out guides to bike lanes by NACTO at <http://bit.ly/NACTOBikeLanes> and the Pedestrian & Bicycle Information Center at <http://bit.ly/PedBikeBikeLanes>.
- » Your application indicated that your campus does not have protected/buffered bike lanes or cycle tracks. Consider increasing cyclist safety by adding protected bike lanes or cycle tracks to your campus. A great first step could be checking out NACTO's guide to cycle tracks at <http://bit.ly/NACTOCycleTrack>, or the 2009 NACTO report on cycle track implementation at <http://bit.ly/NACTOCycleTrackReport>.
- » 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: http://bit.ly/PPS_TrafficCalm101.
- » 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.
- » 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.
- » 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.
- » Increase the frequency of bike lane, path, and trail sweepings to keep cyclists safe. Develop a policy or standard operating procedure that mandates the regular sweeping or cleaning of lanes, paths, and trails more frequently that roadways are cleaned.
- » 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.
- » Accommodate bicyclists during construction by providing suitable detour routes and signage. See Stanford's Head's Up Campaign, designed to inform their campus community of construction activity and to provide strategies for navigating safely, whether on foot or on wheels at <http://bit.ly/StanfHeadsUp>.



EDUCATION

- » The League offers a series of educational videos that can easily be downloaded or shared online. Topics range from How to Choose a Bicycle, to proper steering, signaling, and intersection positioning on a bike. Use these videos to educate your students, faculty, staff, and visitors on bicycling basics. Use the videos as part of new student/employee orientation, or as a prerequisite to accessing the campus bike share program. Make these videos available on your website and share on social media to promote bike safety education to broader audiences, including parents and prospective students. View and download the videos at: <http://bikeleague.org/ridesmartvideos>.
- » If your campus distributes welcome packets to new students and/or employees, make sure bicycling topics are included here as well. Check out the webpage that Stanford dedicated to educate new students about biking on their campus at <http://bit.ly/BikeNewStudents>.
- » 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 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 (<http://bit.ly/SprocketMan>), and a bike safety pledge detailed at <http://bit.ly/StanfBikePledge>. See below for more ideas to educate both bicyclists and motorists about roadway safety.
- » Organize a campaign of public service announcements to educate your campus community on sharing the road safely. Check out some of the promotion that Emory has done to support their Why Not? Campaign at <http://bit.ly/EmoryWhyNot> and see Harvard’s LOOK safety campaign at <http://bit.ly/HarvardLOOK>.
- » Expand the reach of your bicyclist education programs by introducing a bike ambassador program like Colorado State University’s RamBassador program (<http://bit.ly/RamBassadors>) or The College of William & Mary’s Bike Ambassadors program (<http://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 (<http://bit.ly/BFDriver>) to all drivers accessing your campus.
- » 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 <http://bit.ly/UCDavisBikeEd>.
- » 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 more frequently. Aim to offer these opportunities at least monthly 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.
- » Offering physical education cycling classes is fantastic! Be sure this opportunity reaches the most students possible by promoting the class or expanding the class size or number of classes offered per term.
- » Encourage members of your campus community to become trained and certified as League Cycling Instructors (LCIs). Having an LCI on campus can advance safe cycling education on your campus. Learn how at <https://bikeleague.org/content/become-instructor>. Have at least one staff or faculty member become an LCI to establish a more permanent LCI presence on campus. In addition, consider a peer-to-



peer education model by training students as LCIs to increase the effectiveness and reach of your bicycle education on campus. Arizona State University hosts an 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 ASU at <http://bit.ly/ASULCI> or learn more about becoming LCI certified at <https://bikeleague.org/content/become-instructor>.

- » Law enforcement and safety officers should serve as a model for safe driving on campus. The driver training for all campus police should include share the road or Bicycle Friendly Driver education. See San Francisco's Frequent Driver Education at <http://bit.ly/SanFranDriverEd> and the League's new Bicycle Friendly Driver curriculum (<http://bit.ly/BFDriver>) which is based on Fort Collins' successful Bicycle Friendly Driver Program at http://bit.ly/FC_Bike_Friendly_Driver.

ENCOURAGEMENT

- » Celebrate bicycling as a mode of sustainable transportation by scheduling a campus car-free day. See the example set by Princeton at <http://bit.ly/PrincetonCarFreeDay>.
- » Establish a formal incentive program for those who bike commute. This could include such benefits as cash incentives, car share discounts, or coupons for local bike shops. Check out the University of Minnesota's ZAP Bike Commuting program through Dero ZAP (<http://bit.ly/UMZap>) and see how Harvard encourages employees to bike to work through the Bike Commuter Tax Benefit: http://bit.ly/Harvard_CommuterBenefits. The University of Kentucky has a successful Bike Voucher Program as one of its many incentive options for students and employees who opt to not drive to/on campus: http://bit.ly/UK_BikeVoucher.
- » Consider offering bike valets at events throughout the year to solve parking issues at well-attended events. For example, Boise State University offers bike valet service at football games. See what the University of Arizona is doing to encourage bicycling through an all year bike valet: http://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: http://bit.ly/OHSU_Valet.
- » Form an Employee Bike Commuter Club to foster a culture of support and to more effectively distribute news and information to staff and faculty who commute to campus by bike. Check out UCLA's Commuter Club at <http://bit.ly/BruinCommClub>.
- » Support recreational bicycling on campus by encouraging interested students to organize an official recreational bike club, such as a mountain bike club or fat tire biking club.
- » Increase the number of bikes available in your campus bike share systems.
- » Consider offering a fleet of cargo bikes for campus staff and student workers. Cargo bikes can be useful alternatives to vehicle fleets when workers need to make short trips on campus, and offers a healthy, sustainable, and economic alternative to driving.
- » 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.
- » Utilize the space of your bike center to host bike commuter classes. The center can serve as your campus' go-to for bicycle education!
- » The campus bike center would be a perfect place to consider offering bike valet services from. 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.

- » 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.
- » Expand your bike co-op or center's mission to include the distribution or sale of vital bicycle equipment such as helmets, locks, and/or lights.
- » Great job offering some bike mapping options for your campus community. Below are some ideas to further improve and expand the map-related resources you make available on your campus.
- » Develop an interactive online bike map to increase accessibility of this valuable tool to your campus community.
- » Be sure to include all available bike parking in your printed campus maps. Students and staff will appreciate being able to plan where the closest bike parking is relative to their final destination.

ENFORCEMENT

- » Work with campus and/or city police to implement a Bait Bike Program to help curb bike theft on campus. Learn about how the University of California, Berkeley's Bait Bike program helped reduce bike thefts by 45% in one year at <http://bit.ly/CalBaitBike>, and how the University of Wisconsin – Madison's Police Department reduced bike thefts by 40% in the first year of their Bait Bike program at <http://bit.ly/UWMBaitBike>.
- » Increase the number of Public Safety officers that patrol campus on bikes, as it gives officers a better understanding of the conditions for cyclists and to view campus from the perspective of handlebars. The University of Texas at Austin has a full-time Mountain Bike Unit: <http://bit.ly/UTAustinBikePolice>.
- » In addition to campus police, consider having other campus staff and safety employees utilize biking as a mode of transportation on campus. This increases the safety of cyclists and pedestrians by reducing motorized traffic on campus, and it also allows the employees greater access to areas on campus that may be out of reach for motorized vehicles.
- » The Law Enforcement Bicycle Association offers bicycle-related training that you can offer for your campus police or security officers. Learn more at <http://leba.org/>.
- » Check out the National Highway Traffic Safety Administration's Roll Call video "Enforcing Law for Bicyclists." for training ideas at <http://bit.ly/NHTSARollCall>.
- » Utilize the League's Smart Cycling courses and videos as education tools for you Public Safety officers found at <https://bikeleague.org/content/find-take-class> and <https://bikeleague.org/ridesmartvideos>.
- » Host a League Cycling Instructor or another local cycling advocacy group to deliver a safe cycling presentation to your campus security officers. Consider assisting one of your officers in becoming certified as a League Cycling Instructor. Learn more at <http://bikeleague.org/content/become-instructor>.
- » Provide your campus security with training on racial profiling awareness in multimodal transportation enforcement.
- » **Pass campus laws or ordinances that protect cyclists and pedestrians, including the following:**
 - » Ban all cell phone use while operating a motor vehicle on your campus.
 - » Promote the well-being of cyclists on your campus by making it illegal to harass a cyclist.



EVALUATION & PLANNING

- » Appoint a full-time staff member as Bicycle Program Manager or create a new position. A Bicycle Program Manager works with the campus administration, advocates, local elected officials, law enforcement, transit providers and the general campus community to build partnerships and implement facilities and programs that increase the number of students, faculty and staff that are safely bicycling and walking. This staff person should also work closely with the Bicycle Advisory Committee, review development proposals to ensure that bicycle requirements are incorporated and to assess bicycling impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling inquiries and complaints, educate other staff about facilities standards and guidelines, and coordinate with neighboring communities, transit agencies and other departments to implement policies and projects. See this report on the importance of Bicycle & Pedestrian program staff: <http://bit.ly/BikePedStaff>.
- » Good job holding frequent Bicycle Advisory Committee meetings. Be sure to promote these meetings appropriately to garner strong attendance at every meeting!
- » Include more stakeholders in the Bicycle Advisory Committee (BAC) to ensure that the members of the committee reflect the diversity and ability levels of cyclists on your campus. Consider adding representatives from: student government, local city/county/regional government staff, student racing team or club members, International Student Affairs or similar group or department, Office of Diversity & Inclusion or similar group(s), or any other groups, departments, or individuals that should be represented.
- » Fully implement the campus bike master plan and continue to close gaps in the cycling network. Ensure that there is also a written plan to guide a long-term physical and programmatic vision for your campus. Focus on developing/ completing a seamless cycling network that emphasizes and creates short distances between residential buildings and popular destinations such as classroom buildings, cafeterias, recreational facilities and transit stops. Compliment infrastructure planning with encouragement, education, and enforcement programs to increase usage. Develop a clear vision statement and set ambitious but attainable targets. The overarching goal should be to increase the percentage of trips made by bicycle on campus. Check out University of California Berkeley's plan as an example at <http://bit.ly/CalBikePlan> and this Road Map to developing your own bike plan <http://bit.ly/ImplementBikePlan>.
- » 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 campus for grants and private funding for specific projects.
 - » Consider utilizing automobile parking fees on your campus to help fund your bicycle program.
 - » Utilize traffic enforcement and citation fees on your campus to fund your bicycle program.
 - » Consider reaching out to external private funding sources, such as applying for grants or accepting private donations, to help fund your bicycle program.
- » Consider installing automatic bicycle counters on your campus to better gauge ridership on an ongoing basis. Look into tools such as EcoCounter for automatic electronic counters at <http://bit.ly/EcoCounter>, or online services like the National Bike Challenge for self-reporting data collection at <http://bit.ly/NatBikeChallengeBFU>. Learn about UCLA's



automated bike counter and publicly available ridership data at <http://bit.ly/UCLABikeCounter> and <http://bit.ly/UCLARidershipData>. See how the University of Minnesota uses the Dero ZAP Program to track and reward ridership on their campus at <http://bit.ly/UMZap>.

- » In addition to the periodic manual counts currently conducted, consider participating in the National Bicycle and Pedestrian Documentation Project at <http://bit.ly/NatBikePedDoc>.
- » Ensure that all bicycle/automobile crashes are properly reported to the proper campus authorities. Record this data and utilize it to identify any points prone to conflict and develop a strategy to reduce them.
- » Ensure that all bicycle/bicycle and bicycle/pedestrian crashes are properly reported to the college. Further use that data to identify any points of conflict on campus 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 (<http://bit.ly/IntMagic>) and PBCAT (<http://bit.ly/PBCAT>). See the report *Bicyclist Fatalities and Serious Injuries in New York City, 1996-2005*, at <http://bit.ly/NYCBikeFatalities>.
- » Consider starting an online feedback form to make giving feedback easy and accessible to everyone on campus.
- » Consider conducting an economic impact study to measure the many ways cycling can benefit your campus. See Oregon's example at <http://bit.ly/BikeEconStudy>.

renewal application, and welcome updates in the interim if you have any announcements or progress reports in the meantime!

- » *"After reviewing the BFU recommendations, upcoming bike initiatives include plans to make D-walk safer for bikes by making the road one way to cars. Additionally, we have plans to host more bike safety courses, demonstrations and outreach to ensure that our students are equipped with the appropriate knowledge and tools to be safe bikers on the road. Bike safety cards were recently reprinted to help with this initiative that will be given to all members of the Dickinson community upon registering their bicycle with the college. Many of our future efforts will go towards our on-campus bike co-op, the Handlebar, in order to make the organization more visible to the Dickinson community."*
- » *"Short term initiatives to improve biking culture on campus include a PSA broadcast through the campus radio station about sharing the road between drivers and bicyclists. Additionally, the bike registration program will be converted to an online registration system to encourage more constituents to register their bike. In the future, the Dickinson biking would like to increase bike vibrancy in the form of three initiatives. Through more organized bike rides, students will feel more comfortable biking through Carlisle and the surrounding communities and will get more students interested on campus. The second effort will be to conduct admission tours via bicycle. This will show prospective students that biking is important to Dickinson and will introduce biking to these students starting with their first steps on campus. One longer term initiative will strive to make D-walk a one-way road with a bike lane. This will allow pedestrians and bicyclists the opportunity to feel safer on this road and to encourage biking throughout all of campus."*

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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**



BICYCLE FRIENDLY UNIVERSITY



Dickinson College

Feedback Report

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

- » <http://bikeleague.org/university>
- » https://bikeleague.org/bfu_faq
- » <https://bikeleague.org/content/bfu-process-criteria>
- » https://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 Ground Control Systems and League Members. Learn more at <https://www.groundcontrolsystems.com> and <https://bikeleague.org/join>.