



BICYCLE FRIENDLY UNIVERSITY FEEDBACK REPORT 2017



UNIVERSITY OF
NEBRASKA - LINCOLN

Congratulations! The League of American Bicyclists has designated **University of Nebraska – Lincoln** as a Bicycle Friendly University at the SILVER level. Reviewers were very pleased to see the current efforts and dedication to promoting cycling for transportation and recreation on your campus.

Highlights of the application include: Top ranking in the National Bike Summit; Traffic and speed limit reduction on campus; Annual BikeFest; Bike UNL themed rides, weekly nacho ride, and other organized rides and events; BikeLNK bike share; Outdoor Adventures Bike Shop.

Below, reviewers provided key recommendations to further promote bicycling at University of Nebraska – Lincoln along with a menu of additional pro-cycling measures that can be implemented in the short and long term. (Short-term recommendations that often see quickest results are **highlighted in bold.**)

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!

The key measures University of Nebraska – Lincoln should focus on to improve cycling on campus:

- Continue to increase the amount of high quality bicycle parking at popular destinations on campus, and to upgrade the quality of all existing bike parking to meet APBP guidelines. *(See Engineering)*
- Work with the city to expand the on-road bike network and increase network connectivity on and around campus through the use of different types of bike lanes, cycle tracks and shared lane markings. *(See Engineering)*
- 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 track and evaluate ridership and crash statistics and produce a specific plan to reduce the number of crashes on campus. *(See Evaluation & Planning)*
- Create an updated campus bike-specific master plan that will guide future plans with a long-term physical and programmatic vision for your campus. *(See Evaluation & Planning)*

Menu of additional recommendations to further promote bicycling:

Engineering

Adopt a [Bicycle Accommodation policy](#) to ensure that all pathway and building construction projects on campus consider and accommodate optimal bicycle access.

Provide [ongoing training](#) opportunities for engineering and planning staff related to accommodating bicyclists. Consider [providing APBP memberships](#) for one or more related staff.

Encourage relevant staff to attend the [National Bike Summit](#) each year to connect with their peers and learn about best practices from around the country.

Continue to increase the amount of [high quality bicycle parking](#) at popular destinations such as transit stops, class room/lab buildings, dorms, recreation and entertainment facilities, and retail and office locations on campus. More and more institutions also ensure that off-campus student housing provides secure and covered bike parking.

Provide more secure bike parking on campus through the use of additional [bicycle lockers](#), indoor bike rooms, or [bike cages](#). Students and employees will feel more comfortable bringing nicer bikes to campus if they know the bike can be safely and securely stored. [Portland State University has a successful permit program](#) for its indoor bike rooms.

[University of Wisconsin-Madison offers paid bicycle parking](#) via bike lockers and cages.

Consider constructing a bike station to provide centrally-located, secure and covered parking for cyclists. Like the [Bike Center at the University of Minnesota](#), a bike station can serve as a hub for commuters providing repair services, shower and locker facilities, and bike route and event information. [Check out other areas that have already implemented similar facilities.](#)

Ensure that the standards for all bike parking conform to the [Association of Pedestrian and Bicycle Professionals \(APBP\) bike parking guidelines](#).

Allow students who live on campus to store their bikes in their dorm rooms.

Expand the bike network and increase network connectivity through the use of different types of [bike lanes](#), [cycle tracks](#) and [shared lane arrows](#). On-street improvements coupled with the expansion of the off-street system [will encourage more people to cycle](#) and will improve safety. Ensure smooth transitions for bicyclists between the trail network and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels. Ensure that all bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#), [AASHTO Guide for the Development of Bicycle Facilities](#) and your state or local DOT's own guidelines.

Develop a system of **bicycle boulevards** that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all skill levels. [Learn more about bicycle boulevards.](#)

Place way-finding 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.

Make signalized intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO design guidelines](#) for recommended intersection treatments.

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, and staff on bicycling basics. Use the videos as part of new student orientation training, or as a prerequisite to using 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. View and download the videos at: bikeleague.org/ridesmartvideos.

Consider expanding your bicyclist education programs by introducing a bike ambassador program like Stanford's or Colorado State University's [RamBassador program](#).

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 UC Davis' Bicycle Education and Enforcement Program.](#)

Increase the frequency of your bike safety and maintenance classes on campus. Aim to offer these opportunities monthly to reach a wider audience of students and employees.

[Host a League Cycling Instructor \(LCI\) seminar](#) to increase the number of [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. Visit bikeleague.org/ridesmart for more information.

Consider a peer-to-peer education model to increase the effectiveness 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 ASU.](#)

Encouragement

Launch a bicyclist mentorship program. A bike mentorship program that teams experienced cyclists with newcomers is a great way to encourage and educate. Mentors can offer advice on bike routes, appropriate gear, safe riding and much more. It also gives new commuters a support group to rely on and often makes them feel more secure and excited about their first few rides. [Learn about UCLA's Bike Buddies program.](#)

Establish a formal incentive program for those who bike commute. This could include such benefits as cash incentives, a Guaranteed Ride Home program, car share discounts and coupons for local bike shops. Check out the [University of Minnesota's ZAP Bike Commuting program](#) through [Dero ZAP](#) and see how [Harvard encourages employees to bike to work through the Bike Commuter Tax Benefit.](#)

Enforcement

Have Public Safety officers distribute helmets (or coupons to a local bike shop) to encourage all types of cyclists to ride more safely and to remove the barriers to attaining this essential bike accessory. [See the helmet promotions at Stanford](#) and the ["Helmet Hair Don't Care" Pledge at UC Davis.](#)

Enforcement practices can also include positive enforcement ticketing. Officers and student bicycling ambassadors could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are "caught" following the law.

Increase the number of Public Safety officers that patrol campus on bikes, as it gives officers a better understanding of the conditions for cyclists. Also ensure that streets as well as secluded off-road paths are regularly patrolled to improve personal safety and encourage more people to take advantage of these amenities.

Ensure that all Public Safety officers are initially and repeatedly educated on the "Share the Road" message and traffic law as it applies to bicyclists and motorists. Training is offered by the [International Police Mountain Bike Association](#), the [Law Enforcement Bicycle Association](#) and the National Highway Traffic Safety Administration (see their [Roll Call video "Enforcing Law for Bicyclists."](#)) Encourage at least one of your Public Safety officers to become a [League Cycling Instructor.](#)

Evaluation & Planning

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.](#)

Create a stand-alone comprehensive [campus bike master plan](#) that will guide future plans with 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. Complement infrastructure planning with encouragement, education, and enforcement programs to increase ridership and safety. 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 Utah's plan as an example.](#)

Develop a dedicated annual budget for ongoing bicycle infrastructure and programming needs. Consistently 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, and guarantees that improvements can be made year-after-year, without gaps.

Benefits of Further Improving University of Nebraska – Lincoln for Cycling

Increasing bicycle use can [improve the environment](#) by reducing the impact on the community of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; [Reduce congestion](#) by shifting short trips (the majority of trips in cities) out of cars. This will also make campuses more accessible for public transport, walking, essential car travel, and emergency services; [Save lives](#) by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. [Research shows](#) that increasing the number of bicyclists on the street improves bicycle safety; [Increase opportunities](#) for students, faculty and staff to participate socially and economically in campus and community activities, regardless of income or ability.

Greater choice of travel modes also increases independence; [Boost the economy](#) by creating a campus environment and community that is an attractive destination for new students, residents, tourists and businesses; [Enhance recreational opportunities](#) and further contribute to the quality of life on campus; [Save university funds](#) by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the campus community, and increasing the use of public transport; [Enhance campus safety and security](#) by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major campus events; [Improve the health and well being](#) of the campus population by promoting routine physical activity.

Regularly conduct research on bicycle usage to more efficiently distribute resources according to demand. Conduct yearly counts using automated and manual counters in partnership with advocacy organizations. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).

Install automatic bicycle counters on your campus to better gauge ridership on an ongoing basis. Look into tools such as the [EcoCounter](#) for automatic electronic counters, or online services like the [National Bike Challenge](#) for self-reporting data collection. Learn about [UCLA's automated bike counter](#) and [publicly available ridership data](#). See how the University of Minnesota uses the [Dero ZAP Program](#) to track and reward ridership on their campus.

Expand efforts to track and evaluate crash statistics to produce a specific plan to reduce the number of crashes on campus. Available tools include [Intersection Magic](#) and [PBCAT](#). See the report [Bicyclist Fatalities and Serious Injuries in New York City 1996-2005](#).

Consider conducting an [economic impact study](#) on bicycling within your college/ university.

For more ideas and best practices please visit the [Bicycle Friendly University Resource Page](#).

Please also see the attached document for additional comments and feedback from bicyclists on your campus.