

## Feedback Report

CONGRATULATIONS! THE LEAGUE OF AMERICAN BICYCLISTS HAS DESIGNATED UTAH STATE UNIVERSITY 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: [ABB.USU.EDU](http://ABB.USU.EDU)

INSTITUTION TYPE	STUDENT ENROLLMENT	% OF STUDENTS LIVING OFF-CAMPUS	CAMPUS ROADWAY MILES	% OF ROADS UNDER UNIVERSITY CONTROL
National/Regional University	16,167	75%	13.49	37%
CAMPUS TYPE	STAFF & FACULTY	AVERAGE DISTANCE TO CAMPUS	PATHWAY MILES	
Suburban	2,967	2 miles	16.65	

Below, reviewers provided key recommendations to further promote bicycling at Utah State University 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 UTAH STATE UNIVERSITY'S 2020 BFU

#### APPLICATION INCLUDE:

- » *Aggie Blue Bikes (ABB) program and campus shop*
- » *Infrastructure accomplishments including completing Phase 1 of the 700 N complete streets redesign including bike lanes, new bike lanes and mid-block crossings on 800 E, and collaborations on the Canyon Connector Trail.*
- » *USU Wellness Program*
- » *Aggie Commuter Club*
- » *“Let’s Look Out For Each Other” campaign*
- » *Aggie Bikes short- and long-term bicycle checkout programs*
- » *Annual campus events such as Bike to Work Week, Pride Ride Alleycat, and Homecoming Bike Potluck*
- » *Monthly Gender Equity Mechanic evenings at ABB*
- » *Programming and funding support from USU Sustainability Council*

#### KEY STEPS TO PLATINUM:

- » *Adopt a Complete Streets or Bicycle Accommodation engineering policy and continue to work closely with Logan City to improve network connectivity on and around campus. (See Engineering)*
- » *Develop a comprehensive Transportation Demand Management (TDM) plan and program. (See Engineering)*
- » *Increase the amount of high quality bicycle parking at popular destinations on campus. Prioritize indoor, secure, and/or covered parking where possible. (See Engineering)*
- » *Offer Smart Cycling, cycling skills, and bike commuter classes more regularly on campus. Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs qualified to teach these classes. (See Education)*

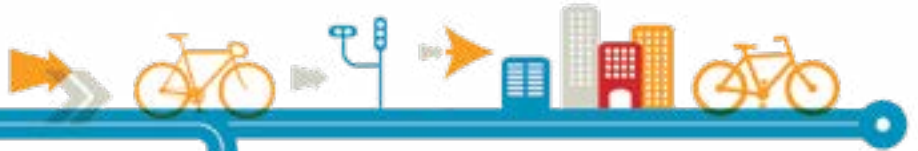


- » *Develop a Bicycle Ambassador program to support new riders and build bike culture on campus through more peer-to-peer education and encouragement efforts. (See Education)*
- » *Promote cycling throughout the year by hosting more frequent signature bicycle events and organized bike rides on campus. (See Encouragement)*
- » *Increase data collection efforts on campus, including automated bike counters to collect consistent ridership metrics, and increasing efforts to track bicyclist safety/crash data. (See Evaluation & Planning)*
- » Develop a comprehensive Transportation Demand Management (TDM) program to promote bicycling, walking, transit, and other alternatives to Single Occupancy Vehicle (SOV) driving on campus. Learn more about Stanford's TDM strategies at [bit.ly/StanfordTDM](http://bit.ly/StanfordTDM). See Yale's "Transportation Options" site for a great example of the kinds of resources this program should make available at [bit.ly/YaleTDM](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: [bit.ly/GTU\\_2016TDM](http://bit.ly/GTU_2016TDM) or the University of Miami's 2020 Mobility Plan: [bit.ly/UMiami\\_Mobility](http://bit.ly/UMiami_Mobility).

**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

- » 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](http://bit.ly/CompleteStreetsBFU).
- » 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](http://bit.ly/OleMiss_BikeAccPol) or the University of Arizona's policy at [bit.ly/UAZ\\_BikeAccPol](http://bit.ly/UAZ_BikeAccPol).
- » 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.
- » 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 [www.apbp.org](http://www.apbp.org).
- » Develop a bike parking ordinance or campus-wide policy requiring bike parking at all new and existing buildings and even for parking garages, if your campus has any. Check out this guide to passing an effective bicycle parking ordinance at [bit.ly/BikeOrdinance](http://bit.ly/BikeOrdinance).
- » Revisit campus policies that currently prohibit bicycles in most campus buildings. While such policies can be reasonable in some cases, it is worth considering if more buildings on campus should permit bicycles inside to accommodate bike storage where safe and secure bike parking is otherwise limited.



- » 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.
- » Increase the amount of high-quality bicycle parking on campus to meet growing demand, and 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](http://bit.ly/APBP_BikeParking), and learn more about campus-specific bike parking considerations at [bit.ly/GroundControl\\_Guide](http://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](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.
- » Increase the security of your campus bike parking through the use of bike cages and other secure parking areas. Students and commuters will feel more comfortable bringing their bicycles to campus knowing they are safe and secure. See how the Boston University Medical Campus utilizes bike cages at [bit.ly/BUMCBikeCages](http://bit.ly/BUMCBikeCages). See how the University of Wisconsin-Madison offers paid bicycle parking via bike lockers and cages at [bit.ly/UWMBikeParking](http://bit.ly/UWMBikeParking).
- » Offer students long-term bicycle storage options over winter and summer breaks, and for the duration of the semester if they are away from campus. Such options can alleviate students' worries regarding security or the logistics of transporting a bicycle to and from campus each semester, and can offer a new potential revenue stream for bike facilities and programming on campus. See an example of semester-long storage options at [bit.ly/ChainLinks](http://bit.ly/ChainLinks).
- » Loyola University Chicago's student-run ChainLinks Bike Shop at [bit.ly/LUChainlinks](http://bit.ly/LUChainlinks).
- » 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.
- » It's great that all of your campus transit vehicles are equipped with bike racks to accommodate transporting bikes. Provide education on using transit bike racks such as the following video from Spokane Transit: [bit.ly/Spokane\\_BikesBusRack](http://bit.ly/Spokane_BikesBusRack).
- » Work with Logan 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.
- » Your application indicated that your campus does not have protected/buffered bike lanes or cycle tracks. Consider increasing cyclist safety by adding new protected bike lanes or cycle tracks to your campus roads. Expand your low-stress bikeway network for all ages and abilities by converting existing painted bike lanes to protected bike lanes by adding physical barriers or additional space to increase separation and protection for bicyclists, particularly on higher speed roads and those with higher levels of motor vehicle traffic. Check out NACTO's guide to cycle tracks at [bit.ly/NACTOCycleTrack](http://bit.ly/NACTOCycleTrack).
- » 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 travelling 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](http://bit.ly/NACTO_Speed). The United Nations Road Safety Collaboration developed a Speed Management Manual for policymakers at [bit.ly/WHOSpeed](http://bit.ly/WHOSpeed).

- » Consider adding speed tables to on-campus streets to calm traffic and reduce the speed of on-campus traffic to levels that are safer for cyclists and pedestrians. Learn more about speed tables from NACTO: [bit.ly/NACTO\\_SpeedTable](http://bit.ly/NACTO_SpeedTable).
- » 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.
- » Reduce the potential for bicyclist/pedestrian conflicts by introducing parallel but separated pathways on campus.
- » Work with your city, county, and state to develop right-on-red restrictions for motor vehicles at signalized intersections to improve safety for bicyclists and pedestrians on your campus.
- » 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.
- » Ensure that the campus population has a method for quickly reporting bicycle facility hazards such as

an email address or phone number and make this information easily accessible.

- » Develop a mechanism that will more easily allow cyclists to report hazards to traffic engineers and planners, such as a mobile phone app or online reporting tool.
- » Host in-person forums to address any grievances bicycle facility users may have and to generate new ideas for future plans.

---

### EDUCATION

---

- » If your campus has safety or informational presentations for incoming students, faculty, and staff, make sure there is a component of those presentations that covers bike safety and the various amenities and services for bikes on campus and in the surrounding community.
- » 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 [bit.ly/BikeNewStudents](http://bit.ly/BikeNewStudents).
- » Incorporate bicycling information into parent outreach to reach more students and encourage families to consider all transportation options for their students. The University of Illinois has used a parent newsletter to communicate safe cycling resources and tips to parents: [bit.ly/ILParentOutreach](http://bit.ly/ILParentOutreach).
- » 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 ([bit.ly/SprocketMan](http://bit.ly/SprocketMan)), and a bike safety pledge detailed at [bit.ly/StanfBikePledge](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 university community on sharing the road safely. Check out some of the promotion that Emory has done to support their Why Not? Campaign at [bit.ly/EmoryWhyNot](http://bit.ly/EmoryWhyNot) and see Harvard's LOOK safety campaign at [bit.ly/HarvardLOOK](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 ([bit.ly/RamBassadors](http://bit.ly/RamBassadors)), UCI Irvine's Bike Ambassador program ([bit.ly/BikeUCI\\_Amb](http://bit.ly/BikeUCI_Amb)) or The College of William & Mary's Bike Ambassadors program ([bit.ly/WMBikeAmb](http://bit.ly/WMBikeAmb)).
- » Expand your motorist ticket diversion program to include cyclists as well. Students who are issued a citation are offered an opportunity to waive fees for violations by attending an education course. See UC Davis' Bicycle Education program for an example at [bit.ly/UCDavisBEEP](http://bit.ly/UCDavisBEEP).
- » Offer Smart Cycling or Traffic Skills 101 courses on a much more frequent basis or contact your local bicycle group to see if there are classes in your area that could be promoted to students and employees. Aim to present class opportunities at least monthly. Ideally the instruction would incorporate a classroom portion as well as on-road training. The classroom portion of Traffic Skills 101 is available online at <https://learn.bikeleague.org>. For more information visit: [bit.ly/BFURideSmart](http://bit.ly/BFURideSmart).
- » Offer Cycling Skills classes (3-4 hours with classroom instruction) on a regular basis or contact your local bicycle group to see if there are classes in your area that could be promoted to students and employees. Aim to present these opportunities to students and non-students alike on at least a monthly basis. For more information visit: [bit.ly/BFURideSmart](http://bit.ly/BFURideSmart).
- » Offer Commuter Classes (1-2 hours with classroom instruction) on a more frequent basis or contact your local bicycle group to see if there are classes in your area that could be promoted to students and employees. Aim to present these opportunities to students and non-students alike on at least a monthly basis. Boise State University offers a free weekly bike commuter class called the Bronco Biking Class out of their Cycle Learning Center: [bit.ly/BroncoBikeClass](http://bit.ly/BroncoBikeClass). For more information and ideas visit: [bit.ly/BFURideSmart](http://bit.ly/BFURideSmart).
- » Great work offering frequent maintenance classes on campus. Ensure your classes reach the maximum audience possible by regularly promoting and advertising this opportunity.
- » 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 Smart Cycling curriculum that all LCIs are equipped to teach.
- » 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.
- » Partner with local government, organizations, or advocacy groups to expose students to real-world applications in their bicycle-related courses.
- » 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 [bit.ly/BFULCI](http://bit.ly/BFULCI).
- » In addition to having staff and/or faculty become certified as LCIs, 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 [bit.ly/ASULCI](http://bit.ly/ASULCI).

- » Host a League Cycling Instructor (LCI) seminar on campus to increase the number of active local LCIs. Learn how to host an LCI seminar at [bit.ly/Host\\_LCI\\_Seminar](http://bit.ly/Host_LCI_Seminar).
- » If you aren't able to host an LCI seminar on campus in the near future, consider subsidizing the costs for students and employees to attend certification seminars elsewhere to increase the number of active LCIs in your area. Find a list of scheduled LCI seminars at [bit.ly/LCI\\_Seminar\\_Schedule](http://bit.ly/LCI_Seminar_Schedule).
- » 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](http://bit.ly/BFDriver)) to all motorists accessing your campus.

### ENCOURAGEMENT

- » Promote cycling throughout the year by hosting frequent organized bike rides for students, staff, faculty, and community members. Encourage novice riders to participate as a way to learn more about navigating the campus on a bike, and include safety instruction before each ride. See Champlain College's weekly rider series, ChampRiders Cruise, at [bit.ly/ChampRiders](http://bit.ly/ChampRiders).
- » 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](http://bit.ly/MarqBubl).
- » Show off your campus' bike-friendliness by offering campus bike tours! Bike tours of campus can be a great way to distribute information to incoming students and staff while promoting your campus' bike friendly culture. Talk to your admissions office about incorporating bike rides and bike tours to their offerings for prospective students and their families. Alfred University takes their campus bike tours to the next level with a 14-pedal, seven-seat bike! See for yourself at [bit.ly/AlfredBikeTour](http://bit.ly/AlfredBikeTour).
- » 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.
- » 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](http://bit.ly/PrincetonCarFreeDay).
- » 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: [bit.ly/UA\\_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: [bit.ly/OHSU\\_Valet](http://bit.ly/OHSU_Valet).
- » Encourage the use of bicycles as official vehicles for any departments on campus, such as facilities and maintenance, landscaping, campus safety or police, emergency responders, etc. 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. Consider a fleet of e-cargo bikes for any staff who need to carry equipment or materials to worksites. Learn how the City of Madison launched a successful e-cargo bike pilot for city staff at: [bit.ly/ecargo\\_webinar](http://bit.ly/ecargo_webinar).
- » Begin having Public Safety officers patrol campus



on bikes, as it gives enforcement 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: [bit.ly/UTAustinBikePolice](http://bit.ly/UTAustinBikePolice).

- » Consider also applying to the Bicycle Friendly Business (BFB) program as an employer to further tackle the issue of faculty and staff commuting habits. Many colleges and universities have found it useful to participate in both the BFU and BFB programs to more fully address employees and commuters' needs. Learn more at [bikeleague.org/business](http://bikeleague.org/business).
- » 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.
- » 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.
- » Invite your campus' bike-related clubs and groups to utilize the bike center as a meeting place.
- » 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](http://bit.ly/BoulderLockSwap).

- » 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 [bit.ly/CalBaitBike](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 [bit.ly/UWMBaitBike](http://bit.ly/UWMBaitBike).
- » 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](http://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](http://bit.ly/UCBerkeley_RideAmigos).

## EVALUATION & PLANNING

- » Expand your Bicycle Advisory Committee's focus to spend a larger share 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: your law enforcement or public safety department or division, student government, facility services or transportation department, health and wellness team members, 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 groups, or any other groups, departments, or individuals that should be represented.



## BICYCLE FRIENDLY UNIVERSITY



### Utah State University *Feedback Report*

- » Fully implement the campus bike master plan and continue to close gaps in the cycling network. Ensure that the plan serves as a guide for the long-term physical and programmatic vision for your campus, and focus on developing or completing a seamless bicycle network that emphasizes and creates short distances between residential buildings and popular destinations such as classroom buildings, dining halls, recreational facilities and transit stops. Compliment infrastructure planning with encouragement, education, and inclusive outreach programs to increase accessibility and usage. Develop a clear vision statement and sets ambitious but attainable targets and specific, measurable goals. The overarching goal should be to increase the percentage of trips made by bicycle on campus and the number of people who can easily choose bicycling for transportation and recreation. Check out University of Minnesota's 2019 Bike Plan at [bit.ly/UMNBikePlan](http://bit.ly/UMNBikePlan) and Montana State University's 2017 Bike Plan at [bit.ly/MontanaStateBikePlan](http://bit.ly/MontanaStateBikePlan) as two great examples of bike-specific campus plans.
  - » 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 [bit.ly/EcoCounter](http://bit.ly/EcoCounter) or video detection tools such as Numina ([bit.ly/BFUnumina](http://bit.ly/BFUnumina)). Learn about UCLA's automated bike counter and publicly available ridership data at [bit.ly/UCLABikeCounter](http://bit.ly/UCLABikeCounter) and [bit.ly/UCLARidershipData](http://bit.ly/UCLARidershipData). See how the University of Minnesota uses the Dero ZAP Program to track and reward ridership on their campus at [bit.ly/UMZap](http://bit.ly/UMZap).
  - » In addition to the periodic manual counts currently conducted, consider participating in the National Bicycle and Pedestrian Documentation Project at [bit.ly/NatBikePedDoc](http://bit.ly/NatBikePedDoc).
  - » Take advantage of online, self-reporting or app-based services like Strava Metro ([bit.ly/BFUstrava](http://bit.ly/BFUstrava)) or Love To Ride ([bit.ly/NatBikeChallengeBFU](http://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](http://bit.ly/MSUMobilityApp).
  - » Ensure that there is a mechanism for bicyclists on campus to report any bicycle/automobile crashes to the appropriate campus and/or community authorities. Record this data and utilize it to identify any points prone to conflict and develop a strategy to reduce them.
  - » Develop a reporting system to track bicycle/bicycle and bicycle/pedestrian crashes to help identify conflict points that may need special attention.
  - » 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.
  - » 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](http://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](http://bit.ly/MankatoEnviro).
- PLEASE ALSO SEE THE ATTACHED SURVEY DOCUMENT FOR ADDITIONAL COMMENTS AND FEEDBACK FROM BICYCLISTS ON YOUR CAMPUS.*
- 
- » **League reviewers were pleased to see the following improvements planned for your campus in the**





## BICYCLE FRIENDLY UNIVERSITY



Utah State University

## Feedback Report

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!

- » *"The University also has several improvement projects planned for the coming year. Some of those projects include:*
- » *-Beginning Phase 2 of the 700 N complete streets redesign (\$2,000,000 investment).*
- » *-Building a new covered parking structure by the library (\$100,000-\$150,000 investment).*
- » *-Building a new bridge for the Logan Middle Canal Trail (\$50,000 investment).*
- » *-Building a continuous shared-sidewalk from 10th N to 14th N on the east side. (We currently have half of the \$1,000,000 project cost funded)."*
- » *"We are planning to improve policies regarding a ticket diversion/reinforcement program and increase enforcement efforts in general.*
- » *We also plan to update the bike policy to include e-bikes and scooters.*
- » *Lastly, we have begun and are now in the process of lowering and posting speeds on campus roads to be more reasonably safe."*

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

- » [bikeleague.org/university](http://bikeleague.org/university)
- » [bikeleague.org/bfu\\_faq](http://bikeleague.org/bfu_faq)
- » [bikeleague.org/content/bfu-process-criteria](http://bikeleague.org/content/bfu-process-criteria)
- » [bikeleague.org/bfu\\_blogs](http://bikeleague.org/bfu_blogs)

---

*The Bicycle Friendly University program is supported by Ground Control Systems and League Members. Learn more at [www.groundcontrolsystems.com](http://www.groundcontrolsystems.com) and [bikeleague.org/join](http://bikeleague.org/join).*