



## Feedback Report

CONGRATULATIONS! THE LEAGUE OF AMERICAN BICYCLISTS HAS DESIGNATED UNIVERSITY OF ARKANSAS 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://bike.uark.edu/>

INSTITUTION TYPE	STUDENT ENROLLMENT	% OF STUDENTS LIVING OFF-CAMPUS	CAMPUS ROADWAY MILES	% OF ROADS UNDER UNIVERSITY CONTROL
National/Regional University	30,936	79%	24	13%
CAMPUS TYPE	STAFF & FACULTY	AVERAGE DISTANCE TO CAMPUS	PATHWAY MILES	CAMPUS SIZE
Urban	4,840	2 miles	4	709 Acres

Below, reviewers provided key recommendations to further promote bicycling at University of Arkansas 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 ARKANSAS'S 2023 BFU APPLICATION INCLUDE:

- » *Bicycle Advocacy Council*
- » *Urec Outdoors Bike Shop*
- » *2022 Active Transportation Plan*
- » *Adobi Hall Bicycle Lounge*
- » *The UA Commuter Menu*
- » *The University of Arkansas Cycling Club*
- » *Close proximity (and increasing connectivity) to 88 miles of mountain bike trails*
- » *Cycling and Bike Maintenance Classes*
- » *Maple Street Cycle Track project in progress*
- » *The Discovery Bikeway*

- » *Ride to Campus Wednesday program*
- » *UA Commuter Survey conducted by third party analytics company every September*
- » *Leaderboard status in May is Bike Month and Cycle September challenges*

### KEY STEPS TO PLATINUM:

- » *Continue to increase the amount of high quality bicycle parking at popular destinations on campus, including more covered/secured bike parking in all residence halls. Update your Bike Parking Design Standards or Guidelines to ensure that all future racks meet APBP guidelines, as well as accessibility standards for adaptive cycles, cargo bikes, and other non-standard sized bikes. (See Engineering).*



- » *Consider developing an Occasional Parking Pass option for commuters by offering single-day parking pass options for those who want to drive less often and use alternative modes such as biking or transit more often. Consider also offering a Trade-in/Cash-out incentive program for employees who trade in or decline a parking permit and choose to bike, walk, or take transit to work instead. (See Engineering and Encouragement)*
  - » *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)*
  - » *Expand efforts to track and evaluate crash statistics and produce a specific plan to reduce the number of crashes on campus. (See Evaluation & Planning)*
- » vehicle access. Consider closing more campus roads to vehicles to further increase safety for bicyclists and pedestrians.
  - » 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).
  - » Your application indicated that your campus has less than a mile of protected/buffered bike lanes or cycle tracks. Consider increasing cyclist safety by adding protected bike lanes or cycle tracks to your campus roads, including adding physical barriers or protection to existing painted bike lanes. Check out NACTO's guide to cycle tracks at [bit.ly/NACTOCycleTrack](http://bit.ly/NACTOCycleTrack).
  - » Consider increasing cyclist safety by adding protected bike lanes or cycle tracks to your campus roads, including by adding physical barriers or additional space to existing painted bike lanes to increase separation and protection. Protected bicycle facilities are particularly critical on higher speed roads and those with higher levels of motor vehicle traffic, to provide low-stress bikeways for all ages and abilities. Check out NACTO's guide to cycle tracks at [bit.ly/NACTOCycleTrack](http://bit.ly/NACTOCycleTrack).
  - » 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](http://bit.ly/NACTO_BikeBoxes).
  - » 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,

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 Fayetteville 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.
- » It's great that some campus roads have restricted motor



read BikePedInfo's Whitepaper: [bit.ly/PedBikeInfo\\_AutoEnforcement](http://bit.ly/PedBikeInfo_AutoEnforcement) and these Streetsblog articles about the pros and cons of automated enforcement: [bit.ly/StreetsBlog\\_ProConRedLightCamera](http://bit.ly/StreetsBlog_ProConRedLightCamera) and [bit.ly/StreetsBlog\\_AnalysisSpeedCameras](http://bit.ly/StreetsBlog_AnalysisSpeedCameras).

### Campus Off-Road Bicycle Network

- » Reduce the potential for bicyclist/pedestrian conflicts by introducing parallel but separated pathways on campus.
- » Improve campus safety by installing emergency call boxes/phones along trails and paths.

### 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. Colorado State University adopted campus-wide Complete Streets Guidelines in 2022: [bit.ly/CSU\\_CompleteStreetsGuide](http://bit.ly/CSU_CompleteStreetsGuide). Find more 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).
- » Create a design manual or guidance document to establish bicycle-friendly design standards for all bicycle facilities built or maintained on your campus. Michigan State University includes bicycle facility design guidance in their general Site Design Guidelines, which helps

campus planners and engineers adhere to national safety standards and best practices for facilities such as bike lanes and bike parking. Find their recently updated guidance at [bit.ly/BFU\\_MSUDesignGuide](http://bit.ly/BFU_MSUDesignGuide). Ensure that your design guidance adheres to AASHTO, MUTCD, and NACTO standards. Check out design resources at [bit.ly/PBIC\\_Engineering](http://bit.ly/PBIC_Engineering).

- » 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. Many State DOTs offer courses and trainings, so check in with your state DOT to see what is available. For example, PennDOT offers Local Technical Assistance (LTAP) courses which you can see here: [bit.ly/PennDOT\\_LTAP](http://bit.ly/PennDOT_LTAP) and Portland State University's Transportation Research and Education Center (TREC) offers a training/workshop which you can see here: [bit.ly/PortlandState\\_BikePedTraining](http://bit.ly/PortlandState_BikePedTraining).
- » Provide ongoing training opportunities for engineering and planning staff related to accommodating bicyclists. Learn more at [bit.ly/NHI\\_FHWA\\_Training](http://bit.ly/NHI_FHWA_Training).
- » 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).
- » 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.
- » 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 and proactive sweeping or cleaning of lanes, paths, and trails at least as frequently as roadways are cleaned, if not more frequently.



- » 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.
- » 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 like SeeClickFix ([bit.ly/BFUSeeClickFix](http://bit.ly/BFUSeeClickFix)), Bike Lane Up Rising ([bikelaneuprising.com](http://bikelaneuprising.com)), or Dashcam for Your Bike ([dashcam.bike](http://dashcam.bike)).
- » Consider having the Bicycle Program Manager and/or Campus Bicycle Advisory Committee or campus equivalent be part of the construction and detour project to make sure that appropriate accommodations are being made for bicyclists. This will go a long way to include any necessary planning and coordination that needs to happen and prevent possible overlooked aspects that are specific to the needs and considerations of bicyclists.
- » 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.
- » Whenever construction is expected to impact travel, be sure to communicate to the community, well in advance of the construction start date, what the plans are and what to expect. Having a project website, timeline, planned and well-marked detours, and any other pertinent information will go a long way to ensuring a safe and accessible campus during construction.
- » Consider offering a live, interactive campus map of current construction projects on your website. This is particularly useful when there are multiple projects going on with detours or obstructions to typical travel routes, so that coordination and communications can be found in a central location. See Stanford's Head's Up Campaign website for a great example: [bit.ly/StanfHeadsUp](http://bit.ly/StanfHeadsUp).
- » 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](http://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](http://bit.ly/BikeOrdinance).
- » Develop an engineering policy or guidance document that recommends or requires end-of-trip facilities such as showers and lockers are available in non-residential buildings 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.

- » 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](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](http://bit.ly/GCS_AccessibleBikeParking)) Colorado State University's Policy for Inclusivity ([bit.ly/CSU\\_InclusivePolicy](http://bit.ly/CSU_InclusivePolicy)) Turvec's guide to accessible cycle parking ([bit.ly/Turvec\\_AccessibleCycleParking](http://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](http://bike-energy.com)).

### End-of-Trip Facilities for Bicyclists

### 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](http://bit.ly/APBP_BikeParking), and learn more about campus-specific bike parking considerations at [bit.ly/Dero\\_Campus](http://bit.ly/Dero_Campus).
- » Introduce bike lockers on campus to provide more secure and weather-proof bike parking options on campus. Students will be more likely to bring bicycles to campus knowing that they are safe from theft and the elements. See how Northern Arizona University made their lockers look great with custom wraps: [bit.ly/NAU\\_BikeLockers\\_Pic](http://bit.ly/NAU_BikeLockers_Pic) and preview NAU's Bike Locker registration form here: [bit.ly/NAU\\_BikeLockers\\_Form](http://bit.ly/NAU_BikeLockers_Form). 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 Loyola University Chicago's student-run ChainLinks Bike Shop at [bit.ly/LUChainlinks](http://bit.ly/LUChainlinks).
- » 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](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).
- » Continue to upgrade all campus bike parking so that 100% of your racks conform 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/Dero\\_Campus](http://bit.ly/Dero_Campus).

### Multi-Modal Transportation Accommodations

- » 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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- » 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 more flexibility to only drive and park a motor vehicle on campus on rare occasions when needed, and to rely on more sustainable and active forms of transportation such as biking, walking, and transit for the majority of their commutes. If someone has already paid for parking their car on campus everyday, they are much less likely to make even incremental choices to occasionally use other modes instead. See an example of an occasional parking pass policy from the University of Pennsylvania: [bit.ly/Penn\\_OccPass](http://bit.ly/Penn_OccPass).
- » 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](http://bit.ly/BFU_UKY_CashOut). Learn more about these types of offerings in this StreetsBlog Article: [bit.ly/StreetsBlog\\_CashOut](http://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.
- » 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).

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## EDUCATION

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### Awareness Campaigns & Information Sharing

- » 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.
- » Include information about bicycling on campus in the student handbook. Topics covered should include basic safety tips, rules of the road for your campus, community, and/or state, relevant policies or campus-



wide rules, amenities and services such as bike parking locations, bike registration, organized rides, classes, related clubs, and more.

- » 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.
- » Expand the reach of your bicyclist education programs by introducing a bike ambassador program like Colorado State University’s Rambassador program ([bit.ly/CSURambassadors](http://bit.ly/CSURambassadors)), 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)).
- » Expose motorists on your campus to ‘Share the Road’ and ‘Bicycle Friendly Driver’ education by providing related information in all campus drivers’ education or with all parking permits. Consider 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 Bicycle Friendly Driver curriculum ([bit.ly/BFDriver](http://bit.ly/BFDriver)) to all motorists accessing your campus.

### 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/map](http://bikeleague.org/map) 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.

- » Ensure that your campus community is familiar with and understands the rules of the road and traffic laws for your state, community, and campus by including these topics in any bike safety classes offered. This will help ensure the safe and proper usage of bicycle facilities, user behavior, and predictability while out on the road or in traffic. While state and local laws may vary, the League offers a handy webpage covering basic common rules of the road, here: [bit.ly/SmartCyclingRules](http://bit.ly/SmartCyclingRules). Check with your local or statewide advocacy groups to see if similar resources are available specific to your city or state.
- » Offer Bicycle Commuter Classes on campus, 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).
- » While one can ride a bike in any outfit, what to wear is a frequent question that comes up for bicycle commuters, and is an excellent topic to include in intro biking or bike safety classes. Being able to speak to all weather and seasonal issues can especially help students, staff, and faculty that may be new to the area and unfamiliar to the elements for your region. There are many resources on this topic including this video and webpage from the League: [bikeleague.org/videos/what-to-wear](http://bikeleague.org/videos/what-to-wear).
- » 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



# BICYCLE FRIENDLY UNIVERSITY



University of Arkansas

## Feedback Report

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.

- » Bicycling should be offered regularly within physical education course offerings. Arizona State University offers a semester-long Physical Activity Class titled Outdoor Cycling for Fun and Fitness ([bit.ly/ASUCyclingPE](http://bit.ly/ASUCyclingPE)).
- » Offering a class about multimodal trip options is a great way to integrate different transportation modes and allow for flexibility when traveling. Helping your students, staff, and faculty to better understand how to combine trip modes is an excellent way to take advantage of all that is offered. Invite your local or campus transit system to biking events – for example, many campuses have a bus bike rack that can be used to help new riders practice putting their bike on the bus. The University of Pittsburgh describes how their campus ID integrates with the local bike share system and the city wide bus system here: [bit.ly/BFU\\_PittPOGOH](http://bit.ly/BFU_PittPOGOH).
- » For new cyclists or cyclists who are new to your campus, knowing how to get around is essential to feeling confident when opting to travel by bike. Consider offering a class about route finding to help people in knowing about all their options to get from one place to another and let folks know which is the most comfortable and low-stress to use while using a bicycle.
- » 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](http://bit.ly/BFDriver).

- » Offer a class or training about bike advocacy to help your campus community become an effective and engaged group of local changemakers. Advocacy comes in many forms, from writing letters to the editor, to attending public meetings, to filing reports with the city. Offering training to teach people the skills necessary to do this will help to build a Bicycle Friendly University. Partnering with your local bike advocacy organization is a great way to offer this training, and they may already have existing classes you could advertise or bring to campus. For example, in Seattle, Cascade Bicycle Club offers an annual advocacy training: [bit.ly/Cascade\\_AdvocacyTraining](http://bit.ly/Cascade_AdvocacyTraining).
- » Partnering with your campus sustainability office or health/wellness department is a wonderful way to collaborate and offer a class about the benefits of bicycling. Many times, campus employees can receive health benefit points or work to integrate bicycle benefit programs through the university. Work with your campus to create a class or workshop about the benefits of bicycling.
- » As part of your safety or commuter classes or workshops, be sure to offer on-bike instruction. On-bike instruction allows students, especially novice riders, to gain experience biking and to feel more comfortable handling a bike or navigating in traffic before they try to do it on their own. Having a fleet of bikes in a variety of sizes and models, or free bike share passes, for this on-bike instruction will reduce barriers and increase access for new cyclists.
- » 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.

- » 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).
- » Work with a local League Cycling Instructor (LCI) to expand your bike education and to improve your bike safety and related classes. Learn more about the LCI program at [bit.ly/BFULCI](http://bit.ly/BFULCI) and find a list of existing LCIs in your area at <https://bikeleague.org/map/?community=72701>.
- » Encourage more members of your campus community to become trained and certified as LCIs. Having an LCI on campus can advance safe cycling education on your campus. 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.
- » Host an 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](http://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.

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## ENCOURAGEMENT

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### Bicycle Culture, Support, and Promotion

- » 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/MarqBublr](http://bit.ly/MarqBublr).
- » 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).
- » 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).

- » Launch a bike buddy or mentor 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: [bit.ly/UCLA\\_BikeBuddies](http://bit.ly/UCLA_BikeBuddies).
- » Having dedicated social media accounts for your campus biking program is a great way to easily reach students, staff, and faculty where they already are online. It's also a good way to run contests, engage directly with more people, and show off your work to new and prospective students and employees. Keeping it regularly updated will go a long way to keep your campus community engaged with your Bicycle Friendly University work. Some great examples of schools already doing this include UT Austin ([twitter.com/bikeut](https://twitter.com/bikeut)) NC State University ([twitter.com/ncsuwolftrails](https://twitter.com/ncsuwolftrails)) Rice University ([facebook.com/RiceTDM](https://facebook.com/RiceTDM)) University of Florida ([instagram.com/bikesuf/](https://instagram.com/bikesuf/)).
- » Form an Employee Bike Commuter Club to foster a culture of support and to more effectively distribute news and information to staff, faculty and student employees who commute to campus by bike. Check out UCLA's Commuter Club at [bit.ly/BruinComClub](http://bit.ly/BruinComClub).
- » 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).
- » 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](http://bit.ly/ULBikeShare), or bring in an established and experienced bikeshare or micromobility vendor to your campus, such as Lime ([bit.ly/BFU\\_lime](http://bit.ly/BFU_lime)) or Lyft (<https://lft.to/4a9q8Rp>).
- » 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/WFU\\_bikeshare](http://bit.ly/WFU_bikeshare).
- » 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](http://bit.ly/UF_DBS).
- » Consider offering a fleet of cargo bikes for campus staff and student workers. Cargo bikes can be useful alternatives to vehicle fleets when employees need to make frequent trips or haul goods on campus, and offer a healthy, sustainable, and economic alternative to driving. If your campus is considering adding cargo bikes to your vehicle fleet, consider exploring the Fleet Cycles product: [bit.ly/Fleet-Cycles](http://bit.ly/Fleet-Cycles). Learn how the City

### Access to Bike Share, Bicycle Equipment, and Repair Services



of Madison launched a successful e-cargo bike pilot for city staff at: [bit.ly/ecargo\\_webinar](http://bit.ly/ecargo_webinar).

- » 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](http://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](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. UCLA incorporates free mobile bike clinics for all students and staff during Bike Month each year: [bit.ly/UCLA\\_MobileBikeRepairs](http://bit.ly/UCLA_MobileBikeRepairs).
- » 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.

### Bike Theft and Loss Prevention

- » Offer affordable bike lock rentals to students and employees in the event that someone who owns a lock simply forgot it one day. See Portland State University's U-lock Rental program at [bit.ly/PortlandLock](http://bit.ly/PortlandLock).
- » 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). 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](http://bit.ly/BoiseLockTrade).
- » Curb bike theft on campus by increasing educational opportunities about proper locking techniques. Even if a student or staff member has a high-quality bike lock, that doesn't mean they necessarily know the best way to use it. Post signage, use handouts, or offer demonstrations to teach proper locking to ensure that a rider will return to ALL of their bike.
- » 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). The University of Wisconsin – Eau Claire (UWEC) encourages cyclists to support their campus Bait Bike program by offering "This Could Be a Bait Bike" stickers to attach to their bikes as part of UWEC's Bike Theft Prevention efforts: [bit.ly/UWEC-BikeTheftPrevention](http://bit.ly/UWEC-BikeTheftPrevention).

### Route-Finding Support

- » 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.

- » Add bicycle amenities such as bike lanes, shops, and fix-it stations on your printed map.
- » 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

### Staffing and Committees

- » Encourage your Bicycle Advisory Committee to meet more often, ideally monthly with focused goals for each month of the year. 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](http://bit.ly/CSU_CBAC).

### Planning, Funding, and Implementation

- » **While it is great that some funding is available for bike-related expenses, a dedicated annual budget is strongly encouraged to guarantee consistently available funds for your bicycle program and related expenses, including infrastructure and programming. Below are some ideas for potential sources of funding for an ongoing dedicated budget.**
  - » 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.
- » Lobby the university administration to set aside a dedicated annual budget for the university's bicycle expenses.
- » Explore state and federal funding opportunities that could help you implement the improvements outlined in your plans and policies, such as the U.S. DOT's Safe Streets and Roads for All (SS4A) Grant: <https://www.transportation.gov/grants/SS4A>. State Universities are among the public entities that are eligible to apply directly for SS4A Planning & Demonstration or Implementation Grants.

### Evaluating Ridership & Bicyclist Satisfaction

- » Begin conducting periodic manual counts, and consider participating in the National Bicycle and Pedestrian Documentation Project at [bit.ly/NatBikePedDoc](http://bit.ly/NatBikePedDoc).

### 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.

### Other Evaluation & Assessment Tools

- » 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). UC Santa Cruz conducted an Environmental Impact Report as part of their 2021 Long Range Development Plan: [bit.ly/UCSC\\_EIR](http://bit.ly/UCSC_EIR). Boise State University adopted a Sustainability Action Plan in 2023 with a goal to improve the campus' environmental impact: [bit.ly/BoiseStateSustainability](http://bit.ly/BoiseStateSustainability).
- » Conduct a campus-wide bike parking study or audit. Having an up-to-date list or inventory of your bike parking, including details such as the quantity, quality,



utilization, and APBP-compliance status of each rack, will go a long way to maintaining and offering places for people to park their bikes as well as identify where there are missing gaps or other opportunities for improvement. A great detail to include in your audit, for example, are the areas where people are currently locking bikes to things other than bike racks, such as trees or fences, to show where there is unmet demand. Consider partnering with a student club or organization to help recruit volunteers to conduct such an audit, or partner with a faculty member to turn this into a class project. Consider developing a GIS database of your bike racks including the details listed above along with current photos of all racks. Check out Colorado State University's interactive GIS portal showing current campus bike rack locations and utilization: [bit.ly/CSU\\_BikeParkingGIS](http://bit.ly/CSU_BikeParkingGIS). The University of Illinois Urbana-Champaign conducts an annual Bicycle Census in collaboration with their local bike advocacy group, which serves both to count all the bikes parked on campus and to audit the number and quality of bike racks available on campus: [bit.ly/UIUCBikeCensus](http://bit.ly/UIUCBikeCensus).

» **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!**

» *"The Maple Street Cycle Track is shovel ready and has applied for state and federal grants. This is "complete Street" project that includes a half a mile of 9-foot-wide two-way cycle track. The cost of the cycle track portion of the project is estimated at 2 million dollars. Once complete, the cycle track will provide a world-class cycling experience and front-door access connect the UA campus to the 37-mile long Razorback*

*Regional Greenway and the extensive Fayetteville trails network. The renovation of Maple Street may take up to two years to complete. We hope to break ground in January of 2024. [https://sustainability.uark.edu/\\_resources/pdfs/maple-street-grant-2023.pdf](https://sustainability.uark.edu/_resources/pdfs/maple-street-grant-2023.pdf) The UA is also working hard to extend the Oak Ridge Trail (paved 10ft multi-use trail). A couple miles of this project was installed in 2011. The summer of 2023 brought our first extension of the trail. We have applied for a state grant to build out another section in 2024. The other big push is around our Ride to Campus Wednesday program which is designed to create incentives for people to commute by bike at least one day per week."*

» *"We have started more conversations with our Housing Department's new leadership about their role in secure/indoor bicycle parking."*

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

- » <https://bikeleague.org/university>
- » <https://bikeleague.org/bfa/university/faq/>
- » <https://bikeleague.org/bfa/university/resources/>
- » <https://bikeleague.org/bfa/award-database/>

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](http://www.eco-counter.com) and [www.bikeleague.org/join](http://www.bikeleague.org/join).**