



BICYCLE FRIENDLY UNIVERSITY FEEDBACK REPORT 2017



UNIVERSITY OF COLORADO
COLORADO SPRINGS

Congratulations! The League of American Bicyclists has designated **University of Colorado Colorado Springs** 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: Bike Jam; Recent improvements to the bike network, including green sharrows; S.O.L.E. center, bike rentals, and clinics; Freshman Bike Share; Pedal Perks Program; Bike Month and numerous organized rides; Monthly Bicycle Advisory Committee meetings.

Below, reviewers provided key recommendations to further promote bicycling at University of Colorado Colorado Springs 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 Colorado Colorado Springs 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*)
- Continue to expand the bike network and increase network connectivity through the use of different types of bike lanes, cycle tracks and shared lane markings. (*See Engineering*)
- Expand educational efforts to reach more motorists. Consider including share the road information with parking permits, developing a ticket diversion program, and expanding the driver education program to include all users of university owned vehicles. (*See Education*)
- Expand the Bicycle Program Manager's time focused on bicycle projects. (*See Evaluation & Planning*)
- Complete the development of the campus bike master plan that will guide future plans with a long-term physical and programmatic vision for your campus, and ensure there is dedicated funding for implementation. (*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.

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.

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.

Continue to expand the bike network and to 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.

Recreational bicycling can be promoted through nearby bicycle amenities such as a mountain bike park, a cyclocross course or a pump track. If such facilities exist, partner with local organizations to promote these resources to on-campus students.

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.

Incorporate bicycling into more aspects of [new student and employee orientation](#) programming and welcome packets in order to reach all incoming students, faculty and staff.

Consider expanding the reach of your bicyclist education programs by introducing a peer-to-peer bike ambassador program like Colorado State University's [RamBassador program](#) or [The College of William & Mary's Bike Ambassadors](#) program.

Work with local police enforcement to start a bicyclist and motorist ticket diversion program. Students given citation (on or off campus) 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](#).

Offer more frequent Cycling Skills classes, Traffic Skills 101 classes and bike commuter classes 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 offer these opportunities at least quarterly to reach a wider audience of students and employees. Ideally the instruction would incorporate a classroom portion as well as on-road training. The classroom portion of Traffic Skills 101 is available [online](#) as well. For more information visit: bikeleague.org/ridesmart.

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](#).

Consider course offerings in bicycle transportation planning, policy, and engineering. Here are [materials and information](#) on implementing a graduate level course in Bicycle and Pedestrian Planning.

[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.](#)

Expand the motorist education program for your institutions' professional drivers, including delivery and operations/facilities staff. See San Francisco's [Frequent Driver Education](#) and Fort Collins' [Bicycle Friendly Driver Program](#).

Encouragement

Participate in the [National Bike Challenge](#) as a campus! The National Bike Challenge offers prizes, community, and friendly competition to encourage daily ridership. Anyone can sign up for free anytime!

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.](#)

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](#). 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.

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. For inspiration, see what is being done at [Emory University in Partnership with Fuji](#), see how [Yale is using Noa Technologies](#) for its bike share program, and check out the automated [Wolf Ride Bike Share system at Stony Brook University](#).

Enforcement

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/car crashes are investigated thoroughly and that citations are given fairly.

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.

Develop a policy or process to alleviate problems with abandoned bicycles left on campus.

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 [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.](#)

Ensure that there is dedicated funding for the implementation of the bicycle master plan, as well as ongoing bicycle

Benefits of Further Improving University of Colorado Colorado Springs 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.

infrastructure and programming needs. Dedicating a portion of automobile parking fees toward non-automobile facilities and services is a great way to establish a baseline annual budget for bicycle improvements. You can also reach outside the university for grants and private funding for specific projects.

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.