

Bicycle Friendly University

Humboldt State University

ENVS 411

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Abstract

This project evaluates the bike friendliness of Humboldt State University (HSU) through the lens of the Bicycle Friendly University certification. The framework for evaluation is the “5 E’s” (Engineering, Education, Encouragement, Enforcement, and Evaluation & planning) created by the League of American Bicyclists. This project also includes recommendations regarding how to enhance bike friendliness on campus.

Background

Bicycles & Land Use

There is a fifty-year trend of automobile dependency that cities, towns and college communities across North America are experiencing. When founded, many colleges and universities were pedestrian-oriented, but with the rise of the automobile, accompanied by auto-centric infrastructure being built around and within campuses, the focus made a dramatic shift away from pedestrian friendly, walkable campuses (Toor 2004). However, the automobile dependent trend is slowing in many places. Jeff Mapes, in his book *Pedaling Revolution*, reports that “...for the first time since the car became the dominant form of American transportation after World War II, there is now a grassroots movement to seize at least a part of the street back from motorists.” The focus is being shifted back to pedestrian and bicycle travel as a means to address many of the problems that automobile dependency brought on.

Over the last decade, the reclaiming of space has been significant, but what does this shift look like? How is it taking shape? Mapes reports “...thousands of miles of bike lanes have been placed on streets around the country, giving cyclists an exclusive piece of the valuable asphalt real estate.”

These changes towards pedestrian and bicycle friendly communities are happening in reaction to strong indicators. Citizens across the USA are experiencing higher gas prices and more congested roadways. Global climate change is in the forefront of American discourse, and environmental thinking is becoming more normalized. These factors, and many more, have pushed cities to develop and implement policies and programs to shift the modes of transport away from fuel intensive travel (Mapes 2009).

Another trend that can be tracked is the reconfiguration and recreation of pedestrian and bicycle only zones. For example, Times Square in New York City, once a congested, traffic-

ridden zone is in the process of being transformed into a pedestrian plaza, thanks to NYC Transportation commissioner Janette Sadik-Khan (Crowley 2009). It is a head-turning indicator of the trajectory of the car culture of the 21st century when the most famous street in America is being converted to a walkable plaza, and the reclamation of public spaces is not isolated to cities. Small towns and colleges are also transforming spaces previously dedicated to vehicles into pedestrian plazas or even green space. The University of Michigan is an example, as they have remodeled the central campus mall into an open space with flowerbeds and seating for students. Once a paved lot with ample parking, a shift in priorities of the university signaled this shift in landscaping (Toor 2004).

The bike has become a political tool in many ways. The momentum that cyclists are achieving in recent decades is building, and arguably because the bicycle is such an accessible tool. The perception of this specific mode of transport is also changing. Once viewed as a child's toy and a car for the poor, the bicycle is making its own place, fostered along by an entire subculture that supports it (Nairn 2009).

However much momentum the cycling movement is building, there are still numerous challenges to overcome before it is a fully embrace mode of transportation. Safety is often considered when examining barriers to cycling. In fact, some of the concern for safety that inhibits many from commuting by bike is simply perceived, and not actual (Conway 2012). Whether the risks are perceived or real, if the risk seems too high, the result is the same- people will not ride. Therefore, whether it be on college campuses, in local communities, or on a national scale, reducing those safety risks and aligning perceptions to reality is of utmost priority in order to increase ridership.

The current state of affairs regarding transportation at Humboldt State is due to a combination of factors (physical, political, etc) and past decisions. There are numerous events that can be tracked, both on a national and local scale, that explain why the transportation system at HSU exists as it does today.

Humboldt State University is not unique its impending growth patterns. Over the last forty years, universities throughout North America have expected and seen incredible growth- of students, staff and facility (Toor 2004). This growth could bring new challenges to our campus, including health and safety, parking, traffic, and pollution and air quality. These challenges must

be handled with innovative, thoughtful action to maintain the integrity and character of the university.

There are specific guidelines and goals that have been set for both the University and the City of Arcata regarding greenhouse gas (GHG) emissions. AB 32, the Global Warming Solutions Act, has set the stage for GHG reporting and monitoring (CCAR 2009). Therefore, it is in the best interest of HSU to promote alternative, non-fossil fuel based modes of transportation. Bicycles absolutely fall within this category and should be considered a “secret weapon” by administration within the arena of GHG emissions.

Support from campus administration is necessary in order to make lasting change. Non-motorized options will only become successful when those in decision-making positions believe in the importance of the options and are willing to devote funds to follow through with recommended measures (Toor 2004). This fact alone stresses the importance of the creation of a transportation master plan. Without a map that leads to the future, diverse transportation choices are less likely to be considered.

Community

The community of Humboldt State University consists of the institution itself and the city it resides in. HSU is located on the eastern side of Arcata, California. The two communities have mutually contributed to shaping a culture, which keeps both of them focused on current and important issues. Bicycle advocacy has been a recurring theme for both HSU and the City of Arcata. Both entities have encouraged bicycling through programs, policies, and student lead studies (Office of Sustainability 2013).

HSU programs, such as Humboldt Orientation Program (HOP), promotes bicycle use as an alternative transportation for freshman/incoming students by providing informative brochures, bike racks, and a bike storage facility near on-campus housing. Additionally, HSU has a Bicycle Learning Center, which provides the necessary bike tools to learn and be empowered to repair your own bicycle.

The students of HSU have been the primary advocates for bicycles on campus. A course offered through the Environmental Science department, ENVS 411, focuses on furthering the sustainability of HSU. Through this course students have made it a priority to make HSU a more bicycle friendly campus. According to the Office of Sustainability website, twelve ENVS 411 projects in the past ten years have focused on bicycle parking, safety, and/or promoting

alternative transportation (2013). For example, one project that focused on bicycle parking influenced HSU's Planning & Facilities Department to increase the quantity and quality of bicycle parking with new efficient bike racks throughout campus. During May 2012, Michael Conway presented his master's thesis titled "Analyzing Interventions for Bicycle Commuting". These student projects have informed campus staff and created positive change toward a bicycle friendly campus.

Looking at the community as a whole, the leading entity for bicycle advocacy has been the City of Arcata. In 2008, Arcata was awarded Silver Level Bicycle Friendly Community by the League of American Bicyclist. Following this award, the Pedestrian & Bicycle Master Plan was updated in 2010 to further the "vision of making Arcata a place where walking and bicycling are the preferred modes of travel"(City of Arcata 2010). The community surrounding HSU is passionate about bicycle advocacy.

League of American Bicyclists

The League of American Bicyclists was originally founded in 1880 under the name League of American Wheelmen, which fought for the rights of early cyclists or "wheelmen" who had to deal with rough dirt roads and ridicule from people using horses or buggies. It promoted the building of paved roads and even helped with the passing of the National Highway System. It has not been in continuous existence since 1880 but has always had a revival the latest being in 1965 where the name was changed to The League of American Bicyclists (bikeleague.org/history).

The League is dedicated to advocacy for bicyclists representing them in the government. The League is also dedicated to the education of both motorists and cyclists on safely sharing the road. The main goals are met by focusing on the League developed 5 E's: Equality, Engineering, Enforcement, Education, Encouragement, and Evaluation. The five E's are criteria that can be judged by the League to ensure that the League is adhering to its primary positions of cyclists equality, safety education, right to the road, helmet use, how to deal with motorists, the further development of bicycles as a form of transportation, a national bike registration system, enforcement of all vehicle codes, and the use of bicycles in crisis situations where other modes of transport are deemed not feasible.

The Bike Friendly America (BFA) program has been in effect for the last 10 years and uses the principles of the 5 E's described earlier to gauge the relative "friendliness" of a

community to bicycles. This program focuses on programs that can have the greatest positive impact for encouraging and protecting cyclists, using the grading criteria as a framework from which to start the process. The BFA program uses BFA status as an award so that communities want to seek BFA status. The BFA program is a graduated system having levels from bronze to platinum so that communities can strive for and reach the next higher rating. By offering a reward in recognition of how aware of bicycles a community is, the community has a clear goal to try to achieve and then can use the status of having a BFA rating to promote the community. The process of achieving BFA status has been made simple so that a community can easily find the application on the League's website (bikeleague.org), complete it and send it in. The BFA program has also been adapted for universities with the BFU program (Bike Friendly University).

Fifty-eight universities in 30 states have been accredited through the BFU program. Eight of those schools are located in California, and only school from the California State University system has received the title. The program has only been active since 2011. A school gains accreditation by completing an online questionnaire that is scored exactly like the BFA application focusing on the 5 E's. After the application is submitted and evaluated the League sends back suggestions on how the university can improve its standing even if they achieved accreditation.

Objectives

1. Evaluate the bike friendliness of Humboldt State University.
2. Create policy recommendations to increase bike friendliness on HSU's campus. This will be in the form of the Bicycle Friendly University Manual.

Constraints

Two physical constraints in regards to bike friendliness of HSU are topography and climate. Humboldt State is hilly; bicyclists are often discouraged to ride because of the steep climbs. Secondly, HSU is located on the north coast of California, a region notorious for rainy weather. Riding your bike to school in a morning downpour is far less attractive than riding on a warm, sunny day. Therefore, the climate of the region is a barrier to bike friendliness.

Another barrier to being a bicycle friendly university is education. The campus currently does not have bicycle classes outside of maintenance. By offering more classes on how to ride and bike safety, the university could reach students that would ride but do not due to fear or lack of skill.

One aspect that would help HSU become more bicycle friendly is the completion and implementation of a comprehensive Alternate Transportation Master Plan. At this time, HSU does not have any such document describing their vision for alternate transportation. This plan would ensure that the needs of non-motorized travelers are not only being addressed but fully incorporated into projects and campus planning. Completing this document would create a framework for a more bicycle friendly university.

Student involvement in bicycle related planning and policy needs to grow in order for Humboldt State to be a more bicycle friendly university. There are many disparate groups who make up the patchwork of HSU's bike culture, however, only a few years ago, there was a university branch of a local bike/pedestrian advocacy organization named Green Wheels. The branch was run as a club on campus and dealt with bicycle issues, hosted events, and informed the HSU community about bike related topics. The campus would be much enriched if this club were to restart.

Evaluation Process

This project occurred in two phases - the information collection and the creation of the Bicycle Friendly University Manual.

Information collection began in the third week of the project. Stakeholders on campus and in the community were identified and contacted. Group members contacted (on phone, in person, or via email) each stakeholder group to garner information. These groups were diverse in nature, from the Humboldt State University Police Department to the Humboldt State University Cycling team. A list of all organizations and individuals contacted can be found in the Bicycle Friendly University Manual, Section IV.

Through these meetings and correspondences, a clearer picture of the Humboldt State bicycle culture emerged. We learned about enforcement policies, past action from student advocacy groups, parking policies, and the implementation of new infrastructure (primarily bike

racks) across campus. This information was then compiled into the Bicycle Friendly University Application (Appendix A).

After the appropriate information was collected and the application was complete, the second phase of the project could begin. The Bicycle Friendly University Manual (Appendix B) is a document that summarizes our work on this project and provides recommendations for future projects. Through the application process, we had identified weaknesses within our university in terms of bike friendliness, and the Manual addresses these weaknesses with over thirty potential projects, from specific policy recommendations to bike festivals events. The target audience for the Manual is primarily students enrolled in project-based classes. We believe that by involving students through the academic framework, we can maintain the momentum of this application.

This phase also includes dispersal of the Manual to relevant stakeholders, including professors of project-based classes in Environmental Science, Environmental Management and Protection, and Environmental Resource Engineering. Additionally, we plan to give the Manual to the Planning and Facilities Department, the Office of Sustainability, the HSU cycling team, and the Campus Center for Appropriate Technology (CCAT).

Conclusion

Using the Bicycle Friendly University application was helpful because it outlined the necessary metrics for evaluating our campus. . It was clear through our research that there are many stakeholders in the campus community who play a role in the composition of the bike community at HSU. The Bicycle Friendly University Manual is our attempt to maintain the momentum of work that has already been done on bike related issues at Humboldt State University. The goal of the manual is to give students something tangible as they search for a project or seek to be involved, and with ample project recommendations and specific instructions on where to start and who to use as a resource, the Manual will be able to aid in student participation and awareness in the future.

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Warning: Another member is already logged in with the same username. Your work may be overwritten.

Name of Applying Institution

Name of Institution

Humboldt State University

Which campus?

Main

Other

If other, describe (50 word limit)

Has this campus applied to the Bicycle Friendly University Program?

Yes

No

What was the result of the campus' last application?

No Designation

Honorable Mention

Bronze

Silver

Gold

Platinum

Jump to a section:

- > Name of Applying Institution
- > Applicant Profile
- > University Profile
- > Engineering
- > Education
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- > Enforcement
- > Evaluation and Planning
- > Final Overview
- > **Resources**

Logout

What year was your campus first awarded a Bronze designation or higher?

City

Arcata

State

California

President/Chancellor/top official (include title)

President Rollin C. Richmond

Applicant Profile

First Name

Katie

Last Name

Harris

Title

Student

Are you

Faculty

Staff

Student

If student, please provide supervisor's address and contact information.

Kevin Fingerman

Address: 1 Harpst Street
City: Arcata
State: California
Zip: 95521
Phone: 707-826-4148
Email: kevin.fingerman@humboldt.edu

University Profile

1. Type of institution

- National University
- Liberal Arts College
- Baccalaureate College
- Technical College
- Community College
- Career College

2. Type of Campus

- Urban
- Suburban
- Rural

3. Population

Total campus enrollment: 8,116 (Fall 2012)
Number of on-site faculty and staff: 1300 (as of Spring 2013)
Percent of students living off campus: 76%
City population: 17,248

4. What is the average commute distance of the students living off campus? (in miles)

44% of students live less than 5 miles from campus. 80% of students live under ten miles

5. Do you have a **Bicycle Program Manager** or a contact person responsible for bike-related issues (if there is no designated program manager)?

- Yes
- No

Who is the Bicycle Program Manager?

- Applicant
 Other

Name and contact information of Bicycle Program Manager

NA

5a. What percentage of the Bike Program Manager's time is spent on bicycling issues?

5b. What is the bicycle program's annual budget? (in US Dollar)

\$0

5c. What is the bicycle program's webpage?

NA

6. How many hours each week do additional college/university employees (not counting the bicycle program manager) work on bicycle issues?

Faculty:

Staff:

Students:

7. How many hours each week do volunteers work on bicycle issues on average?

8. Do you have a Bicycle Advisory Committee?

- Yes
 No
 Other

If other, describe (50 word limit)

8a. How often does the committee meet?

- Monthly
 Bi-monthly
 Quarterly
 Annually
 Does not meet regularly

8b. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply

- User group**
 Law enforcement/ public safety division
 Student government
 Planning department
 Facility services/ transportation department
 Health and wellness
 City/county/regional government staff
 Faculty/researchers
 Racing team/club

9. Which bicycle advocacy group(s) is/are active on campus?

None

9a. Is this group/Are any of these groups working with you on this application?

Yes

No

Please list.

9b. Do you contract with this group/these groups for any services or programs?

Yes

No

Please describe.

9c. Please provide the name and contact information of the primary contact of this group/these groups.

None

10. What are the primary reasons your college/university has invested in bicycling? (Check all that apply.)

Improve quality of life/ health for students, faculty and staff

Connect community and campus

Provide transportation options

Reduce car-parking demands

Support smart growth

Address climate change/environmental stewardship concerns

Decrease traffic congestion

Attract students

Respond to user demand

Improve bicyclist/pedestrian safety

Meet city, county, or state requirements

Other

If other, describe (50 word limit)

11. What was your institution's most significant achievement for bicycling in the past two years? (250 word limit)



Humboldt State University has replaced old bike racks and installed new bike racks across the campus. The improvement in bike parking infrastructure has resulted in a total of 952 bike racks (almost 2,000 parking spaces) for HSU students, faculty, and staff.

12. What specific improvements does your college/university have planned for bicycling in the coming year? (100 word limit)

No bicycle improvements are planned for this coming year.

Engineering

13. What policy does your institution have for accommodating bicyclists?

- Complete Streets policy 
- A bicycle accommodation policy 
- None

13a. When was it adopted?

None 

13b. Provide a link to this legislation or policy

13c. What tools are in place to ensure implementation? (Check all that apply.)

- Implementation checklist
- Design manual
- Training
- Oversight by bicycle program coordinator/ manager
- Other
- None


If other, describe (100 word limit)


14. How does your college/university ensure your engineers and planners accommodate bicyclists according to **AASHTO**, **MUTCD** and **NACTO** standards? (Check all that apply.)

- Offer general training
- Offer a **FHWA/NHI Training Course**
- Hire outside consultants to train staff or review plans
- Send staff to **bicycle-specific conferences/training**
- Require project consultants to have bike/pedestrian qualifications
- Design manual**
- None

15. How do your college/university policies ensure that there are end-of-trip facilities for bicyclists? (Check all that apply.)

- Bike **parking ordinance/policy** for existing buildings
- Bike parking ordinance/policy for new developments
- Policy requiring showers in non-residential buildings
- Policy requiring lockers in non-residential buildings
- Bicycles are permitted in most campus buildings
- Policy that allows bike parking to substitute for car parking
- Requirement for new developments to meet LEED silver standards or higher
- None

16. How many annual on-campus automobile parking permits are available each year per total campus population? 

81-100% 

16a. How much is charged annually for an automobile parking permit? **\$201 - \$500** 

16b. The university/college provides free or subsidized parking for (check all that apply)

- All faculty
- All staff
- Some faculty
- Some staff
- None

17. How many individual bike parking spaces (not racks) are available at your college/university?

1,900

17a. What is the ratio of bicycle parking spaces to your total campus population?

- 1 : 1
- 1 : 2
- 1 : 3
- 1 : 4
- 1 : 5 or more

17b. What type of bicycle parking do you provide on campus? Check all that apply.

- Bike racks
- Bike lockers
- Bike depot/hubs/stations
- Indoor bike rooms
- Bike cages
- None

17c. At which location do you provide bike parking? Check all that apply.

- Dormitories
- Libraries
- Classroom buildings
- Recreation Centers
- Administrative Buildings
- Transit stations
- Research Labs
- Off-campus college/university-owned housing
- None

17d. Are students allowed to park their bikes in their dorm rooms?

- Yes
- No

18. Does your bike parking meet the **security and convenience guidelines** recommended by the Association of Pedestrian and Bicycle Professionals (APBP)?

- All
- Most
- Some

- Few
- None

19. Do you provide any of the following for students, faculty, and/or staff who commute by bike? (Check all that apply.)

- Locker rooms in non-residential buildings without charge
- Shower facilities in non-residential buildings without charge
- Discounted or complimentary gym membership
- Bicycle workstand
- Maintenance supplies such as tools, pumps, and tubes
- Dedicated bike maintenance person
- None of the above

20. Do you accommodate bicyclists during construction (detour routes, signage, etc)?

- Yes
- No

21. Does your college/university have a transit service (including Shuttles, Night Ride, etc.)?

- Yes
- No

21b. Are transit vehicles equipped with bike racks?

- All
- Most
- Some
- Few
- None

22. What is the centerline mileage of your total campus road network?

2.4 miles

22a. How many centerline miles of this network are under the college/university's control?


2.2 miles


23. What is the mileage of your total shared-use path network on campus?

.6 miles





24. List all current bicycle accommodations on campus. Complete all that apply.

All should comply with AASHTO and MUTCD standards.


a. Conventional bike lanes  .5 miles
Current mileage

b. Protected/buffered bike lanes  or cycle tracks
Current mileage

0 miles




- c. Contra-flow bike lanes 
- Current mileage
- d. Bike boulevards 
- Current mileage
- e. Shared lane markings  (sharrows)
- Current mileage
- f. Signed bike routes
- Current mileage
- g. Paved shared use paths
- Current mileage
- h. Natural surface shared use paths
- Current mileage
- i. Singletrack 
- Current mileage

25. What other ways have you improved conditions for bicyclists? (Check all that apply.)

- Campus-wide traffic calming 
- Colored bike lanes
- Speed limits 20 mph or less on campus streets
- Bike cut throughs
- Way-finding signage with distance and/or time information
- Bicycle roundabouts**
- Remove on-street car parking
- Speed tables to calm traffic**
- Car restrictions/car-free zones**
- Other
- None

If other, describe (250 word limit)

26. How do you accommodate bicyclists at intersections in your college/university? (Check all that apply.)

- When signals are timed, they are timed for cycling speeds
- When signals are demand activated, there are loop detector markings or bike-accessible push buttons.
- Video detection 
- Advance stop line or Bike Box 
- Bicycle signal heads 
- No signals, N/A
- Other
- None of the above

If other, describe (100 word limit)

27. Is there anything beyond routine roadway maintenance that you do on behalf of cyclists?

- More frequent bike lane sweeping
- Paths/trails cleared same time or before roadway
- Potholes are cleared within 24-48 hours
- Other

If other, describe (100 word limit)

28. How does your college/university facilitate reporting of bicycle facility problems?

- Email/ phone report to maintenance dept
- Online reporting tool like [SeeClickFix](#)
- None
- Other

If other, please describe. (250 word limit)

29. Describe any other infrastructure features or improvements at your college/university that promote bicycling (250 word limit).

HSU does not have its own transit system, mainly due to the small size of our campus. However, one of the regional transit systems, Redwood Transit System, has stops on the edges of the campus to serve HSU students, faculty, and staff. Each of these buses have the rack capacity to carry three bikes.

Education

30. What do you do to ensure that incoming students, faculty and staff are educated on safe cycling and driving? (Check all that apply.)

- [Bike safety video\(s\)](#)
- Educational [bike tours](#) of campus
- Presentation to all incoming students
- Handouts at resource fairs
- [Information](#) in all welcome packets for new students, faculty, and staff
- Other

If other, describe (100 word limit)

The Humboldt Orientation Program (HOP) provides students with an informational packet and a seminar with various campus groups, including a presentation from University Police. The HOP informational packet includes marketing materials that highlight alternative transportation.

31. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? (Check all that apply.)

- [Public service announcements](#)
- Campus newsletter/paper article
- [Bicycle ambassador program](#)
- Newspaper column/blog on bicycling

- Dedicated bike page on college/university website
- Billboards/ digital billboards
- Share the Road signs
- Share the Road information in campus driver's education
- Test for motorists applying for/renewing parking permits
- Other
- None of the above

If other, describe (200 word limit)

32. Do you have or participate in a ticket **diversion program** ? Check all that apply.

- Motorists
- Cyclists
- None

33. Which of the following options are available on a regular basis at your college/university? (Please include classes for non-students as well)

33a. **Traffic Skills 101** (or equivalent) classes -- including classroom and on-bike instruction.

- Weekly
- Monthly
- Quarterly
- Annually
- Not regularly scheduled
- Never

33b. Cycling Skills classes -- three to four hour classroom training courses

- Weekly
- Monthly
- Quarterly
- Annually
- Not regularly scheduled
- Never

33c. **Commuter classes** - one/two hour classes

- Weekly
- Monthly
- Quarterly
- Yearly
- Not regularly scheduled
- Never

33d. Bicycle maintenance classes

- Weekly
- Monthly
- Quarterly

- Annually
- Not regulary scheduled
- Never

33e. Physical education cycling classes (for credit)

- Each term
- Annually
- None

34. How many students do you teach with these classes annually?

24

35. Are there bicycle-related **course offerings** in transportation planning, policy, engineering or public health?

- Yes
- No

Please list and describe (250 word limit)

None.

36. How many **League Cycling Instructors** are there in your college/university community?

One

36a. Please list active  League Cycling Instructors. (100 word limit)

Melanie Williams, LCI #2338.

37. Has your college/university hosted a **League Cycling Instructor seminar** in the past two years?

- Yes
- No

38. Does your college/university have driver training for any of the following professional drivers that includes information on sharing the road with bicyclists? (Check all that apply.)

- College/university staff
- Campus transit operators
- Police
- Operators of university/college-owned vehicles
- Law enforcement students and/or staff
- None offered

39. Describe any other education efforts in your college/university that promote bicycling. (250 word limit)

The hub for bicycle maintenance at Humboldt State is the Bicycle Learning Center (BLC), located adjacent to the University Quad. The BLC allows students to access both knowledgeable bike mechanic volunteers and the tools to do it themselves. Not only is the BLC stocked with tools needed for bicycle repair, the goal of the volunteer staff is to empower students with bicycle maintenance know-how. The BLC is proud to support an alternative to motorized travel.

Center Activities is an on-campus non-profit organization that offers courses in a variety of topics. Three cycling classes are offered each semester, including introductory courses for mountain and road biking. The third course is the maintenance and repair course (accounted for above). The introductory courses are hands-on, out of the classroom classes that teach basic bicycle skills, trail safety, and basic bike maintenance. These courses do not fit within the "Cycling Skills classes" category, but deserve to be mentioned.

Encouragement

40. How do you promote bicycling at your college/university? Check all that apply.

- Organized Ride
- President/Board-led Ride
- Campus bike tours
- Trail construction or maintenance day
- Car-free days
- Promotion of the People for Bikes Pledge
- Commuter events
- Mentoring program for new riders
- Cash incentives program for cycling
- Bike valet parking at events
- Other
- No promotion

If other, describe. (250 word limit)

41. List the signature cycling events at your campus or in your community (e.g. bike festivals, major rides and races). (500 word limit)

The HSU cycling team hosts a mountain bike race during the Fall semester and a road race series is also held in the spring. These races are open to both the collegiate and community competitors. (<http://humboldtcycling.wordpress.com/>)

Arcata, California is famous for the Kinetic Grand Championship, a competition that highlights all-terrain, artistically designed, human powered vehicles. The race is a three day event, covering 42 miles, through mud, sand, water, while encouraging a creative interpretation of non-motorized travel. (www.kineticgrandchampionship.com)

Humboldt County is also know for California's toughest century, the Tour of the Unknown Coast. The events has a range of rides covering 10 miles to 100 miles cutting through some of Humboldt County's most spectacular scenery, such as Humboldt Redwoods State Park containing old growth redwoods . (<http://www.tuccycle.org/>)

Community rides happen weekly through one of the local bike shops, Adventure's Edge. These group rides are for anyone Community Rides. (<http://www.adventuresedge.com/Bike.php>)

41a. Does the college/university sponsor or actively support any of these rides?

- Yes
- No

If yes, how? (150 word limit)

The university supports all of the races put on by the HSU Cyclilng team. One of this years spring race series was the HSU Campus Criterium. The .75 miles course made its way through Humboldt State's campus.

42. Does your marketing department **promote bicycling** to current and potential students/staff?

Yes

No

If yes, how? (150 word limit)

The HSU Marketing Department includes a full page on biking on campus in a recruiting brochure aimed at first-time freshman. All first-time students attend the Humboldt Orientation Program, which includes marketing materials that highlight alternative transportation. There is a brochure produced by Housing and Dining that includes information on proper bicycle storage and aims to educate students about the University Police's bicycle licensing program to aid in theft prevention.

43. Are there cycling teams or clubs at your college/university? Check all that apply.


Recreational Bike Clubs (road or mountain)


National Mountain Bike Patrol

Racing clubs or teams (road, mountain, cyclocross, track, triathlon, etc)

BMX or freestyling clubs or teams

None


44. What is the ratio of your total campus population to specialty bicycle retailers  within a 5-mile radius of campus?



44a. List their names. (500 word limit)

Adventure's Edge, Life Cycle, Revolution Bicycle Repair and Pacific Outfitters.

45. Which of these bicycling facilities or amenities do you have at your college/university? Check all that apply.

BMX track 

Velodrome 

Cyclocross course 

Mountain-bike park

Pump tracks 

Skate park with bike access

Other

None

If other, describe (100 word limit)


46. Does your college/university have or participate in a **bike-share** or rental system?

Yes



No

46a. If yes, how many bikes are in the system?

46b. If yes, what kind of program is it? Check all that apply.

Automated bike-share system 

Short-term bike rentals

- Long-term bike loan (term or longer)
- Bike library 
- Unregulated program  (i.e. Yellow Bike)
- Other

If other, describe. (100 word limit)

46c. If yes, who is permitted to use the system? Check all that apply.

- The public
- Students
- Staff/Faculty

47. Does your college or university have a co-op or bike center?

- Yes
- No

47a. If yes, which of the following services does it offer?

- Bike repairs
- DIY repair area**
- Safety classes
- Stolen bike registry recovery assistance
- Bike valet parking services
- Bike messenger services
- Manage or assist on campus abandoned bike program

47b. How many years has it been in operation?

22 years, founded in 1991.

48. Is your college/university located in a League of American Bicyclists designated **Bicycle Friendly Community**?

- Yes
- No

49. What bike-map and/or route finding information is available for your college/university which has been updated in the last 18 months?

Check all that apply.

- Online route finding service
- Online map
- Printed on-road bike-routes map
- Printed mountain bike trails map
- Other
- None

If other, describe (250 word limit)

The Redwood Community Action Agency released the second edition of the Humboldt Area Bike Map in 2013. This is an incredibly helpful map of the Arcata–Eureka area, is in full color, and is easily accessible from many locations. The Humboldt Area Bike Map has an inset of Humboldt State University, but the map is not specifically for the campus.

The Arcata Community Forest is nestled against the eastern flank of the campus boundary. In fact, hiking and mountain biking trails are accessed directly from campus. Although HSU does not own these trails, they are very much part of the campus personality, and maps of the forest bike trails can be found both on campus and at local bike shops.

50. Describe any other programs or policies that the college/university has to encourage cycling. (250 word limit)

The Campus Center for Alternative Technology (CCAT) hosts programs that advocate for a myriad of environmentally and community minded missions. CCAT's purpose is to promote sustainability, and they proudly bring their bicycle-powered blender to all campus sustainability events! Past programs that have been hosted by CCAT include a DIY recycled bicycle fender workshop and free bike maintenance classes.

Enforcement

51. How does your college/university lower the risk of bicycle theft/loss?

- Bike registration**
- Signage or demonstrations to teach proper locking
- Bike lock rentals
- Free bike locks
- Regular security patrols of bicycle parking areas
- Stolen or impounded bikes recovery system
- Information campaign to educate students on lowering their chances of bike theft
- None

52. What percentage of patrolling police department employees is on bike?

53. How does your campus police department interact with the student/ staff cycling community? Check all that apply.

- Appointed law-enforcement point person to interact with bicyclists
- Officers distribute bike safety/theft deterrent information
- Officers provide bike safety education
- Other
- There is currently no formal interaction

If other, describe. (250 word limit)

Formal interaction happens at the beginning of the semester (HOP). During the year officers are constantly talking to students while on patrol and giving out information.

54. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

- Basic academy training
- International Police Mountain Bike Association training**
- Law Enforcement Bicycle Association training
- National Highway Traffic Safety Administration Law Enforcement Training
- Smart Cycling course**
- League Cycling Instructor/local cyclist presentation
- Institute for Police Training and Development bicycle training
- No training currently offered

55. What enforcement campaigns are targeted at improving bicyclist safety? Check all that apply.

- Helmet giveaways
- Light giveaways
- Targeting motorist infractions
- Targeting bicyclist infractions
- Positive enforcement ticketing
- Other
- None of the above

If other, describe. (250 word limit)

56. Are there any other campus public safety (e.g. EMS) employees on bikes?

- Yes
- No

If yes, describe. (250 word limit)

57. Do your college/university policies treat bicyclists equitably and promote safety for all users? Check all that apply.

- There are specific penalties for failing to yield to a bicyclist when turning.
- It is illegal to park or drive in a bike lane (intersections excepted).
- There are penalties for motor vehicle users who 'door' bicyclists.
- There is a ban on cell phone use while driving.
- There is a ban on texting while driving.
- The college/university uses photo enforcement for red lights and/or speed.
- There is an ordinance requiring a 3 ft passing distance.
- It is illegal to harass a bicyclist.
- Other
- None of the above

If other, describe. (250 word limit)

58. Are there any prohibitions or restrictions on bicyclists at your college/university?

- Yes
- No

If yes, describe. (200 word limit)

No-ride signs are placed in high pedestrian traffic areas where bicycles and skateboarders are supposed to dismount, such as the university quad or in front of the library.

59. Describe any other programs or policies that the university/college has to enforce safe cycling. (250 word limit)

There are ten University Police officers, two of which are on bike during patrols. However, nine of the ten officers are trained for bike patrols. Officers also educate bicyclist on properly locking bicycles by impounding unsecured bicycles and educating owners when they arrive to claim the bicycle.

Evaluation and Planning

60. Does your college/university have a **comprehensive bicycle master plan**?

Yes

No

60a. When was it passed or most recently updated? **None**

60b. Is there a dedicated funding source for implementation?

Yes

No

If yes, describe. (200 word limit)

60c. Provide a link to the plan or describe. (250 word limit)

61. What is the most current journey-to-work data (bicycle mode share) for your community? This percentage can be found in the **U.S. Census** or the **American Community Survey** – Percentage of trips.

11%

62. How do you track bicycle usage on campus?

Automatic counters

Periodic manual counts

Travel diaries

Other

If other, describe. (200 word limit)

Commuter surveys are used to document ridership. A Parking and Mobility study was conducted in Fall 2005, and another was conducted during Spring Semester 2013. The 2005 study has information regarding commute distance and mode choice, as well as motivation behind mode choice and satisfaction with current commute patterns. The data from the 2013 survey was not compiled by the time this application was submitted.

If Travel diaries, add the link here.

62a. What are the most recent results?

Unknown.

63. How many bicyclist crash fatalities involving automobiles have occurred at your college/university in the past five years?

0

64. How many bicyclist crashes involving automobiles have occurred at your college/university in the past five years? **11 or more**

65. How many non-automobile related bicyclist crashes have occurred at your college/university in the past five years? **21 or more**

66. Do you have a specific plan or program to reduce crashes?

Yes

No

If yes, provide the link to the plan and/or describe. (250 word limit)

67. Have you done a **satisfaction survey** of students and staff on bicycling at your college/university?

Yes

No

If yes, describe the results. (250 word limit)

68. Have you done an **economic impact study** on bicycling at your college/university?

Yes

No

If yes, describe the results. (250 word limit)

69. Describe any other programs or policies your university/college has in place that evaluate and/or plan bicycling programs and facilities. (250 word limit)

None.

Final Overview

70. What are the three primary reasons your college/university deserves to be designated a Bicycle Friendly University? Please be specific.

Reason One

Community Involvement, support, and accessibility. The campus is closely tied with the city of Arcata and shares many of the environmental ideals that the city has. Arcata was recently awarded BFA silver, in keeping in line with the bond between the city and college it is time that Humboldt State evaluate its level of bicycle friendliness and follow the example set by the city. There are also several bike shops in the city with passionate and knowledgeable staff that encourages riders of all levels to stay on the road and increase their skill level. Accessibility to and from campus from the city also is a strong influence to Bicycle friendliness at HSU with multiple walkways and paths that connect the university to the city where most students live. The paths multiple routes serve to shorten the commute as well as bypass busy roads raising the number of student bicycle commuters.

Reason Two

At Humboldt State University (HSU), we have a community that is focused on making our campus sustainable. Various sustainability goals include waste reduction, resource conservation, lowering energy consumption, social responsibility, and reducing our overall carbon footprint. These goals are pursued through many campus clubs and programs which are a part of this vision. To make sure that we are continually moving forward, HSU has a designated an Office of Sustainability with two full time employees working on the sustainability goals listed above. The Office of Sustainability implements programs and policies. In addition, the office oversees environmentally focused student clubs. Furthering this vision, Environmental Science students have the option to take an upper division course called, Sustainable Campus (ENVS 411). This course is designed for graduating seniors to create a capstone sustainability project focused on the universities campus. This course allows for continual momentum for our sustainability vision and implementation of student projects.

Reason Three

There are 950 bike racks, totaling over 1,900 bike parking spaces, as well as one bike cage on campus. For a student population of 7,000 undergrads, this is ample bike parking. Rarely do students have a difficulties finding somewhere to park their bicycles. Additionally, the Planning and Facilities Department have been replacing old racks to ensure the security of parking on campus.

One of the newest buildings on campus, the Behavioral & Social Sciences Building (LEED–Gold Certified) includes bicycle storage as well as shower facilities designed for use by bicycle commuters. Additionally, the Schatz Energy Research Lab Building includes secure bicycle parking within the facility for those who work there.

71. What are the three aspects of your college/university most in need of improvement in order to accommodate bicyclists?

Aspect One (100 word limit)

One aspect which would help Humboldt State University (HSU) be more bicycle friendly is the completion and implementation of a comprehensive Alternate Transportation Master Plan. At this time, HSU does not have any such document describing their vision for alternate transportation. This plan would ensure that the needs of non–motorized travelers are not only being addressed but fully incorporated into projects and campus planning. Completing this document would create a framework for a more bicycle friendly university.

Aspect Two (100 word limit)

Student involvement in bicycle related planning and policy needs to grow in order for Humboldt State to be a more bicycle friendly university. There are many disparate groups who make up the patchwork of HSU's bike culture, however, only a few years ago, there was a university branch of a local bike/ped advocacy organization named Green Wheels. The branch was run as a club on campus and dealt with bicycle issues, hosted events, and informed the HSU community about bike related topics. The campus would be much enriched if this club were to restart.

Aspect Three (100 word limit)

Education is one of the areas that is most lacking, yet is easily fixable once it is brought to the attention of key faculty members. The campus currently does not have bicycle classes outside of basic maintenance courses. Currently incoming students receive a welcome packet that has a section that briefly talks about cycling which needs to be expanded and made more comprehensive to help educate students that might not have grown up around bicycles and do not know how to ride, or how to interact with bicyclists while driving.

72. Are you planning any new projects based on your completion of the Bicycle Friendly University application?

Yes

No

If yes, describe. (250 word limit)

A new project that is based on the completion of the BFU application is the Humboldt State Bicycle Friendly University Manual. This is a document compiled by the application preparers for future students that tracks the work we have done and suggest future projects. Through the application process, we have identified weaknesses within our university in terms of bike friendliness, and the Manual addresses these weaknesses with over twenty potential projects, from specific policy recommendations to bike festivals and bike valet parking at the commencement ceremony. The target audience for the Manual is primarily students enrolled in project–based classes. We believe that by involving students through the academic framework, we can maintain the momentum of this application.

72. OPTIONAL: What are the biggest challenges you see to becoming more bicycle–friendly? (100 word limit)

Hands down, the biggest challenge to becoming more bicycle–friendly is funding and student involvement. There is a desire from administration to change infrastructure and reformat some policies in regards to cycling, but the money is not available to make these changes. Additionally, the student advocacy on campus needs a second wind.

73. We often get requests for model BFU applications from aspiring universities. Would you be willing to share your application?

Yes

No

TC Comet, the Director of Sustainability at Humboldt State University was our source of information about the BFU program.

74. How did you hear about the BFU program?

Submit any documents that you would like to provide in support of your application and five high resolution photos (1-5MB) here. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.

Files cannot exceed 2 GB

Email: *

First Name: *

Last Name: *

Company: *

Name of College/University: *

File 1: no file selected

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BICYCLE FRIENDLY UNIVERSITY



MANUAL

HUMBOLDT STATE UNIVERSITY

Spring 2013

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I. Background: Humboldt State University as a Bicycle Friendly University

As part of the Sustainable Campus course for upper-division Environmental Science students, three graduating seniors evaluated the bicycle friendliness of Humboldt State University. The framework for the evaluation was the League of American Bicyclists' "Bicycle Friendly University (BFU)" application. The League uses five categories, the "five E's," to measure bike friendliness. The five E's are Enforcement, Encouragement, Education, Engineering, and Evaluation & Planning. By using the BFU application as a lens through which to look at our own university, we could identify areas for improvement.

The application has been completed and was submitted before July 24th 2013 deadline. The status of the application will not be known until later in the Fall semester. However, there are numerous projects that we have identified in this manual that would enhance our university and create a more bike friendly campus, despite receiving BFU accreditation.



These projects would be a good fit for students looking to be involved in the campus community during their time at HSU. Additionally, project-based classes might find this manual useful because it provides a myriad of options that demand a variety of interests and skills. Finally, campus planners can use this manual to learn about notable bike-related infrastructure and planning that is being done on other campuses across the USA.

A helpful resource that should be used along side this manual is the Association for the Advancement of Sustainability in Higher Education (AASHE) website (aashe.org). Membership is free for all students and faculty and allows open communication with other universities regarding sustainability projects. There are many projects and programs documented through AASHE and the association should not be overlooked while pursuing any bike-related project at HSU.

Now, let's get started!



II. List of Projects

Projects are ranked from **1** (easiest or least time intensive) to **4** (most complicated or time intensive).

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III. Project Descriptions

The projects listed in this section are organized from 1 to 4. Each project description includes an explanation of the task, the category being addressed (which of the “five E’s” the project fits within), useful contacts, and additional suggestions. Don’t limit yourself to the projects listed here- be creative!

1

Publicize the Bicycle Licensing System

Explanation:
The bicycle licensing system through Arcata Police Department (APD) aids in stolen bike recovery. This system is not well known and could be more effective if publicized to the student body. Coordination between APD and the University Police Department (UPD) would make the licensing program more successful and could result in more recovered bicycles. This project fits under the “Enforcement” category.

Contacts:
Humboldt State University Police Department (UPD)
Arcata Police Department (APD)

Suggestions:
Consider creating an online licensing application.



Create an Incentive System for Students to Ride to Campus

Explanation:
An incentive system could be implemented to encourage bicycle commuting. Various schools have do this, including Stanford University:

-Stanford’s Clean Air Cash Program: http://transportation.stanford.edu/alt_transportation/CleanAirCash.shtml

Creativity is important to fit the unique needs of our campus, so that we can find a solution that fits our university. This project fits under the “Encouragement” category.

Contacts:
Melanie Williams

Suggestions:
Consider a punch card system where students could earn a punch each time they rode to campus. Once a 10-punch card was full, they could submit it into a raffle for an end-of-semester drawing. Local bike shops may be willing to donate prizes for this raffle.



Create a Bike Safety Video

Explanation:

Many bicyclists on campus do not adhere to basic rules of the road. This could be due to the lack of bicycle education. A bike safety video would be beneficial to all campus users, by teaching bicyclists appropriate behavior while in the saddle. This project fits under the “Education” category.

Contacts:

Melanie Williams

Suggestions:

Main topics that need to be addressed are stopping at stop signs, signaling, leaving sidewalks for pedestrians, and bicyclists rights and responsibilities. Check out the League’s page on bicycle safety: <http://www.bikeleague.org/resources/better/roadrules.php>.



Create a Public Service Announcement

Explanation:

Raising awareness of bike related issues could be done by creating a public service announcement (PSA). This could be in the form of a video or radio spot. Bike safety, theft prevention, and the benefits of cycling are all issues that could be addressed through a PSA. This project fits under the “Education” category.

Contacts:

Jenn L. Tarlton
KRFH, KHSU, KEET

Suggestions:

Consider this project for an Environmental Communications (EMP 309) assignment.

Make a Campus Bike Map

Explanation:

A map that highlights safe riding routes on campus would make cycling more approachable. A bike map could also help cyclists avoid populated/busy areas, and would show designated “no-ride” zones.

Contacts:

None.

Suggestions:

Consider partnering with a GIS course or the Geospatial Club. We inventoried all bike racks on campus and marked on a campus map all of the rack locations. In addition, we created a spreadsheet to tally all bike racks. The spreadsheet and rough draft map can be found in Appendix A. The bike map could then be posted online for campus users to reference.



Implement a Bicycle Column in The Lumberjack

Explanation:

To encourage and foster the bicycle culture at HSU, an implementation of a bicycle column could highlight on-campus and community bicycle events and advocacy. This project fits under the “Education” category.

Contacts:

Lumberjack Newspaper

Suggestions:

The column could address a mix of topics, from great cycling routes to bike safety or community bike events.

Organize Traffic Skills 101 and Bike Commuter Classes

Explanation:

Educated and aware riders are the most safe riders. Providing courses would encourage safe riding and has the potential to prevent accidents and injuries. Courses have the potential to increase the total number of bike commuters by empowering citizens with the education needed to commute by bike. This project fits under the “Education” category.

Contacts:

Melanie Williams

Suggestions:

Center Activities has a “Leisure” Program, where community members can teach topics in which they are experts in. Connecting Melanie with Center Activities might be a first step to integrate her with this program. Also, check out the League’s website on courses:

<http://www.bikeleague.org/programs/education/courses.php#101>



Promote the People for Bikes Pledge

Explanation:

The People for Bikes Pledge is a commitment to making society a better place for bicycling. It is an online campaign uniting all bicyclists to acknowledge the benefits of riding and to promote public policy to be more bike-friendly. This project fits under the “Encouragement” category.

Contacts:

The Bikes Belong Coalition

Suggestions:

This is a relatively easy project! Tabling on the quad might be an effective way to get the word out. Check out the website for the People for Bikes Pledge: <http://www.peopleforbikes.org/>

Organize a University Ride

Explanation:

A campus ride could unite the bicycling community on campus and be a visual representation of the role that bikes have at HSU. This project fits under the “Encouragement” category.

Contacts:

Green Wheels

Humboldt State University Cycling Team

Suggestions:

Think about teaming up with Green Wheels. The HSU bike team might be able to help out with this, too. Starting or ending with free food and/or a raffle would increase participation! A night ride would add another fun element.



2

Update Campus Commuter Information

Explanation:

A survey was conducted through the Office of Sustainability during Spring 2013 that addresses commuting distance and other habits of HSU commuters. The results were not ready by the time this manual was published. If HSU receives Bicycle Friendly University status, a commute study needs to happen before mandatory reapplication (four years).

Contacts:

Humboldt State University Office of Sustainability

Suggestions:

Also consider contacting Sara Matthews, who published her Master's Thesis "How Space and Place Influence Transportation Trends at Humboldt State University" in Spring 2013 (<http://scholarworks.csun.edu/handle/10211.2/2930>).



Create a University Bike Website

Explanation:

This would be a dedicated bike or alternate transportation web page linked to the universities main website. The page would have bike related information such as bike licensing/registration, safety information, theft prevention, steps to take after bike theft, community events, links to cycling related clubs, and bicycle related course held on campus. This project fits under the "Education" category.

Contacts:

Humboldt State University Marketing & Communications Department

Suggestions:

None.

Host a League Cycling Instructor Course

Explanation:

With a league instructor in our community we can utilize her knowledge and experience. HSU could host a League Cycling Instructor (LCI) certification course to promote Smart Cycling. For more information go to, <http://www.bikeleague.org/programs/education/seminars.php> This project fits under the "Education" category.

Contacts:

Melanie Williams

Suggestions:

Center Activities could be used for publicizing and registration of instructor course.



Create Signage for Proper Locking Technique

Explanation:

This project would create and implement signage that would educate the campus users about proper locking and bike rack use. Educating on proper positioning and locking methods (“Do’s and Don’ts” of locking) could prevent bike theft. This project fits under the “Education” category.

Contacts:

Humboldt State University Planning & Facilities Department

Suggestions:

Consider talking to Natural Resource & Interpretation classes.

Give Away Helmets and Bike Lights

Explanation:

There are many students on campus who ride without the necessary safety devices- mainly helmets and lights. The barrier to safe riding would be minimized if these were given out for free! Funding for this could come through a grant or foundation, or you could look for donations of these goods from local bike shops or from online companies like helmetsrus.net. This project fits under the “Encouragement” category.

Contacts:

None.

Suggestions:

A helmet giveaway has the potential to be less effective than a light giveaway. Helmets are perceived as “dorky”, and therefore giving lights away may have a greater impact on bike safety. If you do decide to go in the bike helmet direction, check out this website: <http://www.bhsi.org/freehelmets.htm>



Implement Positive Enforcement Ticketing

Explanation:

Interactions with University Police Officers are often viewed in a bad light, in that you only interact with an officer when you are in trouble or have violated a law. To change this “ethic,” UPD officials could issue positive tickets, awarding bicyclists for obeying traffic laws or acting in accordance with campus rules (such as walking your bike in the No-Ride Zones). This would encourage positive behavior while building a rapport between UPD officers and the campus community. This project fits under the “Enforcement” category.

Contacts:

Humboldt State University Police Department

Suggestions:

None.

Create a Recovery System for Stolen Bikes

Explanation:

Establish an easy system in which students can register your bike to help aid in bicycle theft recovery. Bikes can be registered with Arcata Police Department but is not well known and could be made simpler. By making an easy bike registration for incoming students. This project fits under the “Enforcement” category.

Contacts:

Humboldt State University Police Department
Arcata Police Department

Suggestions:

None.



Increase Bicycle Maintenance Opportunities on Campus

Explanation:

The Bicycle Learning Center (BLC) is an established entity that helps with basic bike maintenance. Because their hours are limited, this project is working to extend access to tools. The company DERO sells FixIt stations that include a bike stand, basic tools, and a pump. These FixIt stations retail for \$1,000. To avoid this high cost, consider designing, building, and implementing your own “FixIt station”. This project is meant to find a solution for the low access to tools and promote easy self-service bike maintenance to bicyclists on campus. This project fits under the “Encouragement” category.

Contacts:

Bicycle Learning Center
Katie Harris

Suggestions:

Consider putting the FixIt station next to the BLC, or elsewhere on campus (like near the Natural Resources building or somewhere else on the south end of campus).



Create a Student-lead Bicycle Advocacy Group

Explanation:

Organized and connected students can create a powerful force for advocacy, and students need a voice on campus when it comes to bicycle issues. In the past, a university branch of the organization Green Wheels was just that voice. This was a very active club and created documents (including this bike plan: <http://www.green-wheels.org/hsu/bikeplan>- keep in mind that this document is dated) that highlighted the desire to have a more bike friendly campus. Since 2009, HSU Green Wheels is no longer a club, due to leaders graduating, but the need for the organization on campus is still present. This project fits under the “Encouragement” category.

Contacts:

Green Wheels

Suggestions:

Find students who have at least two years left at Humboldt who are active in the bicycle community. This will ensure that the club will have time to build momentum before leaders graduate. Another tactic would be to talk to Planning majors who are interested in transit-oriented issues. This online booklet is an excellent resource about how to get students engaged in alternative transportation: http://transalt.org/files/ourwork/bike/cat/CAT_WEB.pdf



Advise the Planning Department to Adopt a Complete Streets Policy

Explanation:

Complete Streets is a set of policies that prioritizes safe access for all user groups. Having the planning Department adopt a Complete Streets Policy would ensure that the needs of pedestrians, bicyclists, and other non-motorized user groups are being taken into account. Complete Streets challenge the auto-centric status quo by changing the approach to community roads. This project fits under the “Engineering” category.

Contacts:

Humboldt State University Planning & Facilities Department

Suggestions:

This website may prove to be very useful: <http://www.smartgrowthamerica.org/complete-streets>. They also have a section with recommendation on how to introduce, change and implement Complete Streets policy.



Create “Parking Substitution” Policy

Explanation:

Humboldt State University is an expanding community. In fact, the campus is expecting growth by admitting more students and building new dorms. To match the growth of the campus population, more parking has been mandated (See page 2-1 in this Mobility Study from 2005: http://www.humboldt.edu/parking/Downloads/parking_mobility_study.pdf). By creating a policy that would allow bicycle parking to substitute for car parking, it would send a clear message that the way to solve the car parking issue is not to sell more permits or pave more lots. A “substitution” policy would encourage demand-side management of the parking conflict on campus. This project fits under the “Engineering” category.

Contacts:

Humboldt State University Planning & Facilities Department

Suggestions:

None.



Implement Bike Valet at Campus Events

Explanation:

To encourage people to ride to major campus events, bike valet parking could be a fun and effective way! You could promote it as a FREE and safe service. This project fits under the “Encouragement” category.

Contacts:

It depends on where you want to park the bikes. For instance, if you want to take up car parking spaces, talk to Parking Services. If you want to use the softball field, contact the Athletics Department.

Suggestions:

Bike valet parking could be utilized at major campus sporting events could include football, basketball, and softball games. As well as at the commencement ceremony (Bike Month is May, so this would fit perfectly!) and would be applicable at the Sustainable Living, Art, and Music (SLAM) Festival.

Examples of University Bike Valet:

http://transportation.wisc.edu/transportation/bike_parking.aspx
<http://parking.arizona.edu/bikevalet/>



3

Require a Test for Motorists Seeking a Parking Permit

Explanation:

The goal of this project is to educate motorists on proper road-sharing techniques and rules of the road. Parking services would be in charge of managing the testing and issuing the parking permits. This project fits under the “Education” category.

Contacts:

Humboldt State University Parking Services

Suggestions:

Finding an established “sharing the road” test would be the easiest way to implement this project.



Limit or Eliminate Subsidies for Faculty/Staff Parking

Explanation:

One of the main issues with creating more bicycle friendly infrastructure on campus is the lack of funding. This project focuses on increasing funding by lowering or eliminating the faculty and staff discounts on parking permits on campus. This extra funding could go towards facilities, signage, and other bicycle friendly infrastructure. Another argument is that subsidized parking discourages any other mode of transit, including bicycling. More information from this perspective can be found in this handbook from the National Transportation Library:

<http://ntl.bts.gov/DOCS/sdd.html>

Contacts:

Humboldt State University Parking Services

Suggestions:

This project may turn out to be a battle, because some of the subsidies for faculty are built into union contracts. If changing policy is too difficult, a policy evaluation might be a better way to go. This website describes the dangers of hiding the cost of parking within subsidies: <http://moderntransit.org/cashout/parking-subsidies.html>



Limit the Number of Car Parking Permits Sold Annually

Explanation:

By limiting the number of parking permits sold, the university will be able to insure that every person with a permit will be guaranteed a car parking spot. Cutting down on the amount of motorized traffic on campus will benefit both pedestrians and bicyclists. Also, the fewer car parking spaces available on campus will encourage those without permits to consider other forms of transportation, such as bicycle riding. This project fits under the “Encouragement” category.

Contacts:

Humboldt State University Parking Services

Suggestions:

It is going to be hard to get the University to shift from the current method of selling an unlimited number of permits, so it will be important to highlight the benefits of limited permits including reduced traffic on campus, guaranteed space increasing demand, the demand will allow permits to be sold at a higher price to offset the loss of selling fewer permits, and promote the use of alternative means of transportation.



Advocate for Construction of Bike Lockers and Covered Bike Parking

Explanation:

With Arcata's prominent rainy season, students & staff would benefit from having a covered bike parking area on campus. A covered area could be set up as a bike locker accessed only by a university issued card key. This project could provide safe parking and shelter from the weather. This project fits under the "Engineering" category.

Contacts:

Humboldt State University Planning & Facilities Department

Suggestions:

University of Wisconsin has a great website on bicycle parking. http://transportation.wisc.edu/transportation/bike_parking.aspx



Create a Bicycle Advisory Committee

Explanation:

An advisory committee on campus could be comprised of representatives from user groups, student government, law enforcement, the planning department, health and wellness organizations, city government, facility, and racing teams. The goal of this committee would be to provide a formal way for diverse groups to voice concerns regarding bike and pedestrian issues on campus. This project does not fit within one of the "Five E's." It is included in the "Campus Profile" section of the BFU application.

Contacts:

None.

Suggestions:

This project will require talking with many different user groups. The challenge will be getting stakeholders into one room at the same time! This webpage explains the benefits of creating a Bicycle Advisory Committee: <http://blog.bikeleague.org/blog//blog/wp-content/uploads/2012/09/BPAC-Report-One-Pager.pdf>



Provide Training for Campus Engineers and Planners Regarding Bike Standards

Explanation:

The BFU application asks how our university ensures that our “engineers and planners accommodate bicyclists according to AASHTO, MUTCD and NACTO standards” (Question #14). Currently, we do not have any way to ensure that these guidelines are followed. Consider raising funds to send university engineers to a bike and pedestrian conference (like this one in Long Beach: <http://www.pps.org/pwpb2012/>) or offering training courses through the National Highway Institute (<http://www.nhi.fhwa.dot.gov/default.aspx>). Also, you could implement new policy that required project consultants to have pedestrian and bicycle qualifications. This project fits under the “Engineering” category.

Contacts:

Humboldt State University Planning & Facilities Department

Suggestions:

Below, you will find the handbooks for the standards listed in the application question #14:

AASHTO: http://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf

MUTCD: <http://mutcd.fhwa.dot.gov/pdfs/2003r1/Ch9.pdf>

NACTO: <http://nacto.org/cities-for-cycling/design-guide/>



Create a Ticket Diversion Program

Explanation:

This program would target on-bike traffic violations. A ticket received while riding could be reduced or eliminated by attending a bike safety presentation, analogous to “traffic school” for cars. This seminar would highlight rules of the road for bikes, cars, and other modes of transport. This project fits under the “Enforcement” category, but is applicable to “Education”.

Contacts:

Humboldt State University Police Department
Stanford University Department of Public Safety

Suggestions:

Try to focus on the benefits of educating bicyclist about the campus specific hazards- the loss of revenue from one ticket is far less than the benefits of active education. Check with UPD regarding how they have to report these tickets, since bicycles count as vehicles under CA DMV. Another variation could allow one ticket per semester to be waived completely if the perpetrator attended the diversion program. For an example of a program in action, visit: <http://www.stanford.edu/group/SUDPS/bicycle.shtml#diversion>.



Create a Bike Share Program

Explanation:

This would be a program on campus that would allow students to rent bicycles for a set amount of time. The Office of Sustainability has been considering this as a feasible program for our campus. Check in with them to track the progress already made. This project fits under the “Encouragement” category.

Contacts:

Humboldt State University Office of Sustainability

Suggestions:

Look into current systems that have been designed to see what would be the most cost effective for the university to implement. It is important to remember to have some sort of accountability built into the system to avoid vandalism and theft of the bikes.

Develop a Bike Use Tracking System

Explanation:

Information is needed about bicycle use on campus. Campus planners have on-going questions, such as: How many students/staff commute by bike? How far cyclist are commuting? When do commuters go by bike? What motivates this mode of travel? Establishing an on-going tracking system would allow for an accurate portrait of campus bicycle commuters.

Contacts:

Humboldt State University Office of Sustainability

Suggestions:

Become acquainted with the 2005 Parking and Mobility Study (http://www.humboldt.edu/parking/Downloads/parking_mobility_study.pdf).



Conduct a Bike Use Economic Impact Study

Explanation:

This project is looking at the economic benefits of bicycle use on campus. This study could be used as a tool to help with campus planning and decision making. Cycling creates economic gain in both the campus and surrounding communities, and the economic impact study could prove this with quantitative evidence. This project fits under the “Encouragement” category.

Contacts:

None.

Suggestions:

A great article by the American League of Bicyclists: The Economic Benefits of Bicycle Infrastructure Investments-
http://www.bikeleague.org/resources/reports/pdfs/economic_benefits_bicycle_infrastructure_report.pdf

Here is Wisconsin's state-wide economic impact study: <http://www.dot.wisconsin.gov/business/econdev/docs/impact-bicycling.pdf>



4

Create an Alternative Transportation Master Plan

Explanation:

An Alternative Transportation Master Plan is a framework for planners and decision makers on campus that outlines standards for engineering and construction to ensure that alternative modes of transportation are accounted for and taken care of (in terms of safety and convenience) in all campus actions.

The project would be incredibly beneficial to both bicycles and other forms of transportation. However, this project is a large undertaking, requiring research from outside sources. Case studies from other universities and cities could guide the development of the Alternative Transportation Master Plan. It is of utmost importance that the plan is campus specific, and that needs unique to HSU are addressed and dealt with in a effective and fair manner. The amount of research that this project requires should not be dismissed, but the outcomes, if implemented, could be equally as large. This project fits under the "Evaluation and Planning" category.

Contacts:

Humboldt State University Planning & Facilities Department

Continued on next page...



Suggestions:

Green Wheels put together a report in 2007 entitled the HSU Planning Advisory Document: http://www.green-wheels.org/files/bike%20plan_files/HSU%20Bicycle%20Planning%20advisory.pdf.

Also, Check out Berkeley's Bicycle Master Plan here: http://pt.berkeley.edu/sites/pt.berkeley.edu/files/content/UCB_BikePlanFinal.pdf

Take a look at the Recommended Transport Plan that was compiled in 2003 by HSU Planning and Facilities: http://www.humboldt.edu/facilityplan/Downloads/master_plan/meeting_archive/transportation_plan_recommendation.pdf. Not only does this plan outline how HSU could move ahead as a more bike friendly campus, the plan also suggests additional projects that could be taken on outside of the administrative and engineering realm. Keep in mind that the plan is ten years old.



IV. Contacts

Arcata Police Department

<http://www.cityofarcata.org/departments/police>
(707) 822-2428

Association for the Advancement of Sustainability in Higher Education (AASHE)

<http://www.aashe.org/>

-Humboldt State Students & Staff can create an account with this website and use the resource offered. Great resource to communicate with other schools on what they are doing to be more sustainable.

Bikes Belong Coalition:

mail@bikesbelong.org
Telephone: (303) 449-4893
Fax: (303) 442-2936

Bicycle Learning Center (BLC):

hsublc@humboldt.edu

CCAT

ccat@humboldt.edu
(707) 826-3551

City of Arcata, Public Works:

Morgan Kessler- lead staff for City of Arcata's Bicycle Friendly Community Application
mkessler@cityofarcata.org

Green Wheels:

mail@green-wheels.org
<http://www.green-wheels.org/>



Humboldt Orientation Program (HOP)-

Marissa Mourer- mmm622@humboldt.edu

Humboldt State University Center Activities:

Jennifer Soderfelt
jlw30@humboldt.edu
<http://humboldt.edu/centeractivities/index.html>

Humboldt State University Cycling Team:

Victoria Sama- Team Coach/Faculty Advisor
Victoria.Sama@humboldt.edu
<http://humboldtcycling.wordpress.com/>

Humboldt State University Marketing & Communications Department:

Jarad Petroske
jnp7@humboldt.edu

Humboldt State University Office of Sustainability:

Tall Chief (TC) Comet-Director of Sustainability
TallChief.Comet@humboldt.edu
(707) 826-5920

Morgan King-Sustainability & Waste Coordinator

Morgan.King@humboldt.edu
(707) 826-5889

Humboldt State University Parking Services:

parking@humboldt.edu
(707) 826-3773

Humboldt State University Planning & Facilities Department:

Traci Ferdolage - traci.ferdolage@humboldt.edu
Mike Fisher- mdf15@humboldt.edu



Humboldt State University Police Department

Sergeant Joseph Jones
Joseph.Jones@humboldt.edu
PH: (707) 826-4646
FX: (707) 826-4637

Jenn L. Tarlton:

Environmental Communication Professor
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707-826-5639

Katie Harris:

Katie wrote a grant for a very similar project and would be happy to have it go toward this project.
ktharris08@gmail.com

KEET TV:

(707) 445-0813
webmaster@keet-tv.org
www.keet.org

KHSU:

www.khsu.org
(707) 826-4807

KRFH:

krfh610@gmail.com
www.krfh.net
(707) 826-3257



League of American Bicyclists:

Alison Dewey
Program Manager- Bicycle Friendly Business & Bicycle
Friendly University
P: 202-621-5443
alison@bikeleague.org
www.bikeleague.org

Lumberjack Newspaper:

thejack@humboldt.edu
707-826-3271

Melanie Williams

Certified League of American Bicyclists instructor who works
at HSU.
Melanie.Williams@humboldt.edu
707-362-1131

Stanford University Department of Public Safety

Deputy James
allen.james@stanford.edu





**Created By:
Paul Gillingham
Katie Harris
Derek Smith**

TEAM BFU

HSU Bike Inventoy

Location ID	# of Total Racks	# of Spaces Per Rack	Type of Rack
1	13	2	U-Shape
2	9	2	U-Shape
3	15	2	Wave-Shape
4	5	2	Wave-Shape
5	22	2	(4) Old Bottom Tube Locking, (2) Front Wheel Locking
6	17	2	(2) Font Wheel Locking
7	11	2	(1) Font Wheel Locking, (4) Old Bottom Tube Locking
8	50	2	Bike Cage
9	5	2	Wave-Shape
10	43	1	Hanging Wall Mounts
11	10	2	U-Shape
12	23	2	U-Shape
13	42	2	U-Shape
14	2	2	U-Shape
15	3	2	U-Shape
16	26	2	U-Shape
17	50	2	U-Shape
18	38	2	U-Shape
19	10	2	U-Shape
20	55	2	U-Shape
21	66	2	U-Shape
22	5	2	U-Shape
23	25	2	U-Shape
24	9	2	U-Shape
25	4	2	U-Shape
26	46	2	U-Shape
27	13	2	U-Shape
28	5	2	U-Shape
29	13	2	U-Shape
30	20	2	U-Shape
31	10	2	U-Shape
32	5	2	U-Shape
33	4	2	U-Shape
34	3	2	U-Shape
35	10	2	U-Shape
36	18	2	U-Shape
37	16	2	U-Shape
38	16	2	U-Shape
39	16	2	U-Shape
40	4	2	U-Shape
41	8	2	U-Shape
42	30	2	U-Shape
43	8	2	U-Shape
44	10	2	U-Shape
45	69	2	U-Shape

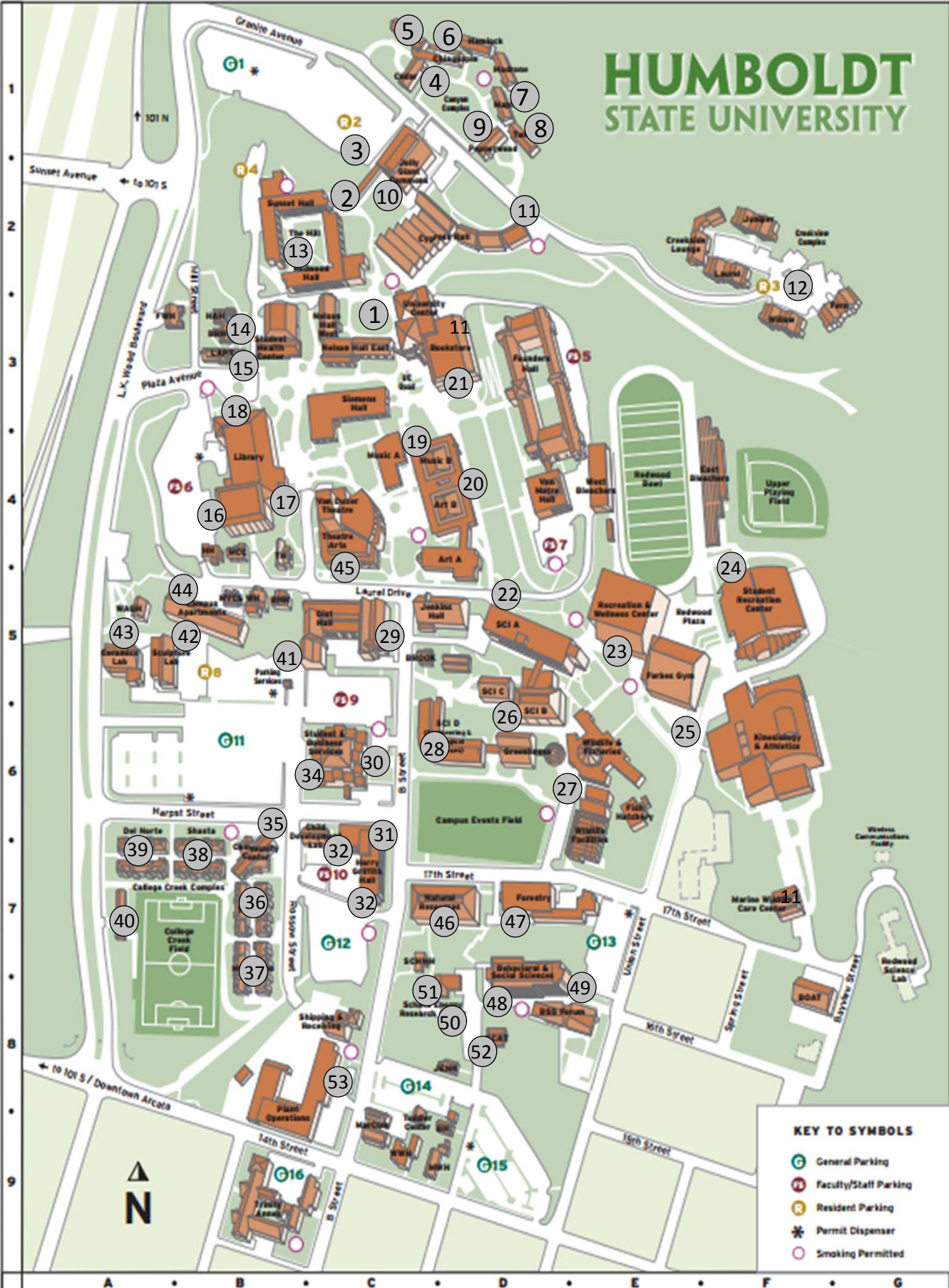
Paul Gillingham
Katie Harris
Derek Smith

HSU Bike Inventoy

46	5	2	U-Shape
47	27	2	U-Shape
48	6	2	U-Shape
49	4	2	U-Shape
50	9	2	U-Shape
51	6	2	U-Shape
52	10	2	U-Shape
53	3	2	U-Shape

Paul Gillingham
Katie Harris
Derek Smith

HUMBOLDT STATE UNIVERSITY



KEY TO SYMBOLS

- ⊙ General Parking
- ⊙ Faculty/Staff Parking
- ⊙ Resident Parking
- ⊙ Permit Dispenser
- ⊙ Smoking Permitted

A • B • C • D • E • F • G