



Feedback on **University of Hawaii at Manoa's** application to be designated a Bicycle Friendly University – Spring 2011

The Bicycle Friendly University review committee was impressed with the potential and growing commitment to make the University of Hawaii at Manoa a great place for bicyclists. The Honorable Mention given by the reviewers reflects their view that some of the key building blocks of creating a bicycle friendly university are in place, but that some measures remain to be done.

Some of the highlights of the application are the “Move with Aloha” initiative, Cycle Manoa’s bike repair assistance, mentor program for new riders, the Manoa bicycling committee, work within the community, and plans for a bicycle survey.

The University of Hawaii is on the road to being a Bicycle Friendly University, and these efforts show the ambition to make UH into a world-class cycling campus.

Five significant measures the university should take to improve cycling on campus are:

- Increase the amount of [secure bicycle parking](#) throughout the campus. We encourage you to expand the parking so that each commuter has a secure spot to park a bike and parking is placed in areas around campus according to demand. In addition, implement an ordinance that requires bike parking. Ensure that bicycle parking adheres to [APBP standards](#).
- Provide a bicycling skills class to students and employees on a regular basis. Ideally the instruction would incorporate a classroom portion as well as on-road training. Contact your local advocacy group to see if there are classes in your area. Or invite a League Cycling Instructor (LCI) to your campus to conduct the class. For examples of educational materials visit: <http://www.bikeleague.org/programs/education/> To find a local LCI go to: http://www.bikeleague.org/programs/education/course_schedule.php
- Establish a formal incentive program for those who bike commute. This should include such benefits as cash incentives, Guaranteed Ride Home, zip car discounts and coupons at local bike shops. Check out what’s involved in Stanford’s Commute Club membership: http://transportation.stanford.edu/alt_transportation/Commute_Club.shtml
- Offer students an opportunity to register their bikes with campus police. Organizing an event around bike registration during the beginning of the semester will allow you to effectively address students about bike theft and provide an opportunity to teach proper locking techniques. Read about registering a bike at the University of Oklahoma <http://www.ou.edu/oupd/bikereg.htm>



- Consider creating a campus bike plan that will guide future plans with a long-term physical and programmatic vision for your campus. Check out University of California Berkeley's plan as an example:
http://pt.berkeley.edu/sites/pt.berkeley.edu/files/content/UCB_BikePlanFinal.pdf

Reviewers provided the following suggestions to further promote bicycling in each of the categories of the application:

Engineering

- Provide opportunities for [ongoing training](#) on accommodating bicyclists for engineering, planning staff, and law enforcement, such as an [FHWA course](#). Or, consider hosting a [Smart Cycling](#) course for engineers and planners to better understand cyclists' needs, behavior, and their right to use streets as well as multi-use paths for transportation.
- Increase the number of arterial streets on campus that have wide shoulders or [bike lanes](#). Continue to expand the bicycle network and increase network connectivity through the use of bike lanes, shared lane arrows, bicycle boulevards and signed routes. On-street improvements coupled with the expansion of an off-street system will continue to increase use and improve safety. 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 new and improved facilities to accommodate bicyclists conform to current best practices and guidelines – such as the [AASHTO Guide for the Development of Bicycle Facilities](#) and the state DOT's own guidelines.
- Increase the amount of way-finding signage around campus. Here are some best practices from the Washington, DC area council of governments:
<http://www.mwcog.org/uploads/committee-documents/t1dZW1k20070516090831.pdf>
- Transit vehicles such as campus shuttles should accommodate bicycles with bike racks or with access to the vehicle
- Consider constructing a bike station to provide secure and covered parking for commuters. Similar to the [Bike Center at University of Minneapolis](#), the bike station can serve as a hub for commuters including repair services, shower and locker facilities, and bike route and event information. Check out other cities and universities that have already implemented a facility <http://home.bikestation.com/>



- Use road diets to calm traffic and lead to a better use of roadway space
http://cost.kittelson.com/system/datas/9/original/Road_Diet_Presentation_COST_July_2010.pdf?1285955514

Education

- Improve the reach of the campus' bicycle safety campaigns. Use valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at <http://www.bikeleague.org/resources/better/index.php>, PSA's <http://www.bikeleague.org/programs/bikemonth/psas.php> and the downloadable Bicycle Safety Tips for Adults video at <http://www.bikeleague.org/programs/education/shortversion.wmv>
- Promote bike safety creatively to the student body by informing about local bike laws, promoting helmet use and proper locking. Consider Stanford's multi-pronged approach to Bike Safety through events and programs such as a [Dorm Challenge](#), a bike ambassador program led by [Sprocket man](#), and a bike [safety pledge](#).
- Incorporate bicycling into the new students orientation program in order to reach all incoming students, faculty and staff. This can include distribution of bike maps, bike registration, reviews of bike laws and helmet and bike light promotions. This should include information for cyclists and motorists on their rights and responsibilities as users. Everyone should know that this campus wants to be truly bicycle-friendly.
- Start a bicyclist and motorist ticket diversion program. Students given citation are offered an opportunity to waive fees for violations by attending a bicycling education course. This should include a classroom and on-road component. See what Stanford University has done <http://www.stanford.edu/group/SUDPS/bicycle.shtml#diversion>
- Education on bicycling is not only important for bicyclists but for all road users - including motorists. Since you have a vehicle fleet, include information on how to share the road with bicyclists in your vehicle safety guidelines. This will help bring awareness to all employees, cyclists and non-cyclists, on how to properly share the road. If there is a class or waiver required to operate a company vehicle, consider including the information here too. See what the city of San Francisco has done <http://www.sfbike.org/?drivertraining>
- Take part in an education campaign to prevent against bike theft. Provide students an opportunity to receive free or discounted U-locks. Post signage on proper locking techniques on bike racks and have police presence at bike events to teach about the importance of correct locking.



Encouragement

- Consider launching a bike sharing system for students, faculty and staff. A bike share system is a convenient, cost effective, and healthy way of encouraging students and employees to make short trips by bike. See what is being done at Emory University in Partnership with Fuji <http://bike.emory.edu/ride/bike-share/>
- Consider offering bike valets at events throughout the year to solve parking issues for well-attended events. For example, Boise State University offers bike valet service at football games. See what the University of Arizona is also doing to encourage bicycling through a year round bike valet <http://parking.arizona.edu/bikevalet/>
- Expand encouragement of bicycling through campus rides and events, president's ride, car-free days and campus bike tours. Consider sponsoring more bike events on campus. Promote these events widely to the whole student body in order to establish a strong bicycling community. See how Indiana University has branded its annual bike race, the Little 500- <http://www.iusf.indiana.edu/little500/index.html>
- Establish an on-campus bike shop that students can easily access for bicycle accessory purchases and repairs. The shop can also function as a coop, with members and volunteers helping to maintain the shop. Check out the services and membership at Davis' student-run bike shop <http://bikebarn.ucdavis.edu/>
- Expand encouragement efforts, especially during Bike Month. Promote bicycling through events such as organized campus rides, a commuter challenge, car-free days and campus bike tours. Read about what UC Santa Barbara does during CycleMAYnia <http://cyclemaynia.ning.com/events/ucsb-bike-to-workschool-day>

Enforcement

- Implement a policy for abandoned bikes. These bikes take up valuable bike rack space and can be impounded and donated back to the university. <http://taps.ucdavis.edu/bicycle/abandoned.cfm>
- Increase the number of police officers patrolling on bike. This increased interaction between enforcement and the bicycling community should also include targeting bicycle infractions and positive enforcement ticketing. Provide the proper training such as through the International Police Mountain Biking Association: <http://www.ipmba.org/instructors.htm>
- Make stronger connections between the bicycling community and law enforcement. Ensure that police officers are educated on the "Share the Road" message and have a general knowledge of traffic laws as they apply to bicyclists. The institution should implement



regular training for officers on this like an *Enforcement for Bicycle Safety* seminar. This is a great continuing education opportunity for law enforcement.

http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=801

- Encourage police officers to use targeted enforcement to encourage motorists and cyclists to share the road. This could be in the form of a brochure or tip card explaining each user's rights and responsibilities.
- Improve and expand the training offered to police officers regarding traffic law as it applies to bicyclists. See the video put out by the National Highway Traffic Safety Administration (NHTSA) <http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.810acaee50c651189ca8e410dba046a0/> Here are some Law Enforcement Products
 - [Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"](#)
 - [Enhancing Bicycle Safety: Law Enforcement's Role \(CD-ROM Training\)](#)

Evaluation & Planning

- Expand efforts to evaluate the bicycle usage and crash statistics to produce a specific plan to reduce the number of crashes on campus. There are tools available including *Intersection Magic*: <http://www.pdmagic.com/im/> and [PBCAT](#). See the report [Bicyclist Fatalities and Serious Injuries in New York City 1996-2005](#)
- Conduct research on bicycle usage beyond the U.S. Census' Journey to Work report and consider implementing a trip reduction program/ordinance. Consider performing multiple bike counts a year, to gauge seasonal changes and parking needs at maximum capacity. See good examples at <http://bikepeddocumentation.org/> and <http://www.portlandonline.com/transportation/index.cfm?c=43801>
- Consider conducting an economic impact study on bicycling within your college/ university http://www.altaplanning.com/App_Content/files/fp_docs/2008%20Portland%20Bicycle-Related%20Economy%20Report.pdf
- Distribute a satisfaction survey to students and faculty. Analyze responses to direct resources according to demand and the needs of the commuter. <http://www.chem.uky.edu/bikes/PDFs/TooleSurvey.pdf>

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