Planning Process: 4 Phases

Phase A | DATA COLLECTION and EXISTING CONDITIONS
Feb. ‘14

Phase B | ALTERNATIVES and RECOMMENDATIONS
Feb. ‘14 - April ‘14
• Bicycle Network & Facilities Recommendations
• Policy and Program Recommendations
• Stakeholder Meetings / Community Forum Number 2

Phase C | DRAFT INTEGRATED BICYCLE STUDY
April ’14 - Aug. ‘14

Phase D | FINAL INTEGRATED BICYCLE STUDY
Aug. ’14 - Oct. ‘14
Planning Process: Input Opportunities

Upcoming Meetings:
Community Forum No. 2 – April 24
Community Forum No. 3 - early September
Plan Adoption – October

On-Line:
Project Website
On-Line Survey
WikiMap

Social Media:
Facebook
Twitter
What We Heard: Major Themes

Engineering…
- Separated facilities will lead to fewer conflicts
- Consistency: Materials, Appearance
- Continuity: direct and continuous facilities
- Common Sense: Facilities should follow the natural / logical path

Education…
- bicyclists, pedestrians, drivers

Enforcement …
- Bicycle Registration, Abandoned bike removal, etc.
- Proper Engineering & Education are key to reduce need for Enforcement
Discovery Diagram:

What We Heard

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Facility Recommendations

**On Campus Facilities**
- Bike Path
- Shared Service Drive

**On-Street Facilities**
- Bike Lanes
- Contraflow Lanes / Sharrows
- Protected Bike Lanes
- Cycle Track
All Facility Types

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Bike Path
Bike Path

- 8’ – 12’ wide with buffers to each side
- Intended exclusively for bicycles
- Direct connectivity to campus destinations and parking areas
- Accommodation of pedestrian crossing zones
Bike Path

Typical Bike Path and Adjacent Sidewalk or Planted Buffer

Typical Bike Path Intersection with Sidewalk
- “Shared Use” for bicyclists and service vehicles
- Low volume vehicular traffic
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Proposed Recommendation for First and Third Street

- 5 foot is minimum
  - Constrained, low speed roads
  - All other lanes should be narrowed first
- Additional width improves comfort and safety

Interim Recommendation for Stadium Avenue
Sharrows and Contraflow Lanes
Sharrows and Contraflow Lanes

- Adjacent to on-street parking to position cyclist outside of door zone
- In wide lanes to position away from curb
- Middle of narrow lanes
- Multi-lane roads where there is no room for bike lane
Interim Recommendation for Grant Street, North of State Street

Proposed Recommendation for Fourth Street

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Protected Bike Lanes vs. Cycle Track

Protected Bike Lane

Cycle Track

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Protected Bike Lanes

Case Study: 15th St. Washington, DC

Exclusive bike facility
- physically separated
- No motorized or pedestrian traffic

At street level

Require more space than bike lanes

Require special considerations at street and driveway crossings
Proposed State Street Protected Bike Lane

(Images provided by MKSK)
Protected Bike Lanes

Interim Recommendation for Marsteller St.

Interim Recommendation for Russell St.
Proposed Recommendation for Fourth Street
Cycle Track

- Bikeways physically separated from motorized traffic by an elevation separation
- Typically designed for two-way travel
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Regulatory Recommendations

• Review and revise Traffic + Parking Regulations
  o Clarify campus policy language regarding where to ride, especially as new facilities are implemented
  o Add policy language to codify abandoned bicycle rules and consequences
  o Add policy language to codify illegal bicycle parking rules and consequences
Enforcement Recommendations

- Consider a diversion program for bicycle offenders, possibly others
  - Allows first-time offenders to reduce fine by taking bicycle safety/rules of the road course

- Implement a “Caught Being Good” program to reward bicyclists and pedestrians for legal, courteous behavior
Education Recommendations

• Develop a Bicycle Ambassadors program of trained peer educators
  o Can attend residence halls meetings, etc

• Create a required online quiz for drivers renewing/purchasing campus parking passes and bicyclists registering bikes

• Long-term: Fully implement a Bicycle Enforcement and Education Program (BEEP) modeled on UC Davis and Colorado State
Organizational Recommendations

• Designate or hire a Bicycle Coordinator responsible for implementation of this study and other bicycle initiatives

• Maintain a bicycle working group or advisory committee as programs and infrastructure move forward
Evaluation Recommendations

• Conduct a bi-annual survey of campus commuters
  o Set a baseline for future evaluation and goal setting for all modes

• Create an annual report on bicycling on campus
  o Review of infrastructure built, crashes, citations, programs

• Create a “near miss” reporting system