



UNIVERSITY OF LOUISVILLE

LOUISVILLE, KY

Congratulations! The League of American Bicyclists has designated University of Louisville as a Bicycle Friendly University at the Silver level. Reviewers were very pleased to see the current efforts and dedication to promoting cycling for transportation and recreation on your campus. Congratulations on your leadership!

CAMPUS PROFILE

BIKE PROGRAM WEBSITE: <https://louisville.edu/sustainability/operations/bicycling-for-transportation>

CAMPUS MAP: <https://louisville.edu/visits/explore-campus>

INSTITUTION TYPE National/Regional University	STUDENT ENROLLMENT 24,123	% OF STUDENTS LIVE OFF-CAMPUS 91%	CAMPUS ROADWAY MILES 18.33 miles
CAMPUS TYPE Urban	STAFF AND FACULTY 7,231	AVERAGE COMMUTE TO CAMPUS 12.2 miles	% OF ROADS UNIVERSITY CONTROLS 15%
CAMPUS SIZE 309 Acres			PATHWAY MILES 6.1 miles
% OF STUDENTS THAT RIDE A BIKE ON CAMPUS (AT LEAST TWICE A WEEK DURING OPTIMAL WEATHER) 5-10%	% OF EMPLOYEES THAT RIDE A BIKE ON CAMPUS (AT LEAST TWICE A WEEK DURING OPTIMAL WEATHER) 1-4%	BIKE PARKING CAPACITY (BIKE PARKING SPACES COMPARED TO TOTAL CAMPUS POPULATION) 6%	AUTOMOBILE PARKING CAPACITY (CAR PARKING SPACES COMPARED TO TOTAL CAMPUS POPULATION) 38%

THE 5 Es OF A BICYCLE FRIENDLY UNIVERSITY

While no two BFUs are exactly alike, the BFU program uses the 5 E Framework to evaluate each campus holistically – taking size, geography, climate, and population into consideration with each assessment.

Engineering

How safe, connected, and accessible are campus roads and paths for biking? Are there secure bike parking options and design standards that support future bike facilities?

Education

Are there opportunities to learn safe riding skills and the rules of the road? Is bicycling, from engineering to policy to public health, included in academic courses and research programs?

Encouragement

Are there events, groups, clubs, or programs that inspire people to ride? Does the campus offer shared bikes, rentals, or a bike center for repairs and support?

Evaluation & Planning

Is biking tracked and supported through dedicated staff, policies, and plans? Are ridership and safety data used to guide improvements?

Equity & Accessibility

Are all efforts designed to remove barriers and ensure biking is safe and accessible for everyone on campus?



Below, Bicycle Friendly University reviewers provided highlights from University of Louisville's 2025 application, as well as prioritized recommendations to further promote and support bicycling on your campus in the future, to improve upon your current BFU designation.

See the full menu of recommendations from the League based on your BFU application beginning on page 3. We strongly encourage you to use this feedback to build on your momentum and continue to improve your campus for bicyclists!

HIGHLIGHTS OF UNIVERSITY OF LOUISVILLE'S 2025 BFU APPLICATION

- ☒ UofL Bikeshare doubling in size and adding free helmets and locks
- ☒ 2024 UofL Bicycle Master Plan
- ☒ HRtalks Wellness Workshop: Active Transportation
- ☒ Welcome Week Louisville Sustainability Bike Tour
- ☒ Bike Mechanic Internship program
- ☒ UofL Bicycle Advisory Committee

- ☐ Expand the Bicycle Program Manager's time focused on bicycle projects, or create a new full-time position. (See Evaluation & Planning)
- ☐ Encourage your Bicycle Advisory Committee to meet more often. (See Evaluation & Planning)
- ☐ Congratulations on the recent adoption of the 2024 Campus Bicycle Master Plan! Ensure that there is dedicated funding for the implementation of the bicycle master plan, in addition to ongoing bicycle infrastructure and programing needs. (See Evaluation & Planning)
- ☐ Increase data collection efforts on campus, including automated bike counters and frequent commuter satisfaction surveys. (See Evaluation & Planning)

KEY STEPS TO GOLD

- ☐ Encourage Louisville to reapply to renew their designation as a Bicycle Friendly Community. (Louisville's last BFC application was in 2018 and is overdue for renewal!)
- ☐ Develop a comprehensive Transportation Demand Management (TDM) plan and program. (See Engineering)
- ☐ Officially adopt Bike Parking Design Standards or Guidelines to ensure that all future racks meet APBP guidelines, as well as accessibility standards for adaptive cycles, cargo bikes, and other non-standard sized bikes. (See Engineering)
- ☐ Expand educational efforts to reach more students, staff, and faculty annually by offering more classes in a wider variety of topics for both cyclists and motorists. Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs qualified to teach bicycle safety classes. (See Education)
- ☐ Establish an on-campus bike center that students can easily access for bicycle repairs and services. (See Encouragement)



See the following menu of additional recommendations to learn how your campus can improve in these and other areas to become more bicycle-friendly.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

ENGINEERING

Campus Roadway & On-Road Bicycle Network

- Work with Louisville to increase and improve connectivity of the on-road bicycle network on and around your campus. Below are several recommendations for specific infrastructure types to consider to ensure your bike network meets national standards and best practices. Ensure that your campus and community both follow a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- It's great that some campus roads have restricted motor vehicle access. Consider closing more campus roads to vehicles to further increase safety for bicyclists and pedestrians.
- Lower the speed limit to 20 mph on campus streets. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car traveling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Learn more about speed management techniques from NACTO: bit.ly/NACTO_Speed. The United Nations Road Safety Collaboration developed a Speed Management Manual for policymakers at bit.ly/WHOSpeed. Learn about the League's Slow Roads Saves Lives Campaign and find related resources at: bit.ly/LeagueSlowRoads.
- Place wayfinding signage at strategic locations around campus. By helping bicyclists more easily and conveniently navigate your campus, you will help them to focus on riding more safely and predictably, for the benefit and safety of everyone. Learn more about bike route wayfinding signage and markings system best practices from NACTO: bit.ly/NACTO_wayfind.
- Consider converting any existing low-speed/low-traffic streets on campus into bicycle boulevards through additional traffic calming measures. Learn more at bit.ly/NACTOBikeBlvds.
- Your application indicated that your campus has less than a mile of buffered bike lanes or cycle tracks. Consider adding these to your campus where possible. Buffered bike lanes or cycle tracks offer an added layer of protection from conventional bike lanes and raise the comfort level for people bicycling. The buffer separation also allows for curb access and space for a car door to open if the buffered bike lane is next to car parking. Learn more about them at the NACTO website: bit.ly/NACTO_ConstrainedLanes.
- Consider creating colored bike lanes on campus to boost cyclist visibility and improve safety, particularly in conflict areas such as intersections and near on-street car parking. Learn more from NACTO: bit.ly/NACTO_ColorLanes.
- Consider increasing cyclist safety by adding protected bike lanes or cycle tracks to your campus roads, including by adding physical barriers or additional space to existing painted bike lanes to increase separation and protection. Protected bicycle facilities are particularly critical on higher speed roads and those with higher levels of motor vehicle traffic, to provide low-stress bikeways for all ages and abilities. Check out NACTO's guide to cycle tracks at bit.ly/NACTOCycleTrack.
- Bike Boxes, typically used at signalized intersections, are a great tool to consider to increase visibility and comfort for people on bikes. Bike boxes can be used to make turning at intersections safer especially where there may be conflicts between motorists and bicyclists. Read more about the benefits and uses of bike boxes on NACTO's website: bit.ly/NACTO_Bike_Boxes.
- Pilot/demonstration projects featuring temporary bike facilities or traffic calming measures can be instrumental



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ways to show what your vision is for safer streets and improved public spaces on campus. Pilot projects can be especially helpful by gathering feedback and testing out an idea before building a permanent design. Examples of pilots/demonstrations are pop-up bike lanes, parking protected bike lane demonstrations, and a pop-up bike/bus lane. Read about a 2022 pilot project involving separated bike lanes on Stanford's campus here: stanford.io/3uZWJJU. Learn more about pilot/demonstrations in the following resources: Measuring the Impact of Temporary and Pop-up Bike-Ped Infrastructure (bit.ly/EcoCount_PopUp), Pop-Ups for Safe Routes to School (bit.ly/SRTS_PopUp), AARP's Pop-Up Placemaking Tool Kit (AARP.org/Livable-Popup), and Tactical Urbanism Guide (tacticalurbanismguide.com).

- Consider implementing automated (e.g. camera or video) speed enforcement for motor vehicles on your campus roads, and/or work with your local community to do the same on roads on and around your campus. When considering this mechanism, take into consideration ways to implement it that are equitable and do not further existing disparities for marginalized communities. For more information about this, read BikePedInfo's Whitepaper: bit.ly/PedBikeInfo_AutoEnforcement and these Streetsblog articles about the pros and cons of automated enforcement: bit.ly/StreetsBlog_ProConRedLightCamera and bit.ly/StreetsBlog_AnalysisSpeedCameras.

Campus Off-Road Bicycle Network

- Add signage and markings to all shared use paths on campus to guide on-campus bicycle and pedestrian traffic.

Other Bicycle-Related Facilities

- Recreational bicycling can be promoted through nearby bicycle amenities such as a mountain bike park, trail or towpath, a cyclocross course or a pump track. If such facilities already exist in your community, partner with local organizations to promote these resources to on-campus students. See how Northern Michigan University promotes nearby Fat Tire Bike and Trail Access from their campus at bit.ly/NMU_FatTire.

- Improve campus safety by installing emergency call boxes/phones along trails and paths.

Engineering Policies and Design Standards

- Adopt a campus-wide Complete Streets policy and offer implementation guidance for staff. By adopting a Complete Streets policy, institutions direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists - making your campus a better place to live, work and study. Colorado State University adopted campus-wide Complete Streets Guidelines in 2022: bit.ly/CSU_CompleteStreetsGuide. Find more resources from the National Complete Streets Coalition at bit.ly/CompleteStreetsBFU.

- Adopt a campus-wide Bicycle Accommodation Policy or Resolution to ensure that all pathway and building construction projects on campus consider and accommodate optimal bicycle access. See the University of Arizona's policy at bit.ly/UAZ_BikeAccPol.

- Develop a comprehensive Transportation Demand Management (TDM) program to promote bicycling, walking, transit, and other alternatives to Single Occupancy Vehicle (SOV) driving on campus. See Yale's "Transportation Options" site for a great example of the kinds of resources this program should make available at bit.ly/YaleTDM. A strong TDM program should be supported by a planning document such as Colorado State University's 2023 TDM plan: bit.ly/CSU_TDMplan or the University of Miami's 2020 Mobility Plan: bit.ly/UMiami_Mobility.

- Develop an implementation checklist to monitor and ensure the progress of your engineering policies and programs. An implementation checklist is a great way to celebrate accomplishment milestones while keeping track of work yet to be done. The University of Illinois Urbana-Champaign publishes an annual TDM Plan Achievement Report to increase transparency and accountability around the implementation of their TDM Plan. Find UIUC's most

recent TDM Achievement Plan here: https://bit.ly/UIUC_TDM_Achvt.

- Provide ongoing training opportunities for engineering and planning staff related to accommodating bicyclists, to ensure that your bicycle accommodation policy or complete streets policy are followed and enforced. Many State DOTs offer courses and trainings, so check in with your state DOT to see what is available. For example, PennDOT offers Local Technical Assistance (LTAP) courses which you can see here: bit.ly/PennDOT_LTAP and Portland State University's Transportation Research and Education Center (TREC) offers a training/workshop which you can see here: bit.ly/PortlandState_BikePedTraining.
- Provide ongoing training opportunities for engineering and planning staff related to accommodating bicyclists. See the FHWA Course on Bicycle and Pedestrian Transportation for a potential starting place: bit.ly/FHWA_Bike_Ped.
- Consider providing professional memberships to the Association of Pedestrian and Bicycle Professionals (APBP) for one or more related staff. APBP provides its members with access to a dynamic online community of peers and experts across the country, monthly webinars on related topics, a mentor program, and more. Learn more at www.apbp.org.
- Send relevant staff to conferences and in-person trainings focused on bicycle planning and infrastructure. The annual National Bike Summit is a great place for your staff to connect with their peers and learn about best practices from around the country. Learn more about the Summit at bikeleague.org/summit, and find highlights from past Summits at www.youtube.com/user/bikeleaguevideo.
- Increase the frequency of bike lane, path, and trail sweepings to keep cyclists safe. Develop a policy or standard operating procedure that mandates the regular and proactive sweeping or cleaning of lanes, paths, and trails at least as frequently as roadways are cleaned, if not more frequently.
- Address potholes and other roadway hazards for bicyclists in a time sensitive manner to keep your bicyclists

comfortable and safe. Develop a policy or standard operating procedure that mandates that potholes are filled within 24-48 hours of being reported.

- Ensure that pathways are adequately cleared of snow and ice for the safe passage of bicycles in the winter. Develop a policy or standard operating procedure that mandates that both on and off-road bike facilities are cleared of snow and ice at the same time as vehicle travel lanes on campus. If you do not have the equipment to handle this task, ensure that you include it in the appropriate departmental budget.
- Ensure that the campus population has a method for quickly reporting bicycle facility hazards such as an email address or phone number and make this information easily accessible.
- Develop a mechanism that will more easily allow cyclists to report hazards to traffic engineers and planners, such as a mobile phone app or online reporting tool like SeeClickFix (bit.ly/BFUSeeClickFix), Bike Lane Up Rising (bikelaneuprising.com), or Dashcam for Your Bike (dashcam.bike).
- Consider starting an online feedback form to make giving feedback easy and accessible to the university population. As an example, check out the University of Florida's online Report an Issue webpage: bit.ly/UFL_ReportAnIssue.
- Consider having the Bicycle Program Manager and/or Campus Bicycle Advisory Committee or campus equivalent be part of the construction and detour project to make sure that appropriate accommodations are being made for bicyclists. This will go a long way to include any necessary planning and coordination that needs to happen and prevent possible overlooked aspects that are specific to the needs and considerations of bicyclists.
- Develop a policy or standard operating procedure to ensure that alternative accommodations for all on- and off-road bikeway facility closures are always provided and maintained during construction if bikeways are impacted by that construction. Such a policy should also require that all temporary accommodations be well-marked or



communicated, and should be just as accessible (if not more) to anyone walking, biking, or rolling as the original facility it is replacing.

- Make sure that the appropriate signage and markings are used to notify users of changes and alternative routes during construction. Advance notice of these accommodations will go a long way to help folks make appropriate plans for travel, especially for those with ADA needs.
- Even if a construction project doesn't specifically impact dedicated bike facilities, know that the roads affected are likely still used by cyclists, and so it is important to still include bicycle-specific or inclusive wayfinding signage for all construction projects. Consider developing a new policy or amending your existing construction policy to include bicycle-inclusive or specific signage as a standard part of all future construction projects on campus.
- Provide the expected timeframe of work on all construction wayfinding signage to help users know what to expect, and be as communicative about the process as possible
- Always provide temporary bike parking during construction whenever any existing rack(s) become obstructed. Beginning/end of trip bicycle parking is essential for accommodating cyclists on your campus, even during construction. If temporary bike parking can not be provided within close proximity of the original impacted racks, then provide clear signage to help bicyclists find the closest temporary or permanent alternative racks, including clear way-finding and expected timeframe for the work.
- Consider offering a live, interactive campus map of current construction projects on your website. This is particularly useful when there are multiple projects going on with detours or obstructions to typical travel routes, so that coordination and communications can be found in a central location. See Stanford's Head's Up Campaign website for a great example: bit.ly/StanfHeadsUp.
- Develop a bike parking ordinance or campus-wide policy requiring a minimum amount of bike parking at all new and

existing buildings. Check out this guide to passing an effective bicycle parking ordinance at bit.ly/BikeOrdinance.

- If applicable, expand your bike parking ordinance/policy to include all parking garages, in addition to new and existing buildings. Check out this guide to passing an effective bicycle parking ordinance at bit.ly/BikeOrdinance.
- Develop an engineering policy or guidance document that recommends or requires end-of-trip facilities such as showers and lockers are available in non-residential buildings to encourage more people to commute from off-campus by bike. One of the most common excuses people use to not commute by bike is that they don't have a shower at their destination. Lockers can help bike commuters find a place to safely store their belongings while on campus, reducing the need to drive and rely on vehicles for personal storage.
- Adopt a campus-wide policy that establishes safety standards for e-bikes and other e-micromobility devices on your campus. The League has partnered with UL Standards & Engagement (ULSE) to conduct research on e-bike policy best practices, which you can learn more about in our 2025 report, "E-Bikes on College & University Campuses" at bit.ly/2025ULSELABebikeReport. You can find sample policies from other schools on the BFU Resources page: bit.ly/BFUresources. Stay tuned for more e-bike related resources for campuses, including a model campus policy, from the League and ULSE in the future!
- Develop bike parking design standards for your campus that conform to the Association for Pedestrian and Bicycle Professionals (APBP) bike parking guidelines. The APBP guidance offers useful information for selecting and installing appropriate bicycle parking that is safe and secure. Find the latest versions of the APBP Bicycle Parking Guidelines here: http://bit.ly/APBP_BikeParking.
- Cargo and adaptive cycles come in all shapes and sizes, and your campus bicycle parking should accommodate this full range, including hand bikes, tricycles, recumbents, and various models of cargo bikes. Strengthen your campus bike parking standards to include strong accessibility requirements. Check out these resources to learn more: Ground Control Systems ADA Accessible Bike Parking (bit.ly/GCSADA).



ly/GCS_AccessibleBikeParking) Colorado State University's Policy for Inclusivity (bit.ly/CSU_InclusivePolicy) Turvec's guide to accessible cycle parking (bit.ly/Turvec_AccessibleCycleParking). Find sample policies and examples of bike racks that accommodate adaptive cycles on the League's Bike Parking Resources map: bit.ly/AdaptiveBikeParkingMap.

- E-bikes (electric/pedal-assist bikes) are a great way to break down barriers to cycling, such as a hilly campus or the physical limitations some people feel in pedaling an "acoustic," or non-electric, bike. With that said, e-bikes need to be charged to work properly, but e-bike owners need a place to do this. Develop a plan to install e-bike charging stations on your campus to accommodate current and future ebike users' needs. E-bikes are often also already more expensive than acoustic bikes, and so your e-bike users on campus will also appreciate additional security options for their ebike parking, such as key-card access indoor bike rooms - making a great opportunity for charging stations. Once charging stations are available on your campus, be sure to communicate and advertise their availability so that anyone who is considering using an e-bike knows that they will have the opportunity to charge their bike once on campus. There are a plethora of options for charging facilities but here is an example to consider: <https://bit.ly/SportworksEBikeHigherEd>.

End-of-Trip Facilities for Bicyclists

- If showers are available in non-residential campus buildings, make sure that access to showers are offered as a benefit for bike commuters, not as an additional cost to students and employees who use sustainable, active transportation to travel to and from campus. Georgia Tech offers a subsidized shower pass for bicycle commuters through their Campus Rec department. Learn more at bit.ly/GATechShowerPass. The University of Illinois Chicago allows anybody with a university ID who has ridden a bike to campus to use showers in a recreation/fitness center on both the east and west campuses.
- If locker rooms are available in non-residential campus buildings, make sure that access to these lockers are offered as a benefit for bike commuters, not as an additional cost to students and employees who use

sustainable, active transportation to travel to and from campus.

Bicycle Parking and Storage

- Increase the amount of high-quality bicycle parking on campus to meet growing demand. See the basics of bike parking at bit.ly/APBP_BikeParking, and learn more about campus-specific bike parking considerations at bit.ly/Dero_Campus.
- Consider constructing a bike station to provide centrally-located, secure, indoor parking for cyclists. The Bike Center at the University of Minnesota (see: bit.ly/UMBikeCenter) is a great example of a bike station that can serve as a hub for commuters providing repair services, shower and locker facilities, and bike route and event information.
- Increase the security of your campus bike parking through the use of bike cages and other secure parking areas. Students and commuters will feel more comfortable bringing their bicycles to campus knowing they are safe and secure. See how the Boston University Medical Campus utilizes bike cages at bit.ly/BUMCBikeCages. See how the University of Wisconsin-Madison offers paid bicycle parking via bike lockers and cages at bit.ly/UWMBikeParking.
- Make sure that your bike parking can fully accommodate all sizes and types of bikes, including designated areas for adaptive cycles, cargo bikes, and other oversized bike types. After Platinum-level BFU UC Davis received feedback from students with disabilities that the high-density bike racks on campus could not fit an oversized adaptive quadricycle, the campus piloted a "de-densification" effort to improve accessibility, and then updated their policy and design guidelines to require a certain amount of "oversized cycle parking" at bike parking areas over 50 bikes. Learn more on the League's Bike Parking Resources map: bit.ly/UCDavisOversizedParking.

- Offer students long-term bicycle storage options over winter and summer breaks, and for the duration of the semester if they are away from campus. Such options can



alleviate students' worries regarding security or the logistics of transporting a bicycle to and from campus each semester, and can offer a new potential revenue stream for bike facilities and programming on campus. See an example of semester-long storage options at Loyola University Chicago's student-run ChainLinks Bike Shop at bit.ly/LUChainlinks.

- Consider offering bike valets at events throughout the year to solve parking issues at well-attended events such as sports games. At Ohio University Athens Campus, the office of sustainability partners with their transportation and athletics departments to offer the Bobcat Bike Valet services at home football games, staffed through their student Climate and Sustainability Ambassadors. Learn more at bit.ly/BFU_BobcatBikeValet. In addition to on-campus partnerships, contracting with your local bike non-profit is another way to offer a bike valet service and support your local bike advocates. Here are a few examples of how to do it: Propel ATL (letspropelatl.org/bikevalet) and SF Bicycle Coalition (bit.ly/SFBikeValet).
- In addition to bike valet services during special events, consider year-round bike valet services to make biking as accessible and welcome as possible! See what the University of Arizona is doing to encourage bicycling through an all-year free daily bike valet: bit.ly/UA_Valet. In Portland, Oregon Health & Science University (OHSU) partners with Go By Bike to offer free valet bike parking to students, employees, and the general public every day, Monday-Friday 6am-7:30pm: bit.ly/OHSU_Valet.
- Providing temporary bike racks or corrals for special events is a great way to offer additional space for bicycle parking at an event and encourage people to bike to these events instead of driving and worrying about finding or paying for car parking. Partnering with your events department or city to find additional equipment to use as bike racks is a great way to accommodate this temporary yet predictable and reoccurring need.

Multi-Modal Transportation Accommodations

- Consider increasing the vehicle parking permit fee for students and employees who drive to/on campus. The additional financial resources could be spent on bicycle and pedestrian infrastructure and amenities. Making it

more expensive to park on campus will also encourage commuters to carpool or try alternative modes of transport.

- Consider increasing the vehicle parking permit fee for students and employees who drive to/on campus. The additional financial resources could be spent on bicycle and pedestrian infrastructure and amenities. Making it more expensive to park on campus will also encourage commuters to carpool or try alternative modes of transport.
- Develop a trade-in or cash-out incentive program for students and employees who opt to trade-in or decline a vehicle parking permit. Many universities and other major employers are beginning to offer these kinds of incentive programs to alleviate the demand for vehicle parking, and to further incentivize alternatives like biking, walking, and public transit. See the University of Kentucky's Cash Out program details here: bit.ly/BFU_UKY_CashOut. Learn more about these types of offerings in this StreetsBlog Article: bit.ly/StreetsBlog_CashOut.
- Reduce the number of students who bring a car to campus by setting limits on parking passes or permits for certain groups, such as first-year-students, on-campus residents, or even all undergraduate students. Some campuses have even set a limit for parking permits for off-campus students that is based on the proximity of their housing to campus.
- It's great that all of your campus transit vehicles are equipped with bike racks to accommodate transporting bikes. Provide education on using transit bike racks such as the following video from Spokane Transit: bit.ly/Spokane_BikesBusRack.

EDUCATION

Awareness Campaigns & Information Sharing

- If your campus has safety or informational presentations for incoming students, faculty, and staff, make sure there is a component of those presentations that covers bike safety and the various amenities and services for bikes on campus and in the surrounding community.



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- Include information about bicycling on campus in the student handbook. Topics covered should include basic safety tips, rules of the road for your campus, community, and/or state, relevant policies or campus-wide rules, amenities and services such as bike parking locations, bike registration, organized rides, classes, related clubs, and more.
- Incorporate bicycling information into parent outreach to reach more students and encourage families to consider all transportation options for their students. The University of Illinois has used a parent newsletter that has included articles from the local bike advocacy organization to communicate safe cycling resources and tips to parents. (See page 4 here: bit.ly/UofI_ParentNews).
- It is essential to continually make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your education campaign promoting the “Share the Road” message. Consider Stanford’s multi-pronged approach to Bike Safety through events and programs such as a bike safety Dorm Challenge and a bike safety campaign led by Sprocket Man (bit.ly/SprocketMan). See below for more ideas to educate both bicyclists and motorists about roadway safety.
- Organize a campaign of public service announcements to educate your university community on sharing the road safely. Check out some of the promotions that Emory has done to support their Why Not? Campaign at bit.ly/EmoryWhyNot and see Harvard’s LOOK safety campaign at bit.ly/ProjectLOOKOut.
- Expand the reach of your bicyclist education programs by introducing a bike ambassador program like Colorado State University’s Rambassador program (bit.ly/CSURambassadors), UC Irvine’s Bike Ambassador program (bit.ly/BikeUCI_Amb) or The College of William & Mary’s Bike Ambassadors program (bit.ly/WMBikeAmb).
- Advance cyclist safety on campus by providing educational materials with bike registration or as a prerequisite for bike share program users.
- Expose motorists on your campus to ‘Share the Road’ and ‘Bicycle Friendly Driver’ education by providing related

information in all campus drivers’ education or with all parking permits. Consider requiring a ‘Share the Road’ test or Bicycle Friendly Driver training and quiz as a prerequisite to purchasing a parking pass or permit on campus. Work with a local League Cycling Instructor to offer the League’s Bicycle Friendly Driver curriculum (bit.ly/BFDriver) to all motorists accessing your campus.

Classes & Training

- Incorporate introductory classes for your campus community to help new and returning riders. Helping new or beginner riders gain confidence and skills to ride will go a long way to getting more people on bikes and helping to create a welcoming Bicycle Friendly University. Learn about the University of Illinois Urbana-Champaign’s annual “Learn to Ride a Bicycle” workshops for university students: bit.ly/UIUC_LearnToRide. Kent State University offers a section of their website with resources specifically for beginner riders: bit.ly/KentStateBikingBeginners.
- As e-bikes and other e-mobility devices become more popular on campuses, it is important to include education that addresses safety for riders of these e-devices. The League now offers an e-bike safety course called “E-Bike Smart” through our online learning center, at learn.bikeleague.org.
- Choosing the right size bike can be the difference between an enjoyable and comfortable ride or one that feels intimidating and uncomfortable. Offer a class that covers basic bike fitting and how to choose a bike to help new riders on your campus learn about finding the best bike for them. Oftentimes, partnering with your local bike shop or outdoor store is a great place to start to bring someone to a campus event, fair, or safety presentation to talk about the wide range of bike options available.
- Offer adaptive bike lessons for people with disabilities. Right now the League is working to add this training and curriculum for our League Certified Instructors. You can find out more about this by contacting the League’s Smart Cycling team at education@bikeleague.org.
- Bicycling should be offered regularly within physical education course offerings. Arizona State University offers



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a semester-long Physical Activity Class titled Outdoor Cycling for Fun and Fitness (bit.ly/ASU_Cycling_PE).

- In addition to educating cyclists, consider adding safety education for drivers on your campus, including driving commuters, fleet operators, delivery drivers, or anyone else operating a campus-owner motor vehicle. The League is helping keep all road users safe by offering the Bicycle Friendly Driver training, which all League Cycling Instructors (LCIs) now have the ability to teach. The training aims to educate motorized vehicle drivers about how and why bicyclists travel the roadways in the ways they do with the objective of developing a shared understanding for all users. Contact a local LCI to bring this curriculum to your campus. Learn more about the Bicycle Friendly Driver curriculum here: bit.ly/BFDriver.
- Offer a class or training about bike advocacy to help your campus community become an effective and engaged group of local changemakers. Advocacy comes in many forms, from writing letters to the editor, to attending public meetings, to filing reports with the city. Offering training to teach people the skills necessary to do this will help to build a Bicycle Friendly University. Partnering with your local bike advocacy organization is a great way to offer this training, and they may already have existing classes you could advertise or bring to campus. For example, in Seattle, Cascade Bicycle Club offers an annual advocacy training: bit.ly/Cascade_AdvocacyTraining. You can also check out the League's Advocacy resources (bikeleague.org/take-action/policy-advocacy/) and BFU Resources (bikeleague.org/bfa/university/resources/) for further tools.
- As part of your safety or commuter classes or workshops, be sure to offer on-bike instruction. On-bike instruction allows students, especially novice riders, to gain experience biking and to feel more comfortable handling a bike or navigating in traffic before they try to do it on their own. Having a fleet of bikes in a variety of sizes and models, or free bike share passes, for this on-bike instruction will reduce barriers and increase access for new cyclists.
- Start a bicyclist and motorist ticket diversion program. Students given a 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 U.C. Davis's Bicycle Education and Enforcement Program at bit.ly/UCDavisBEEP.
- Partner with local government, organizations, or advocacy groups to expose students to real-world applications in their bicycle-related courses.
- Work with a local League Cycling Instructor (LCI) to expand your bike education and to improve your bike safety and related classes. Learn more about the LCI program at bit.ly/BFULCI and find a list of existing LCIs in your area at <https://bikeleague.org/map/?community=40208>.
- Encourage members of your campus community to become trained and certified as LCIs. Having an LCI on campus can advance safe cycling education on your campus. Learn how at bit.ly/BFULCI. In addition to having staff and/or faculty become certified as LCIs, consider a peer-to-peer education model by training students as LCIs to increase the effectiveness and reach of your bicycle education on campus. Arizona State University hosts an LCI Seminar on its campus once every 18 months to maintain enough LCI-certified students to sustain their peer education model. LCI-certified students are then paid by the school to teach bicycle safety classes to other students, allowing the campus to offer a wide variety of bicycling classes year-round. See the full list of Bike Classes available at ASU at bit.ly/ASULCI.
- Host an LCI seminar on campus to increase the number of active local LCIs. Learn how to host an LCI seminar at bit.ly/Host_LCI_Seminar.
- If you aren't able to host an LCI seminar on campus in the near future, consider subsidizing the costs for students and employees to attend certification seminars elsewhere to increase the number of active LCIs in your area. Find a list of scheduled LCI seminars at bit.ly/LCI_Seminar_Schedule.
- Include 'share the road' or Bicycle Friendly Driver education in your driver training for all campus transit operators. See San Francisco's Frequent Driver Education at bit.ly/SanFranDriverEd and the League's Bicycle Friendly



Driver curriculum (bit.ly/BFDriver) which is based on Fort Collins's successful Bicycle Friendly Driver Program at bit.ly/FC_Bike_Friendly_Driver. Consider making Bicycle Friendly Driver training a prerequisite for employment or part of ongoing professional development for all transit operators and professional drivers on campus.

- Law enforcement and safety officers in particular, including volunteer patrol students or staff, as well as emergency responders, should serve as a model for safe driving on campus. Consider also making the training a pre-requisite for employment or part of ongoing professional development for emergency vehicle drivers on campus.
- Be sure that all emergency vehicle drivers are included in any Bicycle Friendly Driver training opportunities offered on your campus, and consider making the training a prerequisite for employment or part of ongoing professional development for emergency vehicle drivers on campus.

ENCOURAGEMENT

Bicycle Culture, Support, and Promotion

- Promote cycling throughout the year by hosting frequent organized bike rides for students, staff, faculty, and community members. Encourage novice riders to participate as a way to learn more about navigating the campus on a bike, and include safety instruction before each ride. See Champlain College's weekly rider series, ChampRiders Cruise, at bit.ly/ChampRiders.
- Emphasize the importance of bicycling on campus by encouraging your President or Chancellor to lead or participate in an annual bike ride. See how Marquette University's President led a ride to celebrate the opening of a new bike share dock on campus at bit.ly/MarqBublR.
- Setting a dedicated time to celebrate bicycling at your campus is a great way to build support for bicycling and introduce the entire campus to a range of bike friendly activities. Read about how three Bicycle Friendly Universities in Pittsburgh joined forces with their local advocacy org, BikePGH, to create a community-wide Bike to Campus Day: bit.ly/PGH_Bike2Campus.
- Demonstrate the university's commitment to bicycle infrastructure by having a trail construction or maintenance day, either on campus or in the community, and recruit students and employees to participate.
- Celebrate bicycling as a mode of sustainable transportation by scheduling a campus car-free day.
- Launch a bike buddy or mentor program. A bike mentorship program that teams experienced cyclists with newcomers is a great way to encourage and educate. Mentors can offer advice on bike routes, appropriate gear, safe riding and much more. It also gives new commuters a support group to rely on and often makes them feel more secure and excited about their first few rides. Learn about UCLA's Bike Buddies program: bit.ly/UCLA_BikeBuddies.
- Consider creating a campus biking listserv or dedicated email list to communicate with members of your campus community about biking. An email list is a great way to keep in touch with interested students, staff, and faculty and allows for targeted emails whenever you have important information or opportunities to share. See how the University of Nevada - Reno advertises their email list sign up on their website here: unr.edu/bicycle.
- Having dedicated social media accounts for your campus biking program is a great way to easily reach students, staff, and faculty where they already are online. It's also a good way to run contests, engage directly with more people, and show off your work to new and prospective students and employees. Keeping it regularly updated will go a long way to keep your campus community engaged with your Bicycle Friendly University work. Some great examples of schools already doing this include NC State University (instagram.com/ncsu.wolftrails), Rice University (facebook.com/RiceTDM), and the University of Florida (instagram.com/bikesuf).
- Promote cycling for everyone! Gear specific events towards women, non-English speakers, people of color, low-income students, the LGBTQ community and the ADA community. Make sure all communities feel welcome and can access cycling! Here's an example of a digital ad for a free weekly women's mountain biking clinic and group ride at Boise State University: bit.ly/BoiseStateWMNS-MTN.



- Ensure that your marketing and admissions departments promote the bicycle-friendliness of your campus to current and prospective students and employees. Cycling is an important lifestyle choice for more and more young people and catering to these interests will improve your institution's competitiveness.

- Encourage students who are passionate about bicycling as a sustainable, healthy, and fun mode of transportation to form a student-run bike advocacy club or group to help improve the campus and community for biking. Check out how the University of Vermont's Bicycle User Group (B.U.G.) helps build bike culture on their campus at bit.ly/UVBikeCultureVid. Learn about the University of California, Santa Barbara's Associated Students Bike Committee's various projects and programs to help make their campus even more bicycle-friendly at bit.ly/UCSBBikeAssoc.

- Form an Employee Bike Commuter Club to foster a culture of support and to more effectively distribute news and information to staff, faculty and student employees who commute to campus by bike. Check out UCLA's Commuter Club at bit.ly/BruinComClub.

- Support recreational bicycling on campus by encouraging interested students to organize an official recreational bike club, such as a mountain bike club or fat tire biking club, or even a collegiate-level bike club or racing team. See USA Cycling's 'Starting a Collegiate Cycling Club' Quick Guide at bit.ly/USA_Cycling_CollegeClub.

- Consider also applying to the Bicycle Friendly Business (BFB) program as an employer to further tackle the issue of faculty and staff commuting habits. Many colleges and universities have found it useful to participate in both the BFU and BFB programs to more fully address employees and commuters' needs. Learn more at bikeleague.org/business.

Access to Bike Share, Bicycle Equipment, and Repair Services

- Consider offering a fleet of cargo bikes for campus staff and student workers. Cargo bikes can be useful

alternatives to vehicle fleets when employees need to make frequent trips or haul goods on campus, and offer a healthy, sustainable, and economic alternative to driving. If your campus is considering adding cargo bikes to your vehicle fleet, consider exploring the Fleet Cycles product: bit.ly/Fleet-Cycles. Learn how the City of Madison launched a successful e-cargo bike pilot for city staff at: bit.ly/ecargo_webinar.

- Consider adding adaptive bikes and cycles to your bikeshare program, such as hand pedal bikes, tricycles, recumbent cycles, tricycles, and electric bikes. Western Washington University offers free adaptive hand-pedal cycle rentals as part of their Outdoor Center rental offerings. While commuter and mountain bikes are available to rent for a nominal fee, the hand pedal cycles are available at no cost: bit.ly/WWUAdaptiveRental

- Establish an on-campus bike center that students can easily access for bicycle services. Check out UC Davis' student-run Bike Barn at bit.ly/UCDBikeBarn, Portland State University's The Bike Hub at bit.ly/PSU_BikeHub, or Dickinson College's The Handlebar at bit.ly/HandleBarDU for some great examples of what other schools provide. Successful on-campus bike centers often include educational opportunities, DIY repair, and a central home for campus bike groups to meet.

- Develop a bike giveaway program to help increase access to bicycling for more students on campus. NYU's Office of Sustainability hosts an annual bike giveaway each fall, by raffling off a few dozen bicycles for students free-of-charge. Learn more at bit.ly/NYU_bikegiveaway.

- Start a bike light giveaway program or partner with a local bike shop to offer students coupons or discounts on bike lights. Hosting a free bike light giveaway event every fall around daylight savings time is a great way to get these important safety accessories to every bicyclist on campus, and also provides an opportunity to register bikes and educate riders on safe riding and related campus resources. Learn about Light the Night, the annual light giveaway event at the University of Illinois Urbana-Champaign at bit.ly/UofILights.



Bike Theft and Loss Prevention

- To help curb bike theft on your campus, develop a program that allows students to trade in older, less secure bike locks with high-quality u-locks. Western Washington University has a successful Bike Lock Swap Program where students can trade in a low-security cable lock for a free u-lock: <https://bit.ly/WWULockSwap..> Similarly, Boise State University offers \$5 off the price of a new U-lock for anyone trading in an old cable lock at their Cycle Learning Center (campus bike shop). See their bus ad for the program here: bit.ly/BoiseLockTrade.
- Curb bike theft on campus by increasing educational opportunities about proper locking techniques. Even if a student or staff member has a high-quality bike lock, that doesn't mean they necessarily know the best way to use it. Post signage, use handouts, or offer demonstrations to teach proper locking to ensure that a rider will return to ALL of their bike.
- Ask campus security to regularly patrol bicycle parking areas to reduce bike theft on campus.
- Work with campus and/or city police to implement a Bait Bike Program to help curb bike theft on campus. Learn about how the University of California, Berkeley's Bait Bike program helped reduce bike thefts by 45% in one year at bit.ly/CalBaitBike The University of Wisconsin - Eau Claire (UWEC) encourages cyclists to support their campus Bait Bike program by offering "This Could Be a Bait Bike" stickers to attach to their bikes as part of UWEC's Bike Theft Prevention efforts: bit.ly/UWEC-BikeTheftPrevention.
- Start a recovery system for stolen or impounded bicycles on campus. A formal online system like Bike Index can be a valuable tool for tracking and recovering recovered or impounded bikes (bit.ly/BFU_BikeIndex), and informal tools like a Facebook group can also be useful. See the unofficial Facebook group maintained at Michigan State University to help campus community members recover stolen bikes: bit.ly/MSUhatesBikeThieves.
- A digitized or online tracking system can help streamline your abandoned bike tagging/removal system so that bike owners can more easily claim and reunite with their bike if it has been mistaken for abandoned. Some online bike

registration systems have built-in tools to help campuses with this problem, such as Bike Index's Impound tool: bit.ly/BFUBikeIndex.

Route-Finding Support

- Great job offering some bike mapping options for your campus community. Below are some ideas to further improve and expand the map-related resources you make available on your campus.
- Develop an interactive online bike map to increase accessibility of this valuable tool to your university community.
- Add bicycle amenities such as bike lanes, shops, and fix-it stations on your printed map.
- Add bicycle amenities such as bike lanes, bike parking, nearby bike shops, and fix-it stations on your printed map.

EVALUATION & PLANNING

Staffing and Committees

- Appoint a full-time staff member as Bicycle Program Manager or create a new position. A Bicycle Program Manager works with the campus administration, advocates, local elected officials, law enforcement, transit providers and the general campus community to build partnerships and implement facilities and programs that increase the number of students, faculty and staff that are safely bicycling and walking. This staff person should also work closely with the Bicycle Advisory Committee, review development proposals to ensure that bicycle requirements are incorporated and to assess bicycling impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling inquiries and complaints, educate other staff about facilities standards and guidelines, and coordinate with neighboring communities, transit agencies and other departments to implement policies and projects. See this report on the importance of Bicycle & Pedestrian program staff: bit.ly/BikePedStaff.
- Include more stakeholders in the Bicycle Advisory Committee to ensure that the members of the committee reflect the diversity and ability levels of cyclists on your



campus. Consider adding representatives from: any student or employee Bicycle User Group(s) on campus, student racing team or club members, International Student Affairs or similar group or department, Office of Diversity & Inclusion or similar groups, or any other groups, departments, or individuals that should be represented.

Planning, Funding, and Implementation

- Congratulations on the recent adoption of a new Campus Bicycle Master Plan! Ensure that the new plan serves as a guide for the long-term physical and programmatic vision for your campus, and allows you to prioritize investments and inform future planning and funding decisions.
- Ensure that there is dedicated funding for the implementation of the bicycle master plan, as well as ongoing bicycle infrastructure and programming needs. Dedicating a portion of automobile parking fees toward non-automobile facilities and services is a great way to establish a baseline annual budget for bicycle improvements. You can also reach outside the university for grants and private funding for specific projects.
- **It is great that your campus already has a budget for the bicycle program and/or general program expenses. Consider the following funding sources to increase your annual budget to support even great investments in your bicycle infrastructure, programming, and services.**
 - Consider utilizing automobile parking fees on your campus to help fund your bicycle program.
 - Utilize traffic enforcement and citation fees on your campus to fund your bicycle program.
 - Consider reaching out to external private funding sources, such as applying for grants or accepting private donations, to help fund your bicycle program.

Evaluating Ridership & Bicyclist Satisfaction

- Consider installing automatic bicycle counters on your campus to better gauge ridership on an ongoing basis. Look into tools such as EcoCounter for automatic

electronic counters at bit.ly/EcoCounter or video detection tools such as Numina (bit.ly/BFUnumina). Learn about UCLA's automated bike counter and publicly available ridership data at bit.ly/UCLABikeCounter and bit.ly/UCLARidershipData. See how the University of Minnesota uses the Dero ZAP Program to track and reward ridership on their campus at bit.ly/UMZap.

- Begin conducting periodic manual counts, and consider sharing bicycle route data with the FHWA's National Bicycle Network project (https://bit.ly/Nat_Bike_Network).
- Conducting periodic bike rack counts is an easy way to estimate bicycle usage on campus, and allows you to inventory and assess the quality and quantity of available bike parking.
- Distribute a satisfaction survey to students and faculty at least every other year. Analyze responses to assess barriers, and direct resources according to demand and the needs of bike commuters. See how Southern Illinois University Carbondale reported on their Campus Bicycle Survey results: bit.ly/SIUSurvey. Carnegie Mellon University even offers a year-round online satisfaction survey that can be completed by students, employees, and visitors anytime: bit.ly/CMUBikeSurvey.

Evaluating & Improving Safety Outcomes

- Ensure that all bicycle/bicycle and bicycle/pedestrian crashes are properly reported to the university and local officials. Further use that data to identify any points of conflict on campus that may need special attention.
- Expand efforts to evaluate crash statistics and produce a specific plan to reduce the number of crashes on campus. Available tools for crash data evaluation include the Safer Streets Priority Finder (bit.ly/BFU_SSPF), Intersection Magic (bit.ly/IntMagic), and PBCAT (bit.ly/PBCAT). Find more resources from the Vision Zero Network: visionzeronetwork.org, and see what the Colorado State University President's Vision Zero Task Force is working on: bit.ly/CSU_PresVZ.
- **Pass additional campus laws or ordinances that protect cyclists and pedestrians, including the following:**



- Develop penalties for motorists who fail to yield to a bicyclist when turning.
- Promote the well-being of cyclists on your campus by making it illegal to harass a cyclist.

Other Evaluation & Assessment Tools

- Conduct an economic impact study to measure the many ways cycling can benefit your campus. Consider partnering with local business or tourism groups on a larger regional study that includes your campus. The University of Arkansas was included in a Walton Family Foundation-funded economic impact study for the Northwest Arkansas Region: bit.ly/Walton_NWAEconStudy.
- Conduct an environmental impact study on bicycling within your campus to gauge and further promote sustainability efforts. See Minnesota State University, Mankato's example at bit.ly/MankatoEnviro. UC Santa Cruz conducted an Environmental Impact Report as part of their 2021 Long Range Development Plan: bit.ly/UCSC_EIR. Boise State University adopted a Sustainability Action Plan in 2023 with a goal to improve the campus' environmental impact: bit.ly/BoiseStateSustainability.
- Conduct a Health & Wellness impact assessment for your campus to show the health-related benefits of investing in better bicycling infrastructure and programs. Consider partnering with a local public health organization, campus health department, or related academic unit to conduct the assessment. The University of Arkansas produced the following 2023 report 'Estimating the Economic and Health Benefits of Bicycling in Northwest Arkansas' for their broader community: bit.ly/UArk_EconHealthBenefits. The CDC's Active People Healthy Nation Initiative is a great resource for connecting the dots between public health and your campus bicycling improvements: bit.ly/CDC_APHN. The League's data.bikeleague.org website includes a section on public health indicators related to physical activity and active transportation: bit.ly/BikeHealthData.
- Conduct a bicycle infrastructure audit on your campus. The League partnered with AARP to publish the AARP Bike Audit Tool Kit, which is a fantastic tool to help you conduct effective bike audits: aarp.org/BikeAudit. Find more resources from the League to help you conduct effective bike audits at bikeleague.org/BikeAudit.
- Conduct a campus-wide bike parking study or audit. Having an up-to-date list or inventory of your bike parking, including details such as the quantity, quality, utilization, and APBP-compliance status of each rack, will go a long way to maintaining and offering places for people to park their bikes as well as identify where there are missing gaps or other opportunities for improvement. A great detail to include in your audit, for example, are the areas where people are currently locking bikes to things other than bike racks, such as trees or fences, to show where there is unmet demand. Consider partnering with a student club or organization to help recruit volunteers to conduct such an audit, or partner with a faculty member to turn this into a class project. Consider developing a GIS database of your bike racks including the details listed above along with current photos of all racks. Check out Colorado State University's interactive GIS portal showing current campus bike rack locations and utilization: bit.ly/CSU_BikeParkingGIS.

League reviewers were pleased to see the following improvements planned for your campus in the coming year and beyond, as quoted below from your application. We look forward to hearing about your progress on these efforts in your next renewal application, and welcome updates in the interim if you have any announcements or progress reports in the meantime!

"1. We will launch two new satellite bicycle repair shops with trained student staff available to assist the campus community with free tune-ups and repair: One at the new UofL Free Store location and another at the new Makerspace being built into the new Engineering building at the Speed School of Engineering. 2. We will be replacing stolen and broken tools and pumps at our public bike fix-it stations. 3. We will be installing convenient bike parking at the new Engineering building which is set to open Fall 2025."



BICYCLE FRIENDLY UNIVERSITY FEEDBACK REPORT

UNIVERSITY OF LOUISVILLE
SILVER

2025

"We are planning to expand our bicycle education and engagement offerings, especially in partnership with Campus Recreation's new Outdoor Recreation program."

For more ideas & best practices, please visit the following Bicycle Friendly University Resources online:

<https://bikeleague.org/university>

<https://bikeleague.org/bfa/university/faq/>

<https://bikeleague.org/bfa/university/resources/>

<https://bikeleague.org/bfa/award-database/>

The Bicycle Friendly University program is supported by UL Standards & Engagement and League Members. Learn more at ulse.org and bikeleague.org/join.