

Date: January 29, 2016  
Attn: Academic Senate Executive Board  
By: Faculty Environment and Employment Committee (FEEC)  
Chair: Ron Ben-Ari  
Co-Chair: Ashley Uyeshiro Simon

## **Summary of Bike Safety Recommendations**

### **Background**

- FEEC was charged to identify solutions for bike safety on and around campus.
- Bike safety and management enhancements can be expected to improve the safety of pedestrians and cyclists on and around campus, align with the USC Sustainability Initiative and to contribute to easing parking/traffic difficulties on and around campus.
- A 2012 Bicycle Master Plan was crafted and submitted reflecting multiple surveys and meetings of the Trojan community. Reported findings included that, in 2011, 6.8% of USC employees used a bicycle to commute to campus (average in City of Los Angeles only 0.9%) and approximately one-third of students reported bicycling one or more days per week. In 2009, nearly two thirds of students had been hit by a bike and DPS and LAPD statistics supported high rates and locations of bicycle collisions with pedestrians and cars, some of which resulted in fatalities.
- In response to the Bicycle Master Plan, Michael Jackson, USC Vice President at that time, indicated that a comprehensive approach to on-campus bicycle use was an important USC initiative. Implementation was planned for Fall 2012, but did not occur.
- Bike traffic has likely increased, morning and noon volumes at Hoover/Jefferson intersection were reported to be up to 800 bikes per hour in the Master Plan.
- The most reported incidents are bike-bike and bike-car incidents; however a lot of minor incidents and “near-misses” likely go unreported.
- Most students who are riding bikes at USC have never ridden a bike before or are inexperienced in riding a bike in an urban area.

### **FEEC Activities and Findings**

1. Review of Master Plan recommendations that were enacted
  - a. Painted bike pathways on Trousdale
    - i. No evidence to show if this was successful in reducing accidents
  - b. Pedestrian-only zone during certain hours
    - i. DPS is not able to enforce consistently
2. Other bicycle management strategies that were enacted
  - a. Clearing bikes in front of Campus Center (completed by Hospitality)
    - i. EFFECTIVE. Bike racks were removed, physical barriers were placed, and Hospitality hired CSC officers to enforce the new rules for months to change behaviors
3. Communication and collaboration with consultants and stakeholders
  - a. Allison Kendall, Adjunct Professor at Price, pedestrian and bicycle planner and creator of the USC Bicycle Master Plan (2011-2012; in collaboration with Student Affairs and CAPS)  
See the full Master Plan here:  
<https://docs.google.com/file/d/0B4tJAQfiDxlUMUU1Z0xXNEVtRm8/edit?pli=1>

And 2-Page Summary here:

<https://drive.google.com/file/d/0BzSmR3PoUcO7UVIweGhrcGdUMkU/edit>

- b. Francois Bar, Professor at Annenberg, Faculty Advisor to the USC Bike Coalition
- c. David Carlisle, Deputy Chief, Department of Public Safety
  - i. Other concerns identified: bike theft
  - ii. DPS is still supportive of the USC Bicycle Master Plan

### **FEEC Recommendations**

- Require mandatory bicycle transit education for all students (same model as the mandated sexual misconduct education), in the form of a video, or an interactive web-based training
  - Propose eliciting help from the Cinema School or Roski School to make this less costly
- Install “Backbone” routes around the perimeter of campus (Section 5.1 in full Master Plan has illustration) to limit bike use to these established roads, then make the entire center of campus bike-free
  - “Backbone” mainly consists of 34<sup>th</sup> Street, McClintock, and Downey
  - Designated bike lanes painted on road
  - Ample bike parking spots at designated dismount zones; per DPS, they are better able to secure the safety of the bikes if they are consolidated into designated areas
- Improve campus entryways for bikes and pedestrians
  - This will require DPS or CSC staffing, particularly at Hoover/Jefferson and McClintock/Jefferson intersections.
  - See Section 7.6 in full Master Plan; this will require more research about how to improve bike and pedestrian safety
- Task force on USC bike safety that includes representatives from all stakeholders and administration

### **Anticipated Barriers**

- Cost (physical modifications, signage, consistent enforcement)
- Buy-in from bikers, pedestrians, drivers, etc.
- Skateboards and “Hoverboards” still an issue
- Lack of consequences for not following rules

### **Other Supporting Groups**

- Staff Assembly
- Undergraduate Student Government: supports need for improved bike safety, and created the following bike resolution:  
[https://docs.google.com/viewerng/viewer?url=http://usg.usc.edu/wp-content/uploads/2016/01/Bike-Resolution.pdf&hl=en\\_US](https://docs.google.com/viewerng/viewer?url=http://usg.usc.edu/wp-content/uploads/2016/01/Bike-Resolution.pdf&hl=en_US)
- Graduate Student Government bike resolution: supports need for improved bike safety, and created the following bike resolution:  
[https://gsg.usc.edu/sites/gsg.usc.edu/files/BikeResolution\\_GSG.pdf](https://gsg.usc.edu/sites/gsg.usc.edu/files/BikeResolution_GSG.pdf)
- My Figueroa project from the City of LA (with bike lanes on Figueroa from USC to downtown) will hopefully be done in 2017