

Bike to Work Week 2008

Produced by Bike OSU

May 27, 2008

Introduction

Bike to Work Week 2008, coordinated by Consider Biking, is the first city-wide effort to promote bicycling as a safe, healthy, and economically prudent and environmentally sustainable alternative to automobile dependence. The Bicycle Commuter Challenge, sponsored by Battelle, was designed to provide a businesses and their employees an opportunity to leave their car at home for a week and try bicycling. As a friendly local competition, businesses were asked to sign up and log participants, miles, and numbers of trips (based on good faith). In addition to encouraging Central Ohioans to diversify their transportation choices, the Commuter Challenge also allows businesses to see the amazing possibilities and benefits of promoting cycling. Bike OSU, an official student-led organization on campus, has partnered with Consider Biking and Battelle to bring the Commuter Challenge to campus.

Consider Biking is a local membership-driven bicycle advocacy organization dedicated to promoting cycling throughout Central Ohio. Your membership is valued and will help create safer roads for cyclists, ensure that there is a bicyclist's voice in local government, and will support outreach programming for children and young adults in Central Ohio. For more information or to join Consider Biking visit <http://www.considerbiking.org>.

Bike OSU is a student-led organization that believes in working with students, faculty, administration and staff to make OSU the most bicycle-friendly campus in the United States. Bike OSU is supported by the Institute for Energy and the Environment and the student activity fee. Bike OSU is currently seeking additional financial support to fund an energetic 2008/2009 programming schedule including a bicycle safety and rules of the road campaign, free bicycle maintenance classes for students and staff, and in developing original data on OSU-area cyclists that can influence policy planning. To learn more about Bike OSU and to see upcoming events visit <http://www.bikeosu.weebly.com>. Contact Austin Kocher, President, at kocher.51@osu.edu (614-406-5037) for any questions.

Bike to Work Week 2008: Overview of Results

Bike to Work Week 2008 was a tremendous success. OSU has set an important precedent by participating in the first of many inspiring Bike to Work Weeks.

Teams:

Alcatel-Lucent	Manley, Deas, Kochalski, LLC
Athletic Club of Columbus Members	Metcalfe & Eddy
Battelle	MORPC
Calfee, Halter, & Griswold, LLP	Nationwide
City of Columbus	Nationwide Children's Hospital
City Year Columbus	Ohio EPA
Columbus Aids Task Force	Ohio School for the Deaf
Columbus Chamber of Commerce	The Ohio State University
COSI	PUCO
Edison Welding Institute	State of Ohio/DAS
Goodwill Columbus	State Teachers Retirement System of Ohio
Grange Insurance Companies	University Area Enrichment Association
Columbus Chapter of Women's Zionist Org of America	Vorys, Sater, Seymour and Pease LLP

Success by the Numbers:

These numbers represent totals reported from all participating businesses.

Summary

Teams	29
Participants	393
One-Way Commutes	1,738
Miles Biked	10,115
Gas Saved	506 Gallons
Gas Money Saved	\$ 2024.00
Pounds CO2 Avoided	10,000
Average Commute	5.8 Miles
Fuel and Auto Savings	\$5,100.00

Winners

Category	Employer	Team Name	Captain	Percentage
1-19	UAEA	UAEA	Catherine Girves	25.0%
20-99	City Year Columbus	City Year Columbus	Lee Trotman	10.6%
100-499	Manley, Deas, Kochalski, LLC	Team MDK	Matt Richardson	3.6%
500-999	Ohio EPA	OEPA	Cindy Hafner	3.4%
1000+	Battelle	Green Machines	Chris Warren	1.6 %

Bike to Work Week 2008: The Ohio State University Results

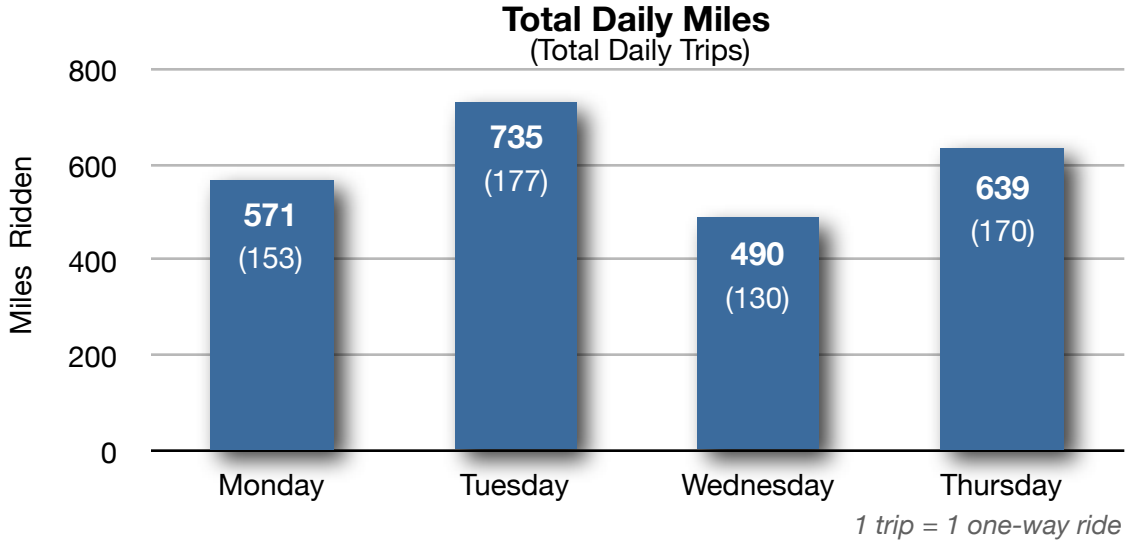
A sustainable university is a competitive university. Prospective students and faculty of the 21st century look not only for research opportunities and high achievement rates, but for healthy universities that promote transformative green initiatives. Transportation is a key concern.

The results of Bike to Work Week show that there is a ready constituency of forward-thinking staff at OSU. The data below is a good snapshot of our current cycling community, though increasing participation rates will yield more thorough results as well as more visible recognition for the University.

Bike OSU would like to thank the 108 staff and faculty that participated in Bike to Work Week. You have pioneered a lifestyle that, by example, will enable others to envision a more competitive, more sustainable OSU. Special thanks to the Department of Comparative Studies for contributing 5 cyclists, 27 trips and 152 miles; and to the OSU Medical Center for contributing 22 cyclists, 133 trips, and 640 miles.

Summary

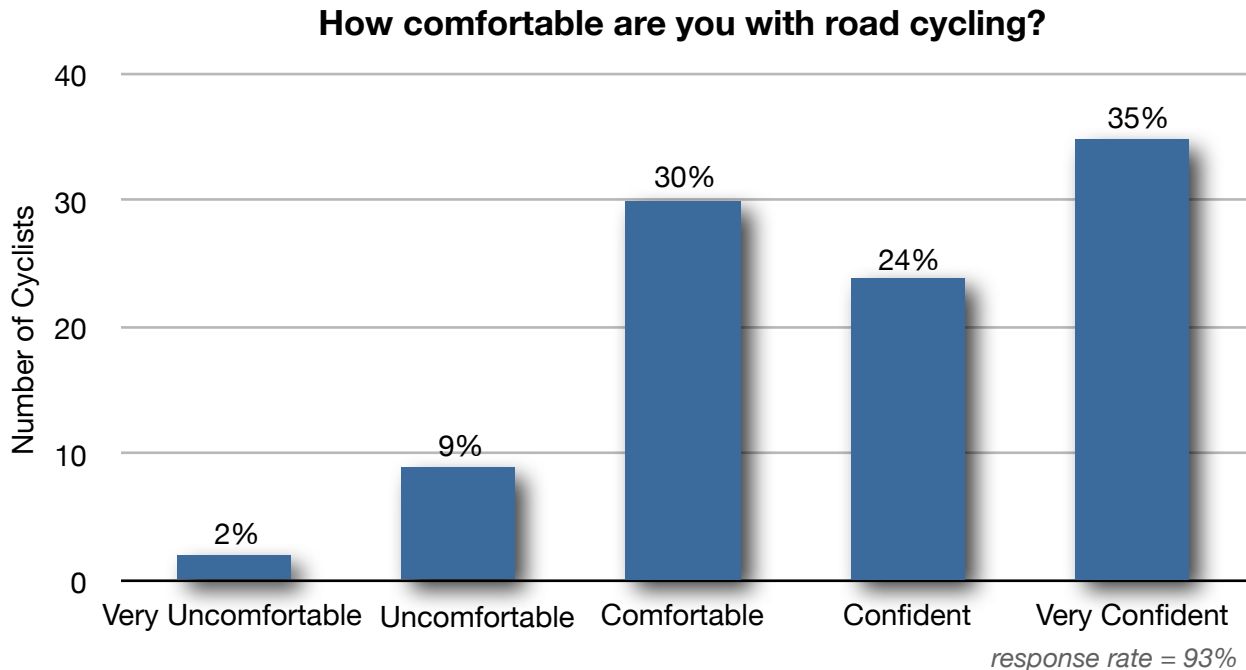
Total Participants	108
Miles Ridden	2,420.4
One-Way Commutes	630
Departments Involved	61
Gas Saved	96.8
Pounds CO2 Avoided	1,878
Gas Money Saved	\$ 375.63
Calories Burned	96,007



Survey Results and Implications

Policy innovations and infrastructural improvements should be data-driven. The OSU cycling community is diverse, ranging from novice, occasional cyclists who like the extra exercise to committed, rain-or-shine cyclists who are intentionally car-free. By getting to know the motivations and needs of cyclists, the University will be able to more appropriately accommodate current cyclists, as well as create a safer, more welcoming environment for others who want to make cycling a part of their lives. The surveys that accompanied the registration forms is a first-step in the direction of understanding and respecting cyclists on campus. As people make modal shifts due to gas prices, health benefits, and environmental awareness, OSU can become a national leader by developing comprehensive databases and resources related to bicycle use.

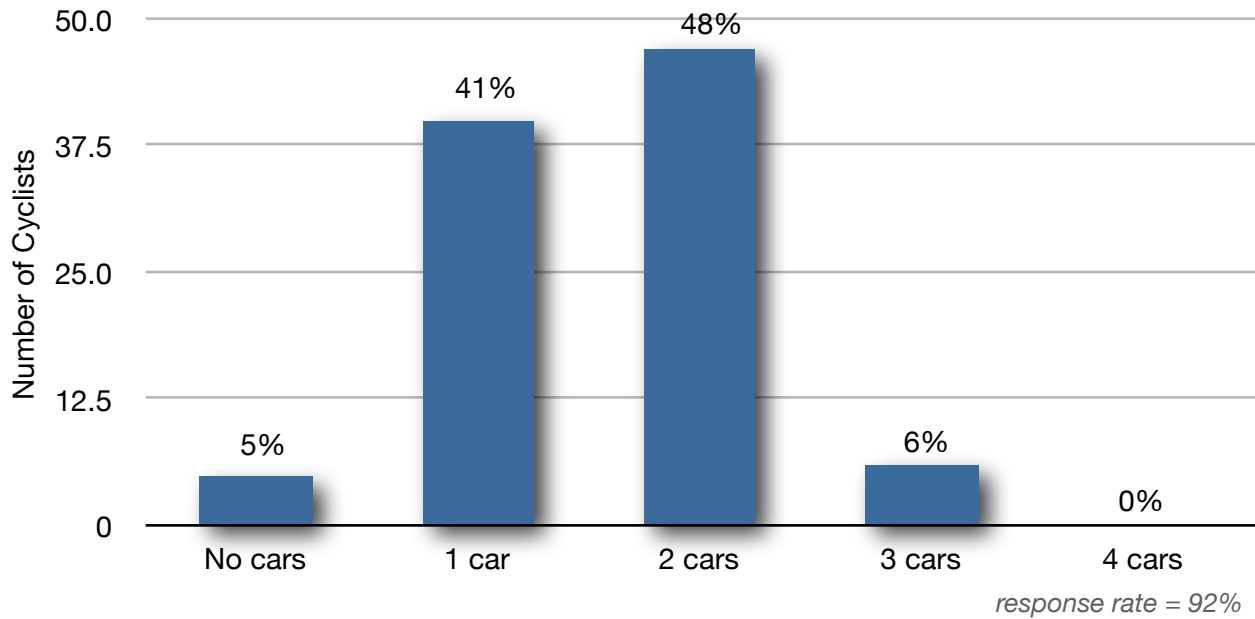
Road Safety



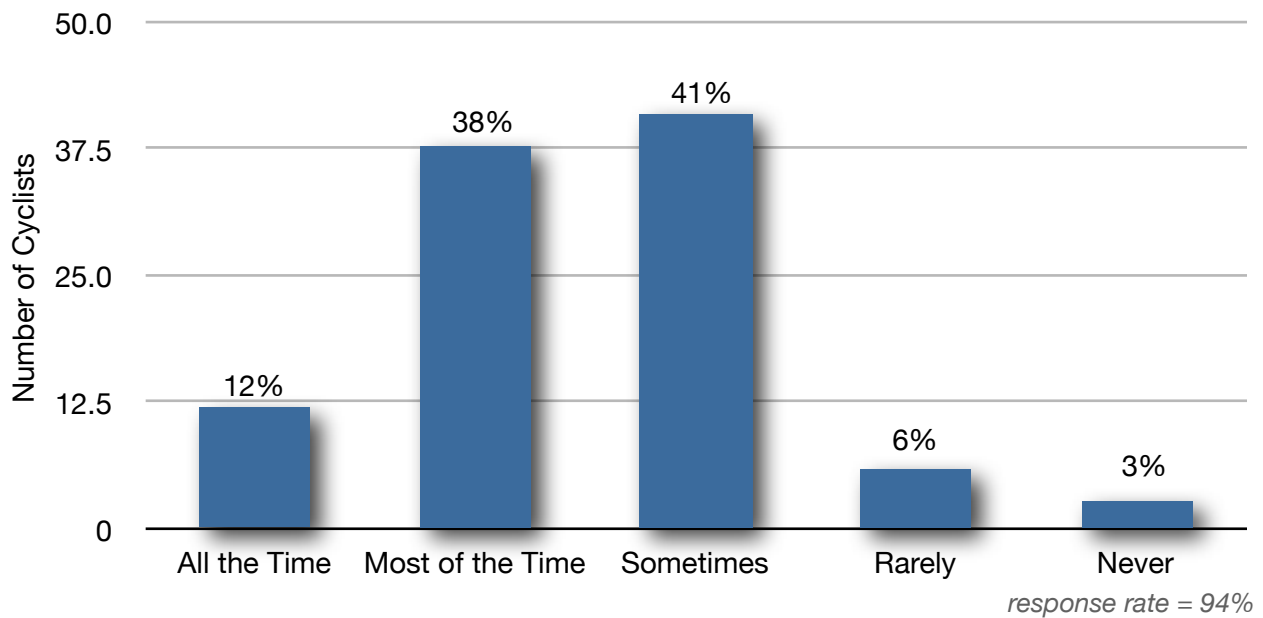
Around 60% of cyclists were confident or very confident riding their bicycle on the roadway. While safety is an often-cited concern about riding a bicycle to work, many cyclists have overcome safety concerns. It would be useful to understand what combination of training, experience, and infrastructure leads to cyclists being confident on the road. Conversely, those for whom safety is a concern could benefit greatly from road cycling courses offered through the University and more attention given to making roads safe for all cyclists.

Modes of Transportation

How many cars do you have in your household?

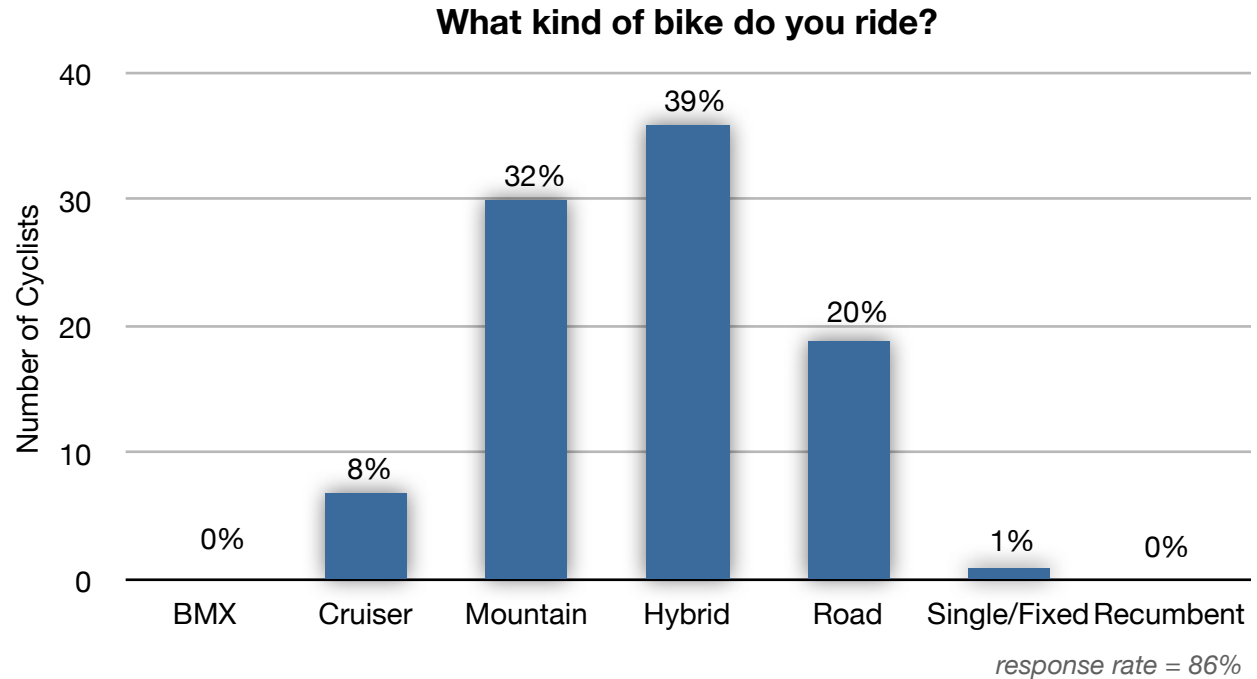


How often do you use your bike for transportation?



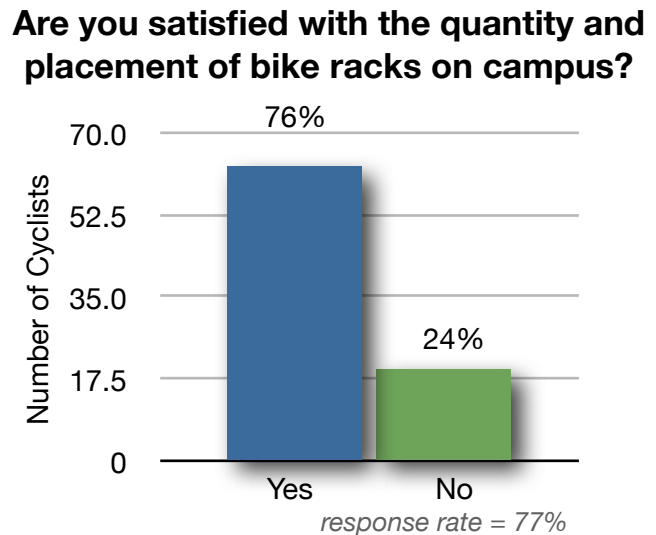
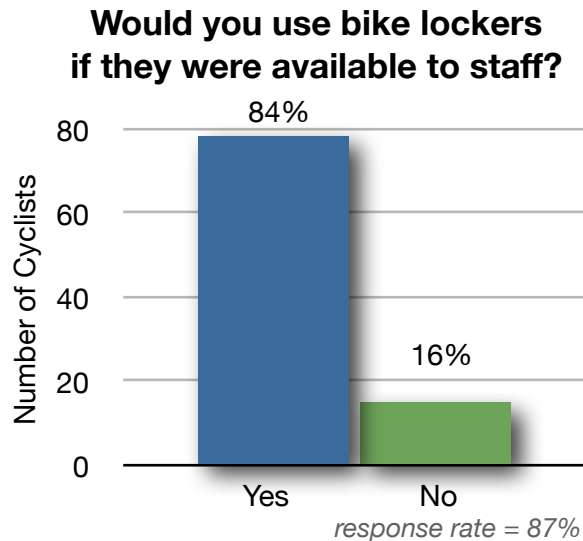
Cars are expensive to drive, maintain and park. While car ownership is still an important part of life in Columbus, all parties –University, staff and faculty– can save money and resources by reducing dependence on automobiles. As OSU balances its transportation policy, it is likely that staff and faculty will rely less on automobiles to satisfy their daily demands. OSU should be commended for bringing Zipcar to campus, for supporting the Pedal Instead bicycle corral at football games, and for developing a bikeways plan.

Diversity of Cyclists



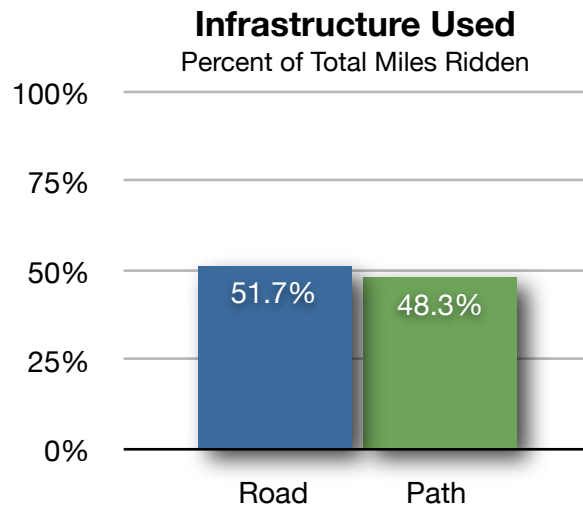
While the common image of a cyclist often consists of an athlete in spandex riding in an aggressive position, this is not the case for typical commuter cyclists. Almost 80% of bicycle commuters are riding comfort- and utilitarian-oriented bicycles designed for wide range of athletic abilities and body types. Staff and faculty who wish to integrate bicycles into their lives can do so safely at many stage of physical health. OSU stands to benefit from including all types of cyclists.

Bicycle Parking



OSU has installed numerous bicycle racks around campus. The Transportation and Parking Department has been investigating the viability of providing bicycle lockers for staff and students on campus. Bicycle lockers are locked boxes in which users can store their bike, bicycle gear, and a small bag (a change of clothes, perhaps). Bicycle lockers deter thieves and allow cyclists to extend the riding season by providing a protected place to store their bicycles during inclement weather. The main concern voiced about bike lockers is their placement. If bike lockers are significantly farther away from one's office than bike racks, staff and faculty may be less likely to use them.

Bicycle Infrastructure



On a mileage basis, cyclists use trails and roads with the same frequency. In order to create a safe campus conducive to cycling, policies and improvements must take paths and roads into consideration equally. At present, the Olentangy Bike Path is the most poorly maintained and most dangerous part of all Central Ohio bike paths, despite being highly used. As OSU invests in the bike path (forthcoming) and creates a better image for itself regionally, OSU could be more proactive with on-street improvements. Columbus is in the process of implementing an assertive bikeways plan that promises to integrate bicycling into the streetscapes. OSU, however, developed a bikeways plan before the City of Columbus and could take a leadership role by implementing that plan on a similar schedule (or ahead of schedule) as the Columbus plan. The OSU campus is in a prime location to have a significant positive impact on safe cycling throughout Central Ohio as well as on campus.

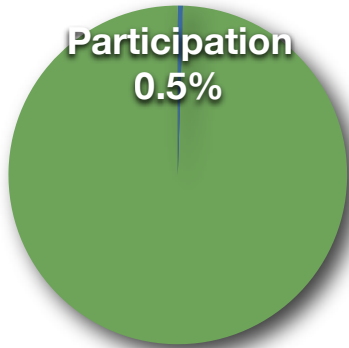
OSU Bikeways Plan: http://fod.osu.edu/master_plans/campus_bikeways_5-10-06.pdf

City of Columbus Bikeways Plan: <http://www.altaprojects.net/columbus/>

Bike to Work Week Participation

OSU has made a significant contribution by participating in Bike to Work Week 2008. Just as in research, teaching, and community involvement, OSU must always compete with its own success. Following the "2 by 2012" model (ride to work 2 days a month by 2012), OSU can see a 10% mode shift from cars to other forms of transportation in just four years. If OSU reach a 10% participation rate during Bike to Work Week, the University would receive national notice and be very likely to succeed with seeing a huge mode shift on campus. This can be accomplished through greater investments in advertising, offering bicycle safety courses in the weeks building up to Bike to Work Week, providing greater incentives on a per-department basis for participating cyclists, building a web-based registration option, and a strong commitment of support from all levels of University leadership.

OSU Bike to Work Week Participation (2008)



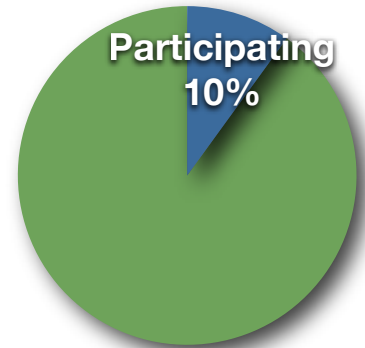
total participation = 108

OSU Bike to Work Week Participation (2010)



if total participation = 1100

OSU Bike to Work Week Participation (2012)



if total participation = 2200

Conclusion

Due to our size, OSU contributed between one-fourth and one-third of all the miles and trips during Bike to Work Week 2008 despite having only 0.5% participation rate. Imagine the impact OSU can have with incremental increases in participation. With a little investment, OSU can contribute 500 cyclists to Bike to Work Week 2009.

Planning for Bike to Work Week 2009 is already underway. Recent participants and OSU administration will be invited to the official planning meetings which start in September. Bike to Work Week is a dynamic celebration that depends on the participation of the diverse Columbus cycling community. Your great ideas can help put more cyclists safely on the road and make our city more livable.

Sincerely,

Austin Kocher

Bike OSU, President