

Bike Shelter Proposal

To the Green Fund Steering Committee,

Bike shelters would be a great benefit to the UWSP campus. The first reason for a covered bike space on campus would simply be the benefit of covered bike parking space on campus to further encourage biking to and around campus. Additionally, a bike shelter, creating additional bike parking would increase consistency of ridership and would reduce the demand then for parking space and reduce the number of vehicles on the road. Finally, this shelter would serve as a platform for promoting additional covered space for bikes.

The League of American Cyclists has created a certification named BFU which stands for Bicycle Friendly University. Recently our campus applied for this certification, and having come up short were given an outline of areas of improvement. Things we should do to get us closer to achieving this certification. This certification would be a valuable marketing tool to further improve our standing as Sustainability oriented campus. One of the things outlined in our feedback specifically addressed having bike shelters on campus.

As a campus with a focus on sustainability pursuing and promoting alternative forms of transportation with a lower carbon footprint should be a priority. With fewer cars the carbon footprint of transportation to campus would be lowered, as well as, having less congested roadways. The University of Michigan has their bike shelters featured on the Duo-Gard website, University of Kentucky is one of a couple universities featured on Brasco's website. There are a growing number of Universities adding covered bike shelter space. Places, such as Kentucky, Stony Brook University in New York, and the University of Michigan all have covered bike space. As a school that prides itself on its commitment to sustainability and environmental initiatives, this is one area where we are lacking and have an opportunity to greatly improve upon.

In this proposal I am providing two different sizes as options. The size options would be 12' by 22' and 12' by 31' sized bike shelters. As indicated in the proposal, the smaller bike shelter would cover approximately 24 bikes and the larger shelter will cover approximately 40 bikes. These are based on Duo Gard designs and could vary slightly depending on who makes the best bid. The smaller shelter is less expensive but also reduces the number of covered spots by 16. In addition, selecting the larger shelter will not allow for snow removal to be done between the shelter and existing pergola, Chris Brindley from Grounds is already aware of this and has given the okay.

As outlined by the League of American Cyclists, "Covered bike parking protects bikes from Sun and precipitation, thus potentially adding years of life to a bike."

To conclude, I'd like to reiterate my points of why this shelter is of value to the campus. We currently have no covered bike parking space on campus, covered bike space encourages biking even in unfavorable weather conditions, and the increased and more consistent use of bicycles will reduce the need for automobiles, and thus decrease traffic congestion, and reduce the strain on parking.

Furthermore, this space could serve as a platform for future shelters, either provided through further Green Fund initiatives or through a stronger commitment by the University once they see the demand and popularity of this shelter. Given the very visible location of this proposed shelter it is a way to speak directly to the campus community by showing our values and commitment to sustainability. I'd like to thank the Committee for their consideration.

Regards,

Justin Seis