

BASELINE INFORMATION

PROJECT NAME: Do It Yourself Bicycle Repair Stations (Dero Fixit)
LOCATION: Multiple Sites- Spokane Lane, Gates Law School, Thurston Lane, Medical Center Repair
Station, IMA Repair Station, Marine Studies/ John Wallace Hall Building Cluster, Residence Halls along
Whitman Court (North Campus)
AWARD MADE: May 2011
PROJECT COMPLETED: October 19th 2012
DURATION (MONTHS): May 16th 2011- October 19th 2012; 16 months
AWARD TOTAL: \$10,322.00
% SPENT: 100%
PROJECT MANAGER(S): Primary- David Amiton (UW Transportation Services), Secondary- Celeste
Gilman (UW Transportation Services)
CONSULTANTS: Dero (The company the Fixit stations were ordered from)
SIZE (SQ FOOTAGE, ACREAGE): 8 installations

PROJECT PROFILE

SITE & CONTEXT: The sites, and therefore their context, encompass a wide array of campus. Some of the Fixit stations have been installed near residence halls, providing easy access to bike repair tools for students living on campus. Others have been installed in heavily trafficked areas of campus (e.g. Outside of Odegaard Library) in order to provide service to a large number of students. Still yet, some stations have been installed in less heavily trafficked, more detached parts of campus like the stations at the IMA and UW Medical Center in order to provide services to students who aren't regularly on main campus. **PROGRAM ELEMENTS:** Seven tools total: multi tool- Alan wrenches, tire lever, adjustable wrench, 15mm socket wrench; Headset wrench- used to adjust tension on old bikes handlebars; Bike pump; Bike mount

MAINTENANCE / MANANGEMENT REGIEME: At the beginning of the project an appointed bike intern was responsible for maintenance but the transient nature of this position made it hard to maintain the repair stations adequately. Because of this, upkeep is now taken on by UW Transit Maintenance with the bike intern checking on and filling out repair request for the stations. Money for repairs comes out of the UW bike budget.





PHOTO(S): The above photo is an example of one of the various Dero Fixit stations around UW.



PLAN(S): Picture of the locations of the first five Fixit Stations installed at UW.



ANALYSIS

USER/USE ANALYSIS: Talking with Ted Sweeney he seemed enthusiastic about the project. He revealed that there has been some hiccups but that with minor upkeep the Fixit Stations have revealed a high return on investment. He stated that he had received feedback from many students and transportation interns on their effectiveness and that they were all positive.

PEER REVIEWS: In the Bike League America Bike Friendly University survey, the subjects were asked to list the three greatest strengths in relation to campus bicycling. 22% of the replies mentions the bike repair stations as being one of the greatest strengths on campus. Some of the comments about positive things at UW made were: *"Ongoing efforts to provide bike racks and repair stands with pumps and bike tools for bikers around campus." "Many bike racks, tool stations, etc. to make biking convenient on campus."* In another survey, on being asked what could improve biking at UW, the replies were: *"More bike repair stations, pumps." "I would love to have a bike repair stand closer to my office (ACC Wallace Hall)"* We did not receive any negative comments on the bike repair stations. One person listed that there weren't enough repair stations as a negative. Information provided by Ted Sweeney, 12.12.14

CRITICISM: I think the stations are a great addition to the UW campus. They're in highly trafficked locations and function to serve thousands of students. The issues I have with them are visibility and student knowledge. Although they are in very visible spots, I myself never noticed them until after I began working on this POE. This may have to do with the actual appearance of the stations (ie their utilitarian, not particularly eye-catching nature), or it could boil down to my second point. I think a critical part in making sure the stations fulfill their duty is making sure students and staff knows about them. Some type of advertising for them around campus to help spread awareness would be great and, in my opinion, bring even greater usage.

PROJECT SIGNIFICANCE / UNIQUENESS: This project is unique in that it's not an obviously sustainable installation.Instead of tackling the problem head on it provides a service that allows for more biking and in turn fewer carbon emissions due to cars and other forms of transportation. By focusing on the issue of bike repair, the Fixit stations show that there are ways beyond installing solar panels or planting trees that we can accomplish sustainability. Another unique feature is their visibility and distribution throughout campus. The relatively small and cheap installations allow for the stations to be put in multiple high traffic areas like Red Square, the IMA and dorms. This means that they're more easily accessible and have a higher chance of impacting a greater number of people on campus.

FUTURE PLANS: No concrete future plans have been made. When interviewing Ted Sweeney he mentioned interest in possibly bringing in more Fixit stations but was currently contemplating making an appeal for more bike racks on campus or possibly an indoor bike room.



LESSONS LEARNED: If done again, a greater lean on the CSF for advice and guidance by the former student intern was suggested as a possible improvement. Also, although in this case there may have been nothing that could have feasibly been done on this point, Ted suggested that a greater continuity of staff throughout the project would've been helpful. He came on as the new Active Transportation Specialist about halfway through installation and there were various changes in student bicycle interns during the process. It was suggested that this created confusion within those close to the project. Greater and more frequent upkeep of projects in the future is essential. Ted noticed that if say one of the tools was stolen off a station and nothing was done about it soon, all of the tools would soon be gone. He said more frequent repairs prevented this "broken window" scenario from playing out.

FOLLOW UP

CONTACT INFORMATION: Ted Sweeney (<u>sweeney2@uw.edu</u>) and Celeste Gilman (<u>cgilman@uw.edu</u>) **WEB SITE:** Dero Website- <u>http://www.dero.com</u>;

PERFORMANCE

Please fill in all fields applicable to your project and for which you have data

NUMBER OF...

- ACRES
- ANIMALS SERVICED
- ATTENDANTS
- BIODIESEL PRODUCED (GAL.)
- COMPOST PRODUCED
- FOOD GROWN (LBS.)
- HOTSPOTS IDENTIFIED
- HOURS WORKED
- PAGES
- PEER OR PROFESSIONAL REVIEWERS
- PLANTS INSTALLED
- RIDES DIVERTED

- 1 Student Bike Intern
- SQUARE FOOTAGE
- STORMWATER DIVERTED
- STUDENTS ENGAGED (VOLUNTEERED, EMPLOYED, ETC.)
- TOTAL kWh GENERATED
- UNITS INSTALLED
- USERS
- VIDEOS PRODUCED
- WASTEWATER CAPTURED & TREATED
- WATER SAVED (GAL.)
- WEB HITS

BEFORE & AFTERS...

- BUILDING TEMPERATURE
- KWh CONSUMED
- SOLID WASTE CONTAMINATION