

Progress Report – 2014 Campus Bicycle Plan

Goals and Objectives

Following are the goals from the 2014 Campus Bicycle Plan:

1. Increase safety for all campus users, including pedestrians, bicyclists, transit riders, and motorists
2. Increase sustainability of campus transportation
3. Improve mobility and convenience for cyclists on campus
4. Identify funding needs and prioritize funding for improvement of bicycle facilities, services, and programming on campus
5. Improve the university's standing as a national leader in bicycle friendliness

Each goal consist of several objectives to achieve the aforementioned goals. This document reports on the progress made on those objectives and, hence, goals.

1. Increase safety for all campus users, including pedestrians, bicyclists, transit riders, and motorists

- c) Educate cyclists, pedestrians, motorists, and transit riders about rules of the road and promote safe cycling behavior.
 - ii. Provide information packets about bicycle safety to new students by June 30, 2014.
 - Completed
 - iii. Participate in at least 8 bicycle-related engagement events annually starting by July 1, 2014.
 - Calendar year 2019 participated in – Bike to Work Day/Bike Month, Lock Your Bike Right, Illinois Marathon Expo, Employee Resource Fair – Housing, New Faculty Orientation Fair, Quad Day, New Graduate Students Orientation, RA Resource Fair – Housing
 - Contacted several departments to promote active modes of transportation options (including bicycles) available at the University of Illinois. – International Student & Scholar Services (ISSS), Housing, YMCA, Illini Union, Campus Recreation
 - Completed
- d) Update and enforce the university's Bicycle Code, in addition to enforcing state and local traffic laws to ensure safe and legal behavior of cyclists.
 - ii. Adopt updated code by June 30, 2014.
 - Completed

e) Encourage proper maintenance of bicycles by supporting the Campus Bike Center, mechanics courses, and campus fix-it stations.

ii. Secure continual funding for the Campus Bike Center by June 30, 2014.

- Completed

iii. Increase Campus Bike Center memberships by 5% per year.

- The number of new memberships in 2015, 2016, 2017, and 2018 were 381, 315, 338, and 269, respectively.
- We did not achieve this objective.
- Revisit this objective in five years to evaluate if it is feasible.

2. Increase sustainability of campus transportation

a) Reduce motor vehicle trips in the community and associated emissions by increasing mode shift toward bicycles.

i. Reduce average daily trips in the University District by 20% by June 30, 2021 compared to 2011, as cited in the UDTCS Existing Conditions Report.

- Unless we get funding to do another UDTCS study, we cannot get this data

b) Increase the share of trips taken by bicycle.

i. Increase the percentage of faculty and staff using bicycles as their primary mode of transportation on campus by 30% from the 2011 survey to the 2015 survey.

- iSEE will be performing mode share surveys annually. They performed this survey in February 2018, which can be used as the baseline. They had reached out to 186 Faculty/Staff.

- *I have this information from the iCAP Portal for 2018 survey but don't know what to compare it with. -*

https://icap.sustainability.illinois.edu/files/projectupdate/5122/Mode%20Share%20-%20Fac-Staff_0.pdf

ii. Increase the percentage of students using bicycles as their primary mode of transportation on campus by 20% from the 2011 survey to the 2015 survey.

- iSEE will be performing mode share surveys annually. They performed this survey in February 2018, which can be used as the baseline. They had reached out to 186 Faculty/Staff

- *I have this information from the iCAP Portal for 2018 survey but don't know what to compare it with. -*

<https://icap.sustainability.illinois.edu/files/projectupdate/5122/Mode%20Share%20-%20Student.pdf>

- Revisit this objective in five years

c) Increase incentives and services that encourage bicycle commuting

i. Provide information packets about occasional parking options to new employees by June 30, 2015.

- Temporary or short term permit information available on [Parking website](#)
- d) Improve and increase the quality and quantity of bicycle parking on campus, including long-term parking & storage for bicycles to increase security from theft and inclement weather, and thus encourage bicycle ownership on campus.
- i. Ensure 100% of university-owned buildings in CATS Zones 1 and 2 have bicycle parking available within 150 feet by June 30, 2020.
 - All buildings on campus have bicycle parking available within 150 feet
 - ii. Bring 100% of short-term bicycle parking up to current facilities standards by June 30, 2025.
 - ~ 95% of our bicycle parking areas are up to the current facilities standard – **Not completed**
 - iii. Implement long-term bicycle parking at key locations by 2020.
 - Completed
 - There are several shelters for bicycles for long-term storage on-campus. For example,
 - ⇒ Facilities & Services (F&S) near the North Exit
 - ⇒ Dormitories have them
 - ⇒ Fraternities and Sororities have them
 - iv. Implement seasonal storage for students living in Housing facilities by 2020.
 - We have to initiate a dialogue with Housing and Parking. May not be possible to achieve this goal by 2020.
 - We need to contact Space Management to find a suitable location.

3. Improve mobility and convenience for cyclists on campus

- a) Establish a bikeway network that is convenient and accessible for a range of ridership skill levels, by providing an integrated mix of facility types.
 - i. Bring 50% of existing bikeway facilities up to campus standards by June 30, 2020.
 - Achieved this goal
 - ii. Bring 90% of existing bikeway facilities up to campus standards by June 30, 2030.
 - Achieved this goal
 - iii. Bring 100% of existing bikeway facilities up to campus standards by June 30, 2050.
 - We are currently at ~92%

- b) Increase user friendliness of the campus bikeway network with improved signage and markings on all bikeway segments.
 - i. Bring 50% of bikeway facilities to have proper signage and markings by June 30, 2015.
 - Completed
 - All bike lanes and sharrowed areas are properly marked, but we do not necessarily mark a bike path.
 - We are investigating alternatives to posting signs in high density areas, such as pavement markings
 - Small markings on the bike path/lane at the entrance and exit – test site, get an estimate
 - ⇒ Also investigate small stencils
 - ii. Bring 100% of bikeway facilities to have proper signage and markings by June 30, 2020.
 - All bike lanes and sharrowed areas are properly marked, but we do not necessarily mark a bike path
 - We are investigating alternatives to posting signs in high density areas, such as pavement markings
 - c) Improve connectivity within and beyond the University District by working with the Cities of Champaign and Urbana and the Village of Savoy to implement bicycle facilities that connect the campus with the greater community.
 - i. Continue collaborative planning efforts through CUUATS and other opportunities as they occur.
 - Ongoing
 - Evaluated areas in 2020 and there are the areas that are not connected properly. University works with the Cities to add and maintain connectivity with new projects.
 - ⇒ Sarthak is working on this
- 4. Identify funding needs and prioritize funding allocations for improvement of bicycle facilities, services, and programs on campus**
- a) Define specific budgets for the projects described in this plan
 - i. Select the appropriate funding and project requests each year, starting with fiscal year 2015.
 - Started in FY15 and will continue in the future
 - ⇒ Bicycle Infrastructure and Programming Fee (Bike Fee)
 - ⇒ TDM funds
 - ⇒ Student Sustainability Committee (SSC) grants
 - ⇒ Campus funds
 - ⇒ Public Grants, such as ITEP with Highway Authority Agencies

- ii. Request funding for at least two bikeway project phases per year.
 - We request funding from the Student Fee Advisory Committee as well as the SSC for funding bikeway infrastructure and programming projects every year.
 - Ongoing
- b) Secure funding for ongoing bicycle improvements and programming.
 - i. Include bicycle needs in the Facilities & Services Annual Report for fiscal year 2015 and future years.
 - Ongoing
 - ⇒ Started in FY15 and will continue in the future
 - ii. Include related bicycle infrastructure needs in project scope and budget for all Capital Construction Projects.
 - Ongoing
 - Implemented in 2018, and we will continue to request addressing going forward.
- c) Identify an on-going source of funding for continued maintenance and upkeep of the bikeway network and other bicycle infrastructure and programs.
 - i. Investigate funding options, including fees and donor support.
 - Completed

5. Improve the university's standing as a national leader in bicycle friendliness

- a) Achieve silver-level status the next time the Urbana campus applies for Bicycle Friendly University recognition from the League of American Bicyclists.
 - i. Apply for and achieve silver-level status during fiscal year 2015.
 - Achieved Bronze-level BFU status in 2015
 - Achieved Silver-level BFU certification in 2019
 - Strive for Gold-level BFU certification in 2023
- b) Update the Campus Bicycle Plan once every ten years at a minimum to reflect best practices and existing opportunities.
 - i. Publish next updated Campus Bicycle Plan no later than 5/1/2024.
 - Revised the Campus Bike Plan in FY20
 - This document reports on the progress made on the 2014 Campus Bicycle Plan
- c) Increase bicycle registration

- i. Develop sticker system and synchronized process with Champaign and Urbana by 2016.
 - Working with Campus Rec, Parking, Public Safety, and Office of the Dean of Students to bring Project 529 as the consolidated bicycle registration system
 - Will allow bicycle registration from Urbana, Champaign, and Savoy as well
 - ii. Register at least 600 new bicycles per year starting fiscal year 2015.
 - Registered 409 bicycles in 2016
 - Registered 530 bicycles in 2017
 - Registered 536 bicycles in 2018
 - Not successful
- d) Implement a bicycle sharing program on campus for short term use. (To be removed from the Campus Bike Plan)
- i. Offer departmental bicycle sharing by September 1, 2014.
 - Completed
 - ii. Increase the number of departmental bicycle sharing bicycles to 40 by June 30, 2016.
 - We have 10 bicycles for departmental bicycles sharing. We did not achieve the target of 40 bicycles.
 - iii. Increase the number of departmental bicycle sharing bicycles to 60 by June 30, 2020.
 - We have 10 bicycles for departmental bicycle sharing.
 - Since we have a community wide bike share, we will not actively promote individual departmental bike share
 - iv. Offer bicycle rentals by 2020.
 - We are not pursuing this objective anymore, because we have Community Bike Share program
 - VeoRide, dockless bicycle sharing company, brought 500 bicycles in September 2018
 - VeoRide has offered 300,000 rides in one year of operation
- e) Hire a bicycle coordinator for the campus to oversee continual improvements, evaluation, and future planning.
- i. Hire full time campus bicycle coordinator by June 1, 2015.

- Hired a Bicycle Coordinator (*Active Transportation Coordinator*). This position was vacated in Fall 2018, and we are currently evaluating the position
- We are not hiring a dedicated Bicycle Coordinator anymore, instead there will be a Sustainable Transportation Assistant whose duties will include bicycle-related projects on campus
 - Hired Sarthak Prasad as the Sustainable Transportation Assistant in FY20. Sarthak will join as the permanent employee in Fall 2020.

Implementation list

High Priority Projects:

1. Dedicated Path Removal – Scheduled

In FY20, the TDM department was awarded \$600,000 to improve the bicycle pavements on-campus. The TDM department will remove the abandonment bike path long east side of Wright St Sidewalk from Springfield Ave to White St in FY21. This is the section #80 in Map 7 (of the 2014 Campus Bicycle Plan), and the estimated cost for this section is \$65,000. This project will remove the existing bike path pavement and pavers, and regrade with top soil to prep for landscaping. This will allow for more green landscape and make the area more aesthetically pleasing.

2. Armory Avenue Path – Scheduled

Phase One of this project has been completed.

The TDM department will begin the Phase Two and Phase Three of this project in the summer of 2020. \$76,000 have been allotted to this project using the Bicycle Infrastructure and Programming Fee (Student Bike Fee) funds for FY21. The Student Sustainability Committee (SSC) has also awarded \$50,000 to fund the reconstruction and beautification of this bike path along Gregory Hall. The TDM department has been allotted \$600,000 to improve bicycle pavements on campus. The total estimated reconstruction and beautification cost for the Armory Ave Bike Path from Wright St to Goodwin Ave is \$315,000.

This project will include the removal of existing separate paths (one for east bound traffic and one for west bound traffic); removal of the brick walls and bushes near Wright St between Gregory Hall and Main Library; and installation of one 6' wide bike path to the North of the trees near Gregory Hall. The existing separating bike paths are too narrow and are in poor condition. The trees between the two paths are stressed by the pavement on both sides. The section to the east is supposed to have grass between the paths, but it is just mud and it looks terrible. This project will improve the condition of the path and allow for the installation of new, healthy trees that will improve the aesthetic of the area.

3. Armory Avenue/Wright Street/Green Street – Completed in conjunction with MCORE Project
4. Fourth Street – Completed
5. First Street – Completed
6. Sixth Street – Scheduled

In FY20, the TDM department was awarded \$600,000 to improve the bicycle pavement infrastructure. The TDM department will remove the bike west of Wohler's Hall from Gregory Drive to Lorado Taft Drive. This project will also include regrading with topsoil to prep for landscaping and adding sharrows to the Sixth St from Gregory Drive to Pennsylvania Ave. This will allow for more green landscape and make the area more aesthetically pleasing. This will also tie in the sharrowed bike route to Pennsylvania Ave. The estimated cost for this project is \$25,000.

Medium Priority Projects

1. Lorado Taft Path – Scheduled

The TDM department will remove the existing bike path pavement from Sixth St to Fourth St; move hydrant on the NE corner of Lorado Taft Drive and Sixth St; straighten the bike path on the east side of Sixth St; re-paint bike path crossing in the street at both Sixth St and Fourth St. This will improve the safety of the bike path route to get out of the parking lot and crossing from the drive near Huff Hall; this will also improve the safety of the bike paths crossing Sixth Street.

This project is scheduled to begin in summer of 2020, and the TDM department will utilize the \$600,000 funds allotted in FY20 for the bicycle pavement improvement projects. The estimated cost to complete this project is \$75,000.

2. Gregory Drive – Completed

3. St. Mary's Road – In Progress

- a. Project phases 410 and 420 will be done by FY21 in conjunction with the St. Mary's Road improvement project from Neil St to Fourth St.

4. Lincoln Avenue – In the queue

- a. Phase 1 – We are evaluating if signage is necessary, and that adding more signage would not increase distraction.
- b. Phase 5, shared use path instead of bike lane and sidewalk. add shared use path on east side of Lincoln which connects to shared path on the South side of Florida, east of Lincoln. In conjunction with Urbana's Florida Ave corridor improvements by FY25.– May happen before Phase 4.

Low Priority Projects

1. Oak Street – Not completed

- a. Requires road improvement before we can do the bike lanes

2. Pennsylvania Avenue – In Progress

- a. All of the Pennsylvania Ave (from Fourth St to Lincoln Ave) will be sharrows. Final segment from Wright to Lincoln will be done by Summer of 2020.

3. Goodwin Avenue Path – In the queue

- a. We could add signs in FY20 or FY21

4. Dorner Drive – Re-evaluation needed

- a. We need roadside parking on Dorner Drive.
- b. Keep the dedicated bike path for now, and we can re-evaluate in 5 years.

5. FAR/PAR Paths – a portion of the proposed change has been implemented

- a. For 330, we removed vehicle parking and converted in to a shared use path, but did not increase the width of the path.

6. Gerty Drive – In the queue

- a. On our roadmap for FY21 with pavement improvements. We can add bike lanes (since it is wide enough) and we can connect it to the bike lane on Oak Street (when that is done)

Study Areas

1. Hazelwood Drive – Scheduled

In FY20, the TDM department was awarded \$600,000 to improve the bicycle pavement infrastructure. The TDM department will pave the existing gravel path from Lincoln Ave to Orchard Downs with asphalt and add lighting to this bike path section. This will improve the condition and safety of the currently used path; this is used as an east-west corridor from Urbana to the University Research Park. The estimated cost for this project is \$120,000.

Additional notes

Registered Student Organizations (RSOs)

- BikeFace RSO does not exist on campus anymore
- Beyond Oil RSO does not exist on campus anymore
- A new RSO, “Bike at Illinois”, will be formed in Spring 2020
- League of Illinois Bicyclists (LIB) has been renamed as “Ride Illinois”
- U of I Facilities Standards: Streets Sidewalks does not exist anymore. It may have been replaced