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# Executive Summary

Since the 2014 Campus Bicycle Master Plan, a more true vision of a bicycle friendly campus has been encapsulated within the University of Illinois Urbana-Champaign. One of the original goals of the 2014 plan was to regain a place as a leader in bicycle infrastructure and safety that the Urbana-Champaign campus once had in the 1950s. Within the past decade, bicycle registrations have skyrocketed and qualifies the 2014 predictions that bicycle usage would increase. All of the 2014 priority projects have been completed, and most of the medium priority projects as well. Also, in 2019, the Urbana-Champaign campus was recognized as silver-level Bicycle-Friendly University by the League of American Bicyclists (which in 2011 it was awarded bronze-level). Therefore, strides in this campus’ bicycle infrastructure and safety can be quantitatively seen. Nonetheless, there is more work that can be done with a still-increasing bicycle-riding campus, occasional bicycle accidents, and constant bicycle safety violations.

Building off of the work of the 2014 Campus Bicycle Master Plan, the 2024 Campus Bicycle Master Plan goals are outlined as:

1) Continue to increase safety for all campus users, including pedestrians, bicyclists, transit riders, and motorists.

2) Increase sustainability of campus transportation, in support of the Illinois Climate Action Plan.

3) Continue to improve the mobility and convenience for cyclists on campus.

4) Identify funding needs and secure funding for future improvements of campus bicycle facilities, services, and programming.

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

6) Technology advances

The primary focus of this plan is on infrastructure improvements which can further enhance the bicycle network and bikeways on campus. Starting with unfinished projects from the 2014 Campus Bicycle Master Plan (some medium priority and some low priority), this plan reevaluates those projects as well as adds new ones that have transpired across the past decade. In later chapters, this plan also describes increasing education programs, increasing bicycle sharing programs, and other non-infrastructure related campus goals for bicycle safety. Funding for the solutions in this plan as also described.

# Chapter 1: Introduction

## Background and Context

### Stakeholders

#### Governmental Agencies

University property or what is deemed campus jurisdiction is what lies roughly between the two adjoined cities of Urbana (east end of campus) and Champaign (west end of campus).

University of Illinois:

The Transportation Demand Management (TDM)[[1]](#footnote-1) department in Facilities & Services (F&S) at the university is responsible for coordinating the overall transportation network for all modes of travel on campus, including walking, bicycling, transit, and vehicles. F&S is the author of this plan and is responsible for encouraging bicycle use in a number of ways, such as exploring bicycle sharing options for campus, supporting the Campus Bike Center, installing and maintaining bicycle parking and storage, arranging bicycle education opportunities, and promoting the use of bicycles through encouragement events and programs. TDM also works with the Division of Public Safety and other key campus stakeholders to make improvement recommendations to campus leadership.

City of Urbana

Planning and Public Works staff from the City of Urbana[[2]](#footnote-2) are responsible for developing and implementing the Urbana Bicycle Master Plan, which was originally adopted in 2008. This plan was updated in 2016 and so that plan has been considered through the work executed in this plan. Urbana’s Bicycle and Pedestrian Advisory Commission was established in 2006 with the primary purpose of advising the City Council on how to make bicycling and walking more viable modes of transportation in Urbana.

City of Champaign

Champaign[[3]](#footnote-3) created a comprehensive plan for its city called the Champaign Tomorrow Comprehensive Plan which was published in 2021. Under its goal of becoming a Sustainable City, it reads that one of its measures of success will include that they “support the construction of bicycle and pedestrian infrastructure through the Complete Street policy and biennial Capital Improvement Plan funding.”

Village of Savoy:

The Village of Savoy[[4]](#footnote-4) is an adjacent village southwest of the City of Champaign, with a high commuter in and out of campustown. Due to their proximity with campustown, their high commuter rate, and presence within campustown bicycle related committees and events, their stake and input is valued. They are an active member of the Campus Transportation Advisory Committee (CTAC) as well as Champaign Urbana Urbanized Area Transportation Study (CUUATS).

Champaign County Regional Planning Commission (CCRPC):

CCRPC[[5]](#footnote-5) is an intergovernmental organization that works toward encouraging and expanding programs in regional planning, transportation, and environmentalism. They work county-wide, and have multiple committees (including CUUATS) and offer online access to many planning documents across the county. As a county-wide organization that works in favor of cohesion planning goals, this document is interested in coordinated goals and ideas.

Champaign Urbana Urbanized Area Transportation Study (CUUATS):

CUUATS[[6]](#footnote-6) is the transportation entity of the Champaign County Regional Planning Commission (CCRPC). Their mission is to coordinate metropolitan transportation planning with the Illinois Department of Transportation, Champaign County, the Cities of Champaign and Urbana, Village of Savoy, University of Illinois, the Champaign-Urbana Mass Transit District, and the general public; and to coordinate the use of federal transportation funds within the Champaign-Urbana-Savoy-Bondville-Tolono urbanized area.

Champaign-Urbana Mass Transit District (MTD):

MTD[[7]](#footnote-7) As the provider of public transportation in the greater Champaign-Urbana area, MTD strives to improve mobility and promote excellence in transportation. MTD published its 2014 Long Range Strategic Plan which in its goals includes “MTD will encourage use of a variety of transportation means, including transit, biking, and walking to promote mobility in our community.”

#### University Entities

In addition to the TDM team under F&S, there are multiple University entities that played vital roles in our planning process.

##### Campus Transportation Advisory Committee (CTAC):

CTAC[[8]](#footnote-8) is an advisory body to TDM at F&S and the campus community on matters relating to campus transportation.

The committee reviews aspects of surface transportation on campus, including pedestrian safety, bicycle facilities, transit, automobile traffic, and the interaction of all modes of travel on campus. The purpose of the committee is to advise F&S on transportation issues affecting students, faculty and staff.

Campus Recreation:

Campus Recreation[[9]](#footnote-9) provides a welcoming environment with sustainable facilities and programs that inspire the University community to engage in recreation and wellness opportunities. Campus Bike Center is managed by Campus Recreation.

Campus Bike Center: Campus Bike Center[[10]](#footnote-10) is a collaboration between the Bike project of Urbana-Champaign and the University of Illinois Urbana-Champaign, and is housed under Campus Recreation. It is dedicated to empowering individuals with knowledge about how to repair and maintain bicycles and encouraging mode-shift away from single-occupancy vehicles. This educational center offers hands-on experiential learning that students cannot get in a classroom. By empowering people with the ability to fix a bicycle and providing a connection between the campus and the community, the Campus Bike Center promotes bicycling, collaboration, and community spirit.

The Campus Bike Center is one of the distribution sites for bicycle registration stickers ; maintains the campus bicycle repair stations; provides a central base for the bicycling community on campus; encourages mode- shift through various events and classes throughout the year; distributes and explains educational information and resources regarding bicycling; educates students, faculty, staff, and campus visitors about basic bicycle maintenance; and collaborates with campus and community partners in bicycle- related programs.

During open hours each weekday, the Campus Bike Center provides tools, parts, refurbished bicycles for sale, and dedicated volunteers to help shop members and the larger community with their bicycle maintenance needs. This is a hands-on, educational space meant to provide knowledge and experience about fixing bicycles, not a "drop it off for repair" bicycle shop. Membership in The Bike Project at Urbana-Champaign[[11]](#footnote-11) is valid at both the Campus Bike Center and the Downtown Urbana location, and costs $30 or 4 hours of volunteering annually.

Parking Department: The Parking Department[[12]](#footnote-12), within Auxiliary Services, is responsible for coordinating automobile parking in university-owned facilities. The Parking Department sells employee parking permits, student permits, temporary passes, and prepaid meter cash keys. This department formerly handled bicycle registration, until it was moved to an online system in 2012 under TDM. Parking staff are responsible for impounding bicycles that pose safety hazards during the school year. Parking also manages the annual collection of abandoned bicycles left on campus each summer. The abandoned bicycles are donated to *The Bike Project of Urbana-Champaign (TBP):*, to be reused locally, donated to other organizations internationally, or recycled.

##### Abandoned Bicycles Project:

The Abandoned Bicycle Project[[13]](#footnote-13) is led by the F&S Sustainable Transportation Department. It collects between 200-600 bicycles that have been abandoned on campus at the end of every school year. Every summer after graduation, Facilities & Services (F&S) tags all bicycles left on campus property with Orange tags that should be removed by the owner before a specified date after which the bikes will be impounded. The bicycle are then documented and stored in a facility for a sufficient amount of time through which the students can retrieve their bicycle after paying a fine. After that phase the remaining bike are donated to organizations.

##### University of Illinois Wellbeing Services:

The UI Wellness Center[[14]](#footnote-15) encourages active living for students, employees, and visitors on campus. The UI Wellness Center supports bicycling initiatives on campus and is a strong advocate for active transportation.

The Institute of Sustainability, Energy, and Environment (iSEE )

The Institute of Sustainability, Energy, and Environment (iSEE)[[15]](#footnote-16)encourages sustainable transportation and the reduction of greenhouse gas emissions. They coordinate various sustainability programs and projects throughout campus, including some related to transportation. The iSEE is responsible for tracking the implementation of the Illinois Climate Action Plan (iCAP), which includes sustainable transportation goals. One such goal is “to complete and implement the Campus Bicycle Plan as soon as possible.”

FOOTNOTE 14 ISSUE

##### University of Illinois Public Safety:

The University of Illinois Public Safety[[16]](#footnote-18) in the Division of Public Safety is responsible for pedestrian, bicycle, motorcycle, and vehicle public safety. This includes coordination of the Public Safety Advisory Committee, Safe Walks, and Public Safety Day. Officers participate in various bicycle related events, such as Light the Night and C-U Bike to Work Day. UIPD officers enforce transportation laws, including citing pedestrians and bicyclists when appropriate. Public Safety is an active member of the CTAC. UIPD participates in discussions about infrastructure safety improvements and is involved in updating the University Bicycle Ordinance in partnership with TDM.

##### Student Sustainability Committee (SSC):

SSC[[17]](#footnote-20) is a student-led organization charged with the distribution of two student fees – the Sustainable Campus Environment Fee and the Clean Energy Technologies Fee. With the ultimate goal of making the University of Illinois at Urbana-Champaign a leader in campus sustainability, SSC reviews, recommends, and funds projects that increase environmental stewardship, inspire change, and impact students. SSC has provided financial support for a number of bicycle programs and projects, such as bicycle parking upgrades, bicycle shelter, bicycle and pedestrian counters (Eco-Counters) on campus, installation of bicycle repair stations, start up for the Campus Bike Center, and the 2013–2014 Bicycle Education Campaign, installation of Metal Bike Registration signs, Bike Cages, and many more.

##### Department of Urban & Regional Planning (DURP):

The Department of Urban & Regional Planning[[18]](#footnote-22) within a land-grant university, maintain strong connections with the community, the State of Illinois, and the Midwest region, but their reach extends well beyond these boundaries to have an impact on planning practice and scholarship that is national and international in extent. They provide vital support through community planning demand and for many projects promoting active modes of transportation on campus.

##### Student Sustainability Leadership Committee (SSLC):

The SSLC [[19]](#footnote-24) is the student-led body facilitating communications between campus sustainability and the student body as well as relationships among environmentalist student groups on campus.

Made up of the leaders and representatives from numerous campus student organizations focused on sustainability, energy, and environment, SSLC is a place for these student leaders to collaborate on the best practices for effecting positive and eco-friendly change on campus and in the local community. It upholds direct lines of communication between student leaders and campus administration via its positions on the iCAP Working Group, the Committee on Campus Operations, and the Sustainability Council.

#### Registered Student Organizations:

There are a number of Registered Student Organizations (RSOs) at the university that are engaged in cycling or bicycle advocacy. The racing team, Illini Cycling, aims “to introduce and assist students into the sport of bicycle racing.” Illini 4000 .

##### Circle Cycle:

Circle Cycle[[20]](#footnote-26) was started as a capstone project by three new members at Illinois Enactus. The initial goal of the project was aimed at tackling the massive bike waste generated by the Champaign-Urbana college community. Their approach to addressing the bike waste and mobility issue in our local community is to develop a bike repair youth entrepreneurial program using abandoned bikes.

##### Illini Cycling Club:

Illini Cycling Club’s[[21]](#footnote-28) Mission is to promote cycling accessibility for everyone, from complete beginners to top-tier athletes. They engage in spreading extensive knowledge that is not limited to but includes: bike maintenance, riding safely on campus, planning a longer bike route, and bike-packing. It also aims to introduce and assist students into the sport of bicycle racing.

##### Illini 4000:

The Illini 4000[[22]](#footnote-29) is a non-profit organization dedicated to documenting the American cancer experience through The Portraits Project, raising funds for cancer research and patient support services, as well as spreading awareness for the fight against cancer through annual cross-country bike rides.

#### Non-University Entities

##### Champaign County Bikes (CCB)

The mission of CCB[[23]](#footnote-31) is to encourage and facilitate bicycling and walking as transportation and recreation, and to promote public awareness of the benefits that active transportation brings to our community. F&S, in partnership with CCB, conduct annual bicycle census, where volunteers count all bicycles parked on campus.

##### The Bike Project of Urbana-Champaign (TBP):

The Bike Project[[24]](#footnote-33) is a non-profit, charitable organization of bicycle users whose mission is to educate and empower the community by providing a welcoming space to learn about bicycle repair, engage in maintenance practices, and promote safe operation through outreach and advocacy activities. The Campus Bike Center is a collaboration between TBP and Campus Recreation.

##### Prairie Cycle Club (PCC):

The PCC [[25]](#footnote-35) is a non-profit community organization established in 1971, catering to bicyclists residing in Champaign and neighboring counties in Illinois. Their aim is to provide a wide range of services for cyclists of all levels, including newcomers, casual riders, tourers, endurance cyclists, commuters, and competitive racers. The club takes the initiative in sponsoring, hosting, coordinating, advocating for, promoting, and assisting various bicycling events.

##### League of American Bicyclists:

The League of American Bicyclists[[26]](#footnote-37) works towards creating a bicycle-friendly America for everyone, improving lives and strengthening communities through bicycling. They have helped the Campus regulate e and encourage bicycle standards.

##### Association of Pedestrian and Bicycle Professionals (APBP):

APBP[[27]](#footnote-39) is a group of professionals dedicated to improving the accessibility of walking and biking areas. The associations focus is on promoting the exchange of ideas among peers, enhancing specialized skills, and nurturing the career growth of our members employed in government, consulting firms, and non-profit organizations related to transportation planning, urban design, public health, and active living.

##### Ride Illinois:

Ride Illinois[[28]](#footnote-41) is a nonprofit organization focused on bicycle advocacy, education, and awareness. Our efforts, programs, and events aim to make riding a bicycle in Illinois safer, more enjoyable, and accessible to all. Ride Illinois’ mission is to make Illinois better through biking! The Ride Illinois has also released their Strategic Plan in May 2023 that supports to achieve their mission.

The Urbana-Champaign area has a number of non-profit organizations that promote bicycle safety, usage, and infrastructure measures that align with the goals of this plan.

Champaign County Bikes (CCB):

Champaign County Bikes has the goal of making Champaign the most bicycle friendly county in the Midwest through advocacy and education. The CCB Steering Committee has representatives from most bicycling groups in the area, including The Bike Project, Prairie Cycle Club, the League of Illinois Bicyclists, and Illini Cycling, among others. CCB supports an active email list discussing various bicycling topics. Additionally, The Bike Project of Urbana-Champaign is a volunteer-run organization that offers members a space, tools, and community to repair bicycles, share knowledge, hold classes, and advocate for bicycles in Urbana-Champaign. Since 2010, the university has collaborated with The Bike Project to run the Campus Bike Center, an on-campus location using the same model of hands-on bicycle repair and maintenance education.

At the state and national scale, the League of Illinois Bicyclists (LIB) and the League of American Bicyclists (LAB) are strong advocates for bicycling. LIB is a not-for-profit organization dedicated to improving bicycling conditions in the State of Illinois, promoting bicycle access, education, and safety. The mission of LAB is “to promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America.” Indeed, the Bicycle Friendly University status granted to the university by LAB is a motivating factor to becoming a more bicycle friendly campus, and LAB’s guidance on how to improve the university’s standing helped influence this plan and related efforts to become more bicycle friendly.

##### Ridership Data

● Eco-Counter data (https://icap.sustainability.illinois.edu/project/pedestrian-and-bicycle-counts)

● Bike Census data (https://icap.sustainability.illinois.edu/project/bicycle-counts)

● Bike Registration information:

All bicycles on campus must be registered in the University’s new National Bicycle Registration system. Your bicycle is not protected until you attach the registration tag (529 Shield) to your bike. Registering your bicycle also supports the Bicycle Friendly University program. According to the *University Bicycle Ordinance*, bicycle registration is mandatory for all bicycles parked or operated on campus and owned by students, staff, faculty, University departments, community members and bike share vendors.

[Mode Choice survey 2022](https://icap.sustainability.illinois.edu/project-update/final-report-and-key-findings-mode-choice-survey-2022)[[29]](#footnote-42):

In 2022, nearly 55% of the faculty and staff chose “Drive yourself (arrive/depart alone)” as their preferred primary mode of transportation. This is down from 60% as reported in the 2019 mode share survey.



In 2022, nearly 45% of the students chose “Walk/Roll” as their preferred primary mode of transportation. This is down from 49% as reported in the 2019 mode share survey and up from nearly 37% as reported in the 2011 mode choice survey.



Student respondents in 2022 – (1) nearly 90% selected “Walk/Roll”, (2) nearly 82.5% selected “Bus”, and (3) nearly 41.5% selected “Personal bicycle” as one of their top three preferred modes of travel.

##### Mobility Implementation Plan (miPlan):

MTD coordinated the miPLAN[[30]](#footnote-44) to find out what mobility options Champaign, Urbana, and Savoy want as a community and how to bring those options to fruition. The first phase of miPLAN was an extensive public input period and market analysis done by asking students, employees, and residents what mobility options they want now and in the future. Surveys conducted in 2007 as part of the miPLAN Phase One research helped inform the Campus Bicycle Plan.

In 2007, the Mobility Implementation Plan (miPlan) survey included questions about bicycle ridership. About half of the students had access to a bicycle, and 42 percent reported using a bicycle at least once a week. Additionally, four percent of employees reported using a bicycle as their primary mode of transportation, while 70 percent owned a bicycle. At the time of the survey, there were 41,495 students and 11,676 employees on campus which implies there were 17,428 student bicyclists and 467 employee bicycle commuters.

From 2000 to 2008, there were over 140 bicycle counts at specific sites in the University District. For example, a bicycle count conducted in 2008 showed an average of 250 bicycles per hour per location at peak travel times. In September 2009, the university participated in the National Bicycle and Pedestrian Documentation Project sponsored by the Institute of Transportation Engineers Pedestrian and Bicycle Council.[[31]](#footnote-45)

##### University District Traffic Circulation Study (UDTCS)[[32]](#footnote-47):

The University District Traffic Circulation Study (UDTCS) results have informed the prioritization of the recommendations in this plan.

In 2011, CUUATS completed a University District Traffic Circulation Study (UDTCS), using information from a campus-wide statistically relevant survey. The survey was conducted in May–April 2011 and included both students and faculty. It found that 6% of staff, 18% of faculty, and 12% of students use a bicycle as their primary form of transportation.

Crash Analysis (FROM 2014 PLAN)

As part of the University District Traffic Circulation Study (UDTCS), CUUATS conducted an extensive analysis of pedestrian, bicycle, and motor vehicle crashes within the University District from 2006-2010. The crash data, obtained from the IDOT Division of Traffic Safety, were analyzed for trends over time, accounting for changes in traffic volume, to identify safety issues related to existing infrastructure.

According to the UDTCS Existing Conditions Report, there were 162 crashes involving either a pedestrian or bicycle in the University District between 2006 and 2010, and “bicycle crashes exceeded the number of pedestrian crashes each year.”27 Graph 1 shows the trend in number of crashes per year, broken down by pedestrian and bicycle, and Table 1 shows the breakdown of crash severity for all bicycle and pedestrian crashes by year. The levels of severity range from fatal crashes, injury crashes ranked from most severe (A-Injury) to least severe (C-Injury), and Property Damage Only (PDO) crashes. It is notable that only six PDO crashes were reported. There is likely a high volume of unreported bicycle crashes.

*Map 2* shows the locations of bicycle crashes reported to police from 2006 to 2010, symbolized by crash severity. According to the UDTCS, “out of the 162 (bicycle and pedestrian) crashes, 108 crashes occurred at intersections along the Green Street, Springfield Avenue, Sixth Street, Lincoln Avenue and Fourth Street corridors, which is not surprising given the high pedestrian and bicycle crossing volumes at those intersections.” 28 This data and the analysis included in the UDTCS Existing Conditions Report were considered heavily when assigning priority to infrastructure improvement recommendations included in **Chapter 6**.

##### Crash Analysis (Updated 2024):

* From the iCAP Portal
* Reach out the Public Safety department
* Reach out to CCRPC
* Long Range Transportation Plan (LRTP) - Long Range Transportation Plan[[33]](#footnote-48) provides an overview of transportation behavior in the community including each mode in the local transportation system. Data regarding infrastructure, safety, and ridership are included
* <https://crashdashboard.ccrpc.org/>

Bike Theft analysis

* [Data-driven approach for a new bike shelter on campus - presentation by Pranjali Shah (MUP-1)](https://icap.sustainability.illinois.edu/project-update/data-driven-approach-new-bike-shelter-campus-presentation-pranjali-shah-mup-1)

###### Bike Registration:

All registered bicycles should have a Project 529 Shield on the bike. In case someone steals your bicycle, the authorized administrators, bike shops and/or community police departments will be able to contact you. Furthermore, the 529 Shields are tamper resistant and they serve as theft deterrents, as they put would-be thieves on alert that the bikes are protected by the University’s national bicycle registration system.

###### Recovery

* Theft information
* iCAP Portal –

Like any large community with many bicycles, bike theft is a problem in Champaign-Urbana. Bike theft is a real barrier that prevents theft victims from riding bicycles, and discourages others from bringing high-quality bicycles to campus. The University aims to reduce bike thefts on campus by providing better, more secure bicycle parking and storage facilities, a more robust bicycle registration system, and by working with local police enforcement, bicycle shops, and community groups to identify theft deterrents on campus.

○ Public Safety department

# Chapter 2: Planning Process

## Scope

The starting point for the planning process of this document is the 2014 Campus Bicycle Master Plan which was published in May of 2014. Picking up where that document and its projects left off, the 2024 plan seeks to complete any unfinished projects, identify the need for new projects, and promote new programs that encourage bike usage and bike safety. Bikeway infrastructure is the main focus on this document, like it was in the 2014 plan. The jurisdiction of this plan only contains that of which is deemed campus property, where there have been many bike infrastructure inclusions across the past decade. Things of course are not complete.

## Related Plans and Studies- include 2014 bike plan reference

The following is a list of University of Illinois plans, studies, recommendations and achievements that relate to bicycles since 2007. These resources have all been instrumental in the development of this plan, and effort has been made to ensure consistency between this plan and the resources listed below. For a complete list of the additional off-campus studies and plans that influenced this plan, see the Literature Review in the University District Traffic Circulation Study Existing Conditions Report.

### Bike Census

<https://bike.illinois.edu/bikecensus/>

[R:\Bicycles\Evaluation & Planning\Counting Bikes\2023 Bike Census](file:///R%3A%5CBicycles%5CEvaluation%20%26%20Planning%5CCounting%20Bikes%5C2023%20Bike%20Census)

[R:\Committees\Campus Transportation Advisory Committee (CTAC)](file:///R%3A%5CCommittees%5CCampus%20Transportation%20Advisory%20Committee%20%28CTAC%29)

##### Campus Master Plan 2018:

The Campus Master Plan provides recommendations for the entire campus of the University of Illinois at Urbana Champaign. It anticipates a steady growth in enrollment for students online and on campus over the next ten years, focusing on strategies for physical renewal of campus. Additionally, the Campus Master Plan looks beyond the initial planning horizon to illustrate zones for future replacement space, new development, and reinvestment. The Campus Master Plan is not a mandate to build: it is an opportunities plan and framework for continued renewal and change.

As a framework, the Campus Master Plan establishes development patterns and foundational elements to maintain the university’s unique spatial and organizational characteristics, while at the same time identifying potential sites for future building placement and campus placemaking. Future program needs and funding sources will ultimately determine the pace and scale of development over time.

Following the 2007 Campus Master Plan, the Urbana Campus adopted a complete streets policy to better accommodate pedestrian, bicycle, transit, and vehicle movements in a more user-friendly way.

The Campus Master Plan seeks to supplement the current multi-modal system with an innovative approach to closing the physical north-south and east-west gaps on campus.

The University of Illinois at Urbana-Champaign, with its history of innovation, is a prime candidate to test a pilot program for autonomous shuttles. Two intersecting routes, as simple, linear, “out and back” models are proposed for Peabody Drive on South campus, and for South Mathews Avenue, on the east side of campus. A third route to link the University of Illinois Research Park to the core of campus has also been discussed as a potential opportunity. The autonomous shuttle program can greatly enhance physical access between academic and student life facilities, as well as increase collaboration among research institutes in both corridors.

##### 2007 Multi-Modal Transportation Study:

The 2007 Multi-Modal Transportation Study for the university addressed pedestrian safety and general mobility issues for campus. The study presented a number of recommendations related to parking, transit, streets, bicycling, walkability, and transportation demand management. The Multi- Modal Study was adopted by campus in 2007 and the TDM department was formed to implement the recommendations.

This document addresses four specific bicycle recommendations from the Multi-Modal Study:

● Recommendation 3.18: Commission a comprehensive campus bicycle plan to plan for upgrading existing facilities and developing new facilities.

● Recommendation 3.19: Implement bicycle lanes on campus streets as part of a “complete streets” program. Bicycle paths should supplement street system in areas inaccessible by street and in areas used for recreational purposes.

●Recommendation 3.22: Implement a comprehensive bicycle education and promotion program.

● Recommendation 3.23: Provide other amenities to accommodate existing bicyclists and attract new ones.

##### 2008 Parking System Review Committee Recommendations:

In 2008, Chancellor Richard Herman charged the Parking System Review Committee (PSRC)[[34]](#footnote-49) with recommending “comprehensive parking policies that address the following:

● salary-based rate concerns;

● Price differentiated parking options; safety enhancements that support current efforts to reduce vehicular traffic on campus;

● optimize existing parking space;

● promote green transportation; and

● give consideration to expanded parking services such as

* satellite parking with high frequency shuttle access,
* access to occasional parking for those who choose not to park on campus on a regular basis (e.g., transit riders, cyclists and car/van pool users),
* access to multiple parking facilities, and
* Demand related pricing for high demand parking areas.”

The PSRC’s final report recommended the formation of a bicycle committee to resolve issues related to bicycle paths, parking, and services and identify a revenue stream to fund and maintain bicycle facilities. The committee would be charged with identifying a revenue stream and resolving issues for bicycle paths, parking, and services, such as a bicycle shop, bicycle sharing on campus, and educational programs. This bicycle plan modifies that recommendation to propose a Campus Bicycle Coordinator who will work with the Campus Transportation Committee for review of programs.

The PSRC’s recommendations also included removing all on-street parking, in favor of off-street parking. In some cases, this bicycle plan recommends bicycle lanes on streets that will only accommodate bicycle lanes if some or all of the on-street parking spaces are removed. The table in Appendix B lists transportation segments that will impact parking spaces when implemented. This table also makes recommendations for alternative parking options for each of these segments. There are a total of 234 university parking spaces that will be removed from streets through the implementation of new bicycle lanes recommended in this plan.

##### Campus Landscape Master Plan:

The Campus Landscape Master Plan (CLMP)[[35]](#footnote-50) presents a shared vision for the overall campus landscape and provides specific design guidelines, tested through extensive public engagement and stakeholder input. The campus community desires a landscape that inspires, nurtures, restores and educates.

The Campus Master Plan was approved by the Board of Trustees in 2017 and updated in 2018. The landscape vision set forth in the 2017 Campus Master Plan says: “While streets and buildings define the basic open space framework of campus, its character and the way it is perceived are largely determined by the treatment of the campus landscape.” It provides broad landscape objectives and a high-level campus scale landscape approach and reinforces the need for the landscape to achieve the goals set forth in the iCAP.

##### The Illinois Climate Action Plan (iCAP 2020):

The iCAP[[36]](#footnote-51) was developed by the Institute for Sustainability, Energy, and Environment (iSEE), with broad public input and final approval by the Chancellor. The document states that “our campus has an urgent responsibility to sustainably manage everything from the water we drink to the crops we harvest to the pollinators we rely on for survival. Strategies to address these and other concerns include implementing green infrastructure, designing resilient landscapes, and restoring our ecosystems.” These iCAP goals adopted by the University seek to increase tree canopy, increase rainwater capture, reduce potable water use, increase biodiversity, improve air quality, reduce atmospheric carbon dioxide, reduce the heat island effect, and increase pollinator friendly, native plantings. While considerable progress has been made towards the iCAP goals, the recommendations within the Campus Landscape Master Plan provide strategies and recommend specific applications, locations and costs. In January 2019, the Urbana campus was named the ninth annual winner of the Climate Leadership Award presented by Second Nature and the U.S. Green Building Council. The University of Illinois was recognized for its comprehensive energy-saving efforts, cross-curricular sustainability programming, and attention to community resilience.

In March 2019, the University of Illinois Urbana-Champaign was awarded Gold Level honors in the Sustainability Tracking, Assessment & Rating System (STARS) for the fourth straight time. This rating was made possible by outstanding energy and resource savings work provided by F&S as well as inclusion of sustainability across academic units.

##### Bike Friendly University Application (BFU):

The BFU[[37]](#footnote-52) program recognizes institutions of higher education for promoting and providing a more bicycle-friendly campus for students, staff and visitors. The BFU program provides the roadmap and technical assistance to create great campuses for cycling.

In 2011, the University applied for and was granted Bronze-level certification as a Bicycle Friendly University (BFU) from the League of American Bicyclists. The University retained its Bronze-level BFU certification in 2015. The League of American Bicyclists also provides a feedback that can be used to implement and achieve the next level of certification. The University filed an application in August 2019 to renew the BFU status and was promoted to the Silver-Level BFU status on October 17th, 2019.

The University strives to provide our students, faculty, staff, visitors, and community with great bicycle infrastructure, and we are continually trying to make the bicycling experience safer, more enjoyable, and better in all ways. The University addressed the feedback and has applied for Gold-level BFU certification in Fall 2023 and is awaiting for the feedback.

##### Vision Zero Commitment (CUUATS):

Vision Zero[[38]](#footnote-53) is a strategy to eliminate traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and is now gaining momentum in major American cities. In 2012, Chicago became the first U.S. city to adopt Vision Zero; since then, more than 20 cities across the country have committed to this strategy.

The Champaign-Urbana Urbanized Area Transportation Study (CUUATS), the transportation entity of the Champaign County Regional Planning Commission (CCRPC), is the Metropolitan Planning Organization (MPO) responsible for administering the federally mandated transportation planning process for the Champaign-Urbana-Savoy-Bondville-Tolono urbanized area. In December 2019, CCRPC published the Long Range Transportation Plan (LRTP) 2045 for the area, including Vision Zero as an objective. The university is an active partner of CUUATS, and therefore supports the Champaign County LRTP 2045 and commits to the Vision Zero objective.

The Transportation Demand Management (TDM) department at F&S works with regional transportation planning partners to coordinate networks for all campus travel, including walking, bicycling, transit, and motor vehicles. TDM also encourages active transportation, maintains street signs and pavement markings, manages traffic closures on campus property, prioritizes pavement improvement projects, and emphasizes pedestrian safety and the safety of all on-campus modes of transportation.

Furthermore, implementing the Campus Bicycle Network Master Plan and exploring sustainable options for transportation infrastructure and fuels fall under the TDM’s purview. In the last five years, the department’s efforts and safety measures have resulted in zero transportation-related fatalities on campus streets.

##### Campus Transportation Advisory Committee (CTAC) Recommendations:

CTAC[[39]](#footnote-54) is an advisory body to Transportation Demand Management at F&S and the campus community on matters regarding transportation on campus.

- Eco Counters

- Pedestrian Count

- Bicycle count

- Traffic Closures

- MTD workshops

- End of the Roundup of Bicycles

- Bicycle Friendly University Application

- Smart Poles

##### University Bicycle Ordinance:

According to the University Bicycle Ordinance[[40]](#footnote-56), bicycle registration is mandatory for all bicycles parked or operated on campus and owned by students, staff, faculty, University departments, community members and bike share vendors. Each bicycle owner must register[[41]](#footnote-57) his/her bicycle(s) and obtain a Registration Tag (529 Shield) for the registered bicycle from one of the Shield pick-up locations. If there is a change in ownership, the new owner must register the bicycle again.

There is a one-time $10 per bicycle registration fee. Users must pay this registration fee using the form below before proceeding to the University’s Project 529 system registration page. The Registration Fee funds will help sustain the community-wide Project 529 bicycle registration system, contribute towards bicycle program on-campus and administrative costs.

Bike Audit- October

Public Input

# Chapter 3: Goals and Objectives

The following goals and objectives are meant to direct planning efforts, independently of time frame and individual projects. A goal is defined as an end state that will be brought about by implementing the Campus Bicycle Plan. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. Implementation measures are specific activities that must be completed in order to achieve goals.

##### Campus Bicycle Plan Goals:

1) Continue to increase safety for all campus users, including pedestrians, bicyclists, transit riders, and motorists.

2) Increase sustainability of campus transportation, in support of the Illinois Climate Action Plan

3) Continue to improve the mobility and convenience for cyclists on campus.

4) Identify funding needs and secure funding for future improvements of campus bicycle facilities, services, and programming.

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

- Programming goals should remain the same (safety is the most important!)

- We need to collect data

- Objective: Coordinating with other plans, supporting other plans (climate action plan, TDM plan, City of Urbana, City of Champaign)

- Update plan every 10 years

- Continue to support national Bicycle registration on campus (registered more than 800 this year)

- Continue to offer bike sharing program, long term- campus provided bike share program (people rent bicycles for the semester)

- Bike coordinator has been hired (staff at least two active mode of transportation)

- Support student hiring of student interns to support bicycle transportation/active mode of transportation

- Identify funding

- Encourage bicycling

* Bicycle Ambassodors
* Bike buddies
* LCIs

- Equity- how can we give access to every of all different background

# Chapter 4. Existing Conditions

## Summary of Problems:

###### Safety:

The safety of bicyclists, as well as that of nearby pedestrians, motorists, and transit users, is a top priority for the university. The poorly marked, inconsistent and unpredictable bikeways pose difficulties for cyclists trying to navigate campus. This commonly leads to unpredictable riding behavior, which not only puts cyclists at risk, but also adversely affects other users of paths and roadways. Even when a cyclist is trying to follow the traffic laws, there are many locations where a campus path ends without forewarning and without any indication of where the cyclist is expected to go next. The cyclist is then forced to make a sudden decision while in motion, which can be very dangerous for the rider and surrounding passersbys.

The high number of existing bi-directional side paths intended for bicycles poses a danger as well, due to the low visibility that motorists have of bicycles on these paths when approaching flow of adjacent traffic, as motorists crossing or turning left or right at driveways and intersections usually do not look for bicyclists traveling on the sidewalk.”

The original design of most outdated paths also poses a danger to cyclists, with sharp turns, narrow widths, and curbed edges. Among the few dedicated bicycle paths being kept under the updated bicycle plan, the majority will need to be widened or resurfaced to meet safety standards. Nearly all of the bi-directional dedicated bicycle paths are only six feet wide, rather than eight feet (as recommended by The Guide for the Development of Bicycle Facilities [AASHTO, 2012[[42]](#footnote-58)]), while some one-way dedicated paths are as narrow as two feet wide.

###### Maintenance:

As mentioned previously, many existing bikeways on campus have fallen into disrepair as a result of funding cuts and budget limitations. Without regular upkeep over the years, many of the dedicated bicycle paths have fallen victim to degraded concrete, faded paint, and edge drop offs. Broken and crumbling concrete poses a danger to cyclists, particularly on poorly lit pathways where the rugged terrain may not be visible at night. Yellow painted dash marks are often the only indication of whether an off-road path is designated for bicycles or pedestrians. Where these painted markings have faded, conflicts regularly arise because pedestrians walk on dedicated bicycle paths and cyclists ride on pedestrian pathways. In many instances, painted “yield” signs intended to indicate the intersections of dedicated bicycle paths have faded to only vaguely show the original triangle outline. To newcomers and visitors, these remaining triangles look like directional arrows, incorrectly telling cyclists to ride on the left side of the path.

###### Connectivity

As the original bikeway system has slowly been changed and moved over time, from a cohesive network to a disconnected series of bikeway segments. The lack of connectivity makes it difficult to travel across campus by bicycle in an efficient, lawful manner, and it encourages cyclists to take dangerous or illegal alternatives such as bicycling on pedestrian-only sidewalks or traveling the wrong direction on one-way streets.

Just as there are connectivity issues within the campus bicycle system, existing connections between the campus bikeways and the community bikeways are hard to find. The university is nestled within the city limits of Urbana and Champaign and the bikeways on campus must connect with city- owned streets and bikeways to offer true connectivity. While the Multi-Modal Study recommends “the campus bicycle plan should be closely coordinated with bicycle planning for Champaign and Urbana to enhance regional connectivity and promote uniformity within the University District,” most of the actual connections between campus bicycle paths and community bicycle paths have yet to be built.

Because the university only owns roughly a third of the streets in the University District, many of the improvements needed to upgrade the overall University District bicycle network fall under the jurisdiction of Champaign or Urbana, rather than the university. While this plan does not specifically call out solutions for the city-owned bikeways, TDM has worked closely with those planning and implementing the city- owned bikeways to coordinate efforts and ensure that a well-connected network is put into place. In several instances, coordination is particularly needed where the university owns the sidewalks or off- road bicycle paths, while another jurisdiction owns the adjacent street where an on-street bicycle lane or bicycle route is recommended. Examples of this include Green Street from Wright Street to Goodwin Avenue, and Mathews Avenue south of Springfield Avenue.

###### User-friendliness:

Each of the aforementioned problems results in a lack of user-friendliness among the existing bikeways. Poorly maintained and disconnected routes are unsafe and are often confusing and discouraging for new or potential riders. In order to make bicycling an attractive mode of transportation for campus residents and visitors, the university must provide a clean, convenient, and efficient network of bikeways on which to travel.

###### Equity and Accessibility

* DRES wheelchair athletes
* Promotion to all students, faculty, and staff
* Refer to the BFU application

# Chapter 5: Network

## Recommendations

The recommendations provided in this plan seek to address the four major problems described in Chapter 4. By implementing the following general changes to the campus bikeway network, safety, maintenance, connectivity, and user-friendliness will be improved.

### Summary of Solutions

##### Improved Safety:

A 2009 literature review of the impact of transportation infrastructure on bicycling injuries and crashes found that “purpose-built bicycle-specific facilities reduce crashes and injuries among cyclists.” 51 To reduce the number of dangerous interactions between bicyclists, motorists, and pedestrians, the Campus Bicycle Plan recommends replacing most existing side paths with on-street bicycle lanes or designated on-street bicycle routes. Bicycle lanes are safer for cyclists because cyclists are more visible and predictable when following the Rules of the Road.52 In the absence of dedicated bicycle lanes, clearly marked designated bicycle routes provide additional safety measures for on-street cycling.53 As noted in the Urbana Bicycle Plan, “Using the road often improves safety by increasing cyclist visibility, particularly at intersections, where most crashes occur. On-road bikeways are especially appropriate on moderate to lower speed roads with more than a few intersections, driveways, and entrances.”

##### Improved Maintenance:

While the initial bikeway improvements recommended in this plan are critical to ensuring the safety of cyclists and others, continuing to maintain the new and improved network is essential to the ongoing success of the plan. Because many existing side paths will be replaced by on-street bicycle lanes, the maintenance of these new bikeways will vary from historical needs of the old off-street paths. Although the plan effectively reduces the number of dedicated bicycle paths requiring upkeep, on-street bicycle lanes will likely have an increased need for striping maintenance due to the added wear caused by vehicle traffic crossing over painted bicycle lanes. This will be particularly apparent where bicycle lanes are along bus routes, so buses must cross through the bicycle lane to pull into bus stops. Most significantly, on-street bicycle lanes will mean that the maintenance of bicycle lanes will be paired with the maintenance of streets. Pavement upgrades for the street will mean pavement upgrades for the bicycle lane, and funding limitations for road maintenance will adversely affect maintenance of on-street bicycle lanes and routes.

For off-road shared use and dedicated bicycle paths, occasional motor traffic from service vehicles, as well as normal wear from daily use and inclement weather will continue to result in faded paint and degraded pavement over time. To prevent the future network from falling into the same state of disrepair that is found on campus today, a regular maintenance plan will need to be followed upon implementation of this bicycle plan. Potential funding sources for the ongoing maintenance of bikeways include:

● increasing the annual F&S budget to support bikeway network repairs;

● Creating a UI Foundation fund for bicycle-related projects and programming, including ongoing maintenance of the bikeway network;

● Creating a campus “Adopt a Path” program that would allow departments, student groups, or local businesses to provide funding to sponsor the ongoing upkeep of specific segments of the bikeway network; and,

● Creating a student fee specifically for bicycle programs and maintenance.

Additional needs for all bikeways include ongoing regular maintenance such as sweeping of leaves and landscaping debris as well as snow removal.

##### Improved Connectivity:

Although this plan does not make recommendations for the cities on specific bikeways to implement or change, it does recognize the need for the university to continue to work closely with the cities to ensure that campus bikeways are aligned with the greater area’s bicycle network. This plan intends to connect and coordinate the campus bikeway network with facilities constructed and planned in the municipal jurisdictions of Champaign, Urbana, and Savoy. Every effort has been made to ensure that the recommendations included in this plan provide connectivity with non- university-owned bikeways.

Additionally, many of the plan’s recommendations are designed to improve connectivity throughout the existing and proposed network. Bicycle lanes and bicycle routes are often recommended because they take advantage of existing road infrastructure, though significant capital improvements are necessary with some proposed projects. The proposed bicycle network will create a more cohesive and coherent network, allowing cyclists to move across campus with ease.

##### Improved User-friendliness:

To make the bikeway network not only more safe but also more appealing and user-friendly for experienced and novice cyclists alike, this plan includes recommendations for improved signage and markings that would guide cyclists through campus. More consistent bikeways that are well maintained and clearly marked will help cyclists navigate the campus by bicycle. This will also encourage more predictable riding behavior for the benefit and safety of all transportation modes.

##### Improved Equity and Accessibility:

## Recommended Bicycle Facility Types:

This plan identifies the campus streets that should include bicycle lanes or be designated as bicycle routes, shared-use paths that should be maintained or developed, and locations selected for enhanced dedicated bicycle paths. Design guidelines for each type of bikeway are included in Appendix A, with images of recommended markings and signage.

##### Bicycle Lanes:

Increasing the number of on-street bicycle lanes on campus roads will change the overall transportation network so that pedestrians have safer walkways with more predictable behavior from other users, while bicyclists will share the road with motor vehicles in most cases. Bicycles are legally designated as vehicles by the State of Illinois, and they have the same rights and responsibilities as motor vehicles when using roadways. When a bicycle lane is present on a street, bicyclists are not limited to riding in the bicycle lane according to the Illinois Vehicle Code.

##### Bicycle Routes:

In some locations, rather than painting designated bicycle lanes, campus streets will simply be marked as a Bicycle Route using wayfinding signs. Bicycle Routes will be implemented on streets that have lower traffic volumes, are too narrow for bicycle lanes, or connect with streets that have been designated by Urbana or Champaign as a Bicycle Route. Bicycle Routes are helpful pieces of the full bicycle network because they provide continuity when the street is not suitable for engineered bicycle lanes. The Bicycle Route wayfinding sign is meant to encourage bicyclists to use these streets and to remind motorists to share the road and watch for bicycles. Painted shared lane markings, or “sharrows” are also recommended on certain Bicycle Routes. Sharrows are recommended to “be used to guide bicyclists to a safe position within the lane, alert motorists to the potential presence of bicyclists, encourage safe passing by motorists, and reduce the incidence of wrong-way bicycling.”55

##### Shared Use Side Paths:

A shared use side path is a wide sidewalk parallel to a street designed to accommodate bicycle use along with pedestrians. There are certain locations in Urbana and Champaign where bicyclists are not allowed to ride on sidewalks, but in all other locations bicycles are permitted, though not usually encouraged, on sidewalks.56 There will be a limited number of shared use side paths implemented as part of this plan, where on-street bicycle lanes or routes are not feasible, and off-road paths are not available to offer alternative routes. The design guidelines for shared use paths include a sign that reminds cyclists to yield to pedestrians, but there are no associated pavement markings.

AASHTO notes that shared use side paths should only be used rarely due to potential conflicts, such as motor vehicles crossing at intersections or entering driveways, and they should give signage for contra-flow riders.57 The AASHTO guide recommends that “although paths in independent rights- of-way are preferred, side paths may be considered” in a number of cases, such as when the adjacent roadway has relatively high-speed and high-volume motor vehicle traffic and where few roadway and driveway crossings exist.58 This coincides with the Urbana Bicycle Master Plan, which notes that side paths “may be better choices than on-road bikeways for faster, busier roads with few access points and with well-designed intersections.”59

##### Dedicated Bicycle Side Paths:

In very few instances dedicated bicycle side paths are recommended on campus. The adjacent street should have low traffic frequency and speed, and on-street bicycle facilities must have been considered unfeasible in order for dedicated bicycle side paths to be acceptable. An example of such a path is the path along Peabody Drive, from Euclid Avenue to Sixth Street.

##### Off-Road Shared Use Paths:

As the university has grown, various streets have been closed to traffic and converted to pedestrian areas. Because bicycle paths should supplement the street system in areas inaccessible by street, there will continue to be some off-road bicycle paths through pedestrian areas of campus. Off-road paths supplement the on-street facilities when on-street facilities are more than 1,000 feet apart. In some instances, a single shared-use path wide enough to accommodate bicyclists, pedestrians, and other non-motorized transportation will be the most appropriate facility type. The minimum paved width for a bi-directional shared use path is 10 feet.60

##### Off-Road Dedicated Bicycle Paths:

The off-road dedicated bicycle paths will improve safety for pedestrians and bicyclists through clear delineation of exclusive bikeway facilities. They will be designed using the AASHTO recommendations for bicycle lane designs on streets with no curb and gutter, with a minimum of four feet in width for each directional travel lane. The bicycle lane markings on the dedicated bicycle paths will indicate the proper use of the paths and minimize the number of pedestrians walking on bicycle paths. The potential for conflicts at pedestrian and street crossings will also be minimized through appropriate design, markings, and signage for all users.

##### Off-Road Trails:

The off-road trails are unpaved paths to be shared by cyclists, walkers, joggers, and other non- motorized transportation users.

### Overview of Changes

# Chapter 6: Implementation

Cost Estimates

Funding

##### Potential Funding Sources:

The projects making up this plan are ranked in order of priority, and each project has been broken into one or more phases. Projects were prioritized using a number of criteria:

● Safety needs using data of bicycle crashes from 2006-2011

● Traffic volume using traffic rates recorded from 2000-2012

● Difficulty of completion by the university, considering jurisdiction of the segments included in and/or connecting to the project.

Projects that fall entirely under the jurisdiction of the university have received priority over projects that need assistance or cooperation from another local governmental agency or where connectivity relies heavily on additional upgrades by neighboring jurisdictions. There will be a number of stakeholders and responsible parties involved in each project, even for projects that are entirely under university jurisdiction.

Using the above criteria, projects were categorized in high, medium, and low priority levels. A fourth category, Study Areas, includes projects that do not yet have recommended designs. Some of the high-priority projects have already been funded and are in the process to be implemented. Table 3 outlines the full implementation plan by priority.

Because many of the projects recommended will not be completed for a number of years, TDM took an interim step to make some initial improvements during 2013. With funding support from the Illinois Student Senate, work included repainting several existing dedicated bicycle off-road and side paths, and adding stop signs for bicycle traffic at key intersections on existing paths. This step does not bring the existing bikeways up to acceptable safety standards; however, this is expected to reduce bicyclist/pedestrian conflicts.

##### Prioritization Process:

TDM Prioritization Methods

TDM prioritizes efforts based on the following factors:

1) Safety for users: this includes all users, both in the related traffic mode and those interacting in that space.

2) Location: this refers to the impact on the overall networks and the perception of that impact.

3) Volume of Traffic: this reflects the number of users of the affected area.

4) Condition, such as PCI: this considers the scale of the improvements needed at the affected area.

5) Alignment with campus plans: this considers the connections to strategic priorities and potential coordination with other campus projects.

##### Project Summaries:

The following pages contain information about specific project recommendations. Projects are listed in priority order. A Study Area designation is used when there are concerns that need further study in order to be fully addressed.

##### Full Implementation List:

|  |
| --- |
| * **High Priority Projects**
 |
| * + Dedicated Path Removal
 |
| * + Armory Avenue/ Wright Street/ Green Street
 |
| * + Fourth Street
 |
| * + First Street
 |
| * + Armory Avenue Path
 |
| * + Sixth Street
 |
| * **Medium Priority Projects**
 |
| * + Gregory Drive
 |
| * + Peabody Drive and Path
 |
| * + Lorado Taft Path
 |
| * + Stadium Drive
 |
| * + St. Mary's Road
 |
| * + Lincoln Avenue
 |
| * + Main Street Path
 |
| * **Low Priority Projects**
 |
| * + Oak Street
 |
| * + Florida/Kirby Avenue Path
 |
| * + Race Street Path
 |
| * + Pennsylvania Avenue
 |
| * + University Avenue Path
 |
| * + Goodwin Avenue Path
 |
| * + Dorner Drive
 |
| * + Mathews Avenue Path
 |
| * + FAR/PAR Paths
 |
| * + Gregory Street
 |
| * + Gerty Drive
 |
| * **Study Areas**
 |
| * + Quad Path
 |
| * + Mathews Avenue
 |
| * + Hazelwood Drive
 |

The High Priority are already done. Os the medium prio will become high prio.

Check the xl sheet Campus Bike Plan bike path project phase progress tracker

##### High Priority Projects:

*Dedicated Path Removal*

There are a group of dedicated bicycle paths located in the northern engineering campus between Springfield Avenue to the south, University Avenue to the north, Wright Street to the west, and Mathews Avenue to the east. Although these paths were once a part of the greater campus bicycle network, they have long since been left in a state of disrepair, disconnected from the rest of the network.

This plan calls for the removal of most dedicated bicycle paths on campus (with some notable exceptions like the Quad Path, Lorado Taft Path, and Armory Avenue Path), and most path removals will be performed in conjunction with other infrastructure improvements. The segments included in this project are found in places where this plan does not recommend specific bicycle network improvements, including Springfield Avenue, Stoughton Street, Clark Street, and Wright Street. **See Table 5 (2014 Plan)** for table of associated costs.

##### Medium Priority Projects: Don’t know anything about an update on these projects

##### Low Priority Projects:

##### Study Areas:

# Conclusion

Chapter 7: Additional Considerations

Engineering

Bicycle Parking and Storage Facilities

Bicycle Parking Facility Standards

Showers and Lockers for Bicycle Commuters

Bicycle Repair Stations:

In 2011, Champaign, Urbana, MTD, and the University purchased bicycle repair stations to be strategically placed around the Champaign-Urbana community. There are now nine repair stations in the community, including three on campus. The Campus Bike Center maintains two of the on-campus repair stations, and an academic unit installed and maintains the third. Maintaining the stations includes posting stickers on each station with instructions for use, with a phone number to report broken or missing parts, and then dispatching a staff person to replace or repair missing or broken parts. The picture to the right is an example bicycle repair station. The university should consider adding 3-4 additional repair stations across campus, particularly in high-density bicycle parking areas such as residence halls.

Education

Incoming Students

Educational Events

Materials, Campaigns, & Multi-Media

Bicycle Courses

Social Media and Online Resources

Bicycle Ambassadors Program

Additional Educational Tactics

Encouragement

Campus Bike Center

Bicycle Sharing

##### C-U Bike Month:

In May 2010, Champaign-Urbana hosted its first ever C-U Bike to Work Day, in conjunction with the annual National Bike Month. The university has been involved in planning C-U Bike to Work Day each year since it started, including playing the lead role of organizing the event in 2012. Each year, TDM partners with other local agencies on the planning committee for Bike to Work Day to organize bicycle stations on campus. Student Affairs and the Campus Bike Center have repeatedly hosted bicycle stations on Bike to Work Day; Housing has donated food and beverages to the three on-campus stations each year; and in 2012, the Illinois Student Senate became the first Platinum level sponsor of Bike to Work Day with a $1,000 donation. Bike to Work Day is an important initiative to encourage people to commute by bicycle. The university should continue to engage employees and students in this encouragement effort. In 2013, the event was expanded to an entire Bike Month and included a series of events throughout the month of May. As the event grows to a larger scale and audience, the university should continue to participate and to encourage staff, faculty, and students to take advantage of C-U Bike Month activities to learn about cycling and to build new habits by bicycling for transportation and wellness.

##### Sustainability and Earth Weeks:

Each fall semester, the iSEE hosts Sustainability Week on campus, featuring a series of events highlighting numerous sustainability efforts and concerns, both locally and globally. Similarly, Students for Environmental Concerns (SECS) hosts Earth Week every spring, in partnership with iSEE. Bicycle events at Sustainability and Earth Weeks have historically included bicycle tune-ups on the Quad, an open house at the Campus Bike Center, free bicycle education courses, and guest speakers from bicycle organizations such as Working Bikes Cooperative[[43]](#footnote-59) in Chicago. These biannual events encourage new ridership and help foster a strong bicycling community. The university should continue to provide these resources during Sustainability and Earth Weeks and should look for ways to expand these opportunities to larger audiences each year.

##### Seasonal and Occasional Parking Passes:

The Parking System Review Committee report states, “Campus should encourage people to use active transportation options by improving bicycle safety, facilitating carpooling and offering occasional parking passes. Alternatives to an annual parking permit would allow employees to choose active modes of transportation and decrease the demand for annual parking spaces. Updating the bicycle system on campus would boost ridership which will positively impact the health and safety of campus citizens as well as benefit the environment.”

The concept of a “sunk cost” applies to an employee’s choice in commute modes. If a person owns a car, has paid for a full year of parking, and is accustomed to paying the standard automobile ownership costs like gasoline, insurance, and upkeep, then the immediate benefit of choosing a different transportation mode is not readily apparent. One method for breaking through this barrier is to provide an alternative to the annual parking permit, so there is a specific economic choice every time an employee drives to work.

Already there are seasonal parking permits available in non-waitlisted lots, which is simply the annual permit pro-rated by number of months. Although this option is available to any employee, it is currently not well advertised and should be more heavily promoted in combination with active transportation. Metered parking provides an additional alternative to the annual parking permit and can be paid for with coins ($1.00 per hour), cash key, or through day meter permits, with a 2014 cost of $13.00 per day.68 Some university-owned meters also offer a credit card payment option through mobile phones. The Parking Department should expand and promote these temporary parking options through an occasional parking packet advertised to employees,

##### Guaranteed Ride Home Program:

The Guaranteed Ride Home Program would provide direct transportation home in the event of an emergency, inclement weather, or other unplanned events. With support from the MTD, this program could be offered free of charge to campus employees who do not purchase an annual parking pass. The TDM Department should work with the Parking Department and the MTD to implement this program.

##### 2007 Student Survey report by the MTD:

“In other markets, the guaranteed ride home program is often found to be popular in surveys and, while rarely used, provides a sense of security for some people. Twenty-nine percent (29%) said that the guaranteed ride home would convince them to use an alternative mode, or to use it more often than they now do. Another 29% said that the guaranteed ride home would address some of their concerns. These responses do not mean that these respondents would necessarily begin taking the bus, walking or bicycling because of the guaranteed ride home, but it does mean that the idea is appealing to them and can be one aspect of a program promoting the use of alternative modes.”

##### Enforcement:

Enforcement of legal and safe bicycle riding behavior is an important step to educating the cycling community and normalizing responsible bicycling practices. According to UIPD Deputy Chief of Police Skip Frost, the UIPD normally begins each academic year with “educational” enforcement, consisting primarily of warnings intended to inform and educate cyclists about their rights and responsibilities. Over the course of the year, as they work to establish a culture of safety, the UIPD enacts a stricter enforcement approach through written citations for traffic violations by cyclists under the Illinois Vehicle Code, local municipal ordinances, or the University Bicycle Code.

State and Local Ordinances

University Bicycle Code

Diversion Alternatives

Bicycle Registration

Bicycle Parking Enforcement

Abandoned Bicycles

Evaluation and Planning

Bicycle Counts

Additional Bicycle Metrics

Surveys and Feedback

Campus Bicycle Coordinator

Chapter 8: Conclusion

Appendices

Appendix A. Design Guidelines

Appendix B. Parking Spot Removal Table

Appendix C. Public Participation

Appendix D. Sources

Appendix E. Campus Bicycle Coordinator Position

Summary

1. <https://fs.illinois.edu/Providers/transportation-demand-management/> [↑](#footnote-ref-1)
2. <https://urbanaillinois.us/departments/public-works> [↑](#footnote-ref-2)
3. <https://champaignil.gov/> [↑](#footnote-ref-3)
4. <https://www.savoy.illinois.gov/> [↑](#footnote-ref-4)
5. <https://ccrpc.org/> [↑](#footnote-ref-5)
6. <https://ccrpc.org/programs/transportation/> [↑](#footnote-ref-6)
7. <https://mtd.org/> [↑](#footnote-ref-7)
8. <https://studentaffairs.illinois.edu/about/committees/campus-transportation-advisory-committee> [↑](#footnote-ref-8)
9. <https://campusrec.illinois.edu/> [↑](#footnote-ref-9)
10. <https://campusrec.illinois.edu/programs/campus-bike-center/> [↑](#footnote-ref-10)
11. <https://thebikeproject.org/> [↑](#footnote-ref-11)
12. <https://www.parking.illinois.edu/> [↑](#footnote-ref-12)
13. <https://icap.sustainability.illinois.edu/project/collection-and-donation-abandoned-bicycles> [↑](#footnote-ref-13)
14. <https://humanresources.illinois.edu/well-being-services/index.html> [↑](#footnote-ref-15)
15. <https://sustainability.illinois.edu/> [↑](#footnote-ref-16)
16. <https://police.illinois.edu/> [↑](#footnote-ref-18)
17. <https://studentaffairs.illinois.edu/about/committees/student-sustainability-committee> [↑](#footnote-ref-20)
18. <https://urban.illinois.edu/> [↑](#footnote-ref-22)
19. <https://icap.sustainability.illinois.edu/project/student-sustainability-leadership-council-sslc> [↑](#footnote-ref-24)
20. <https://sites.google.com/illinois.edu/circlecycle/about-us> [↑](#footnote-ref-26)
21. <https://www.illinicyclingclub.org/index.html> [↑](#footnote-ref-28)
22. <https://www.illini4000.org/> [↑](#footnote-ref-29)
23. <https://champaigncountybikes.org/> [↑](#footnote-ref-31)
24. <https://thebikeproject.org/> [↑](#footnote-ref-33)
25. <https://www.prairiecycleclub.org/> [↑](#footnote-ref-35)
26. <https://bikeleague.org/> [↑](#footnote-ref-37)
27. <https://www.apbp.org/> [↑](#footnote-ref-39)
28. <https://rideillinois.org/> [↑](#footnote-ref-41)
29. <https://icap.sustainability.illinois.edu/project-update/final-report-and-key-findings-mode-choice-survey-2022> [↑](#footnote-ref-42)
30. <http://ihavemiplan.com/shared/pdfs/student_report_spring07.pdf> [↑](#footnote-ref-44)
31. <https://www.bikepeddocumentation.org/> [↑](#footnote-ref-45)
32. <https://ccrpc.org/wp-content/uploads/2015/03/CATS-university-district-traffic-circulation-study-final-2013.pdf> [↑](#footnote-ref-47)
33. <https://ccrpc.gitlab.io/lrtp2045/existing-conditions/transportation/> [↑](#footnote-ref-48)
34. <https://www.senate.illinois.edu/co_psrc.pdf> [↑](#footnote-ref-49)
35. <https://archive.fs.illinois.edu/docs/default-source/campus-landscape-master-plan/2022_campus_landscape_master_plan.pdf?sfvrsn=ca47deea_2> [↑](#footnote-ref-50)
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